

Souvenir Edition

VACH COLLECTION

PINE COUNTY, MINNESOTA

# Chengwatana Chronical

An updated chronical of news and history of events as they actually happened and how they may have been written.

Price 35¢

## Union Jack Raised Over Connor's Trading Post

### HINCKLEY DESTROYED!

#### Huge Fire Causes Great Loss of Life

Many small fires, feeding on tinder-dry underbrush and resinous pine stumps throughout this hot, dry summer, suddenly were whipped into one large mass of seething flame and destruction shortly after noon on Saturday, September 1, 1894, by a rising wind of cyclonic fury that came out of the southwest.

Pokegama was the first to succumb to the demon. Fed by the fury of its first success, the fire roared on to utterly consume Mission creek and Hinckley. Traveling in a northeasterly direction, the fire laid waste to Miller Junction, Sandstone and Partridge before its seemingly insatiable thirst was satisfied.

contained several feet of water, and in the Grindstone Creek which ran through the village. At Sandstone, the Kettle River was the salvation of many.

However, many though escaping with their lives, were

**350 SAVED  
AT SKUNK LAKE**

burned and injured and suffering is great. Their homes were gone as well as all their earthly possessions including, in some cases, the very clothes on their backs.

The work of bringing relief to these unfortunate victims has been started through a proclamation by Governor Nelson and the mayors of our larger cities. The villages of Pine City and Mora and the cities of Superior, Wisconsin, and Duluth, Minnesota organized their relief work in supplying homes and lodging for those who safely fled the fire and also those who miraculously survived it.

Tom Conner announced the ground breaking October 12, 1804 of his new fur trading post on the Snake River. He reports the supplies of furs are very good. The Union Jack is flying as evidence that Mr. Conner is doing business with one of the best fur companies. The highest prices are paid by his firm, the Northwest Company.

The most modern fur trading facilities available in the Northwest are here. This includes sleek canoes and fast transportation and communications with the outside world on the tremendous river system via the Snake, St. Croix and Brule River.

Connor reports that Europe is crying for our furs.

## Chengwatana Named County Seat

March 1, 1850

With very informal ceremony, the village of Chengwatana officially was named the County Seat of Pine County. Presently, Chengwatana

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Though there were hundreds of people burned to death, thank God there were survivors. Several trains heroically and miraculously helped many to escape a fiery death while the sky above them and the air around them was red with flame. Many saved themselves in a gravel pit in Hinckley which fortunately

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## Military Road Complete

General W.W. Wheeler announced today, July 1, 1857, the completion of the Military Road between St. Paul and Superior and that it is now open for overland travel. This is good news for the settlers and logging camps as now year around travel is possible.

This modern highway is suitable for stagecoaches and buggies as well as horseback and walking travel. Overnight accommodations

are available at the Chengwatana, Deer Creek, Rock Dam stations and others.

General Wheeler stated this new overland route, costing over \$20,000 should also provide a boost in homesteading and land speculation since this highway will provide good access for shipping produce from the area. This will supplement water transportation during the winter months.

possessions including, in some cases, the very clothes on their backs.

The work of bringing relief to these unfortunate victims has been started through a proclamation by Governor Nelson and the mayors of our larger cities. The villages of Pine City and Mora and the cities of Superior, Wisconsin, and Duluth, Minnesota organized their relief work in supplying homes and lodging for those who safely fled the fire and also those who miraculously survived it.

Any community wishing to help these unfortunate people may do so by contacting the mayors of St. Paul, Minneapolis or Duluth. Provisions and money are needed. Transportation to the burned area has been disrupted and citizens are urged not to visit the area out of curiosity. Everything is being done to inform relatives of the victims and survivors as to the plight of their loved ones. Pine City has been officially designated the headquarters for the relief work.

## Pearl Found at Pokegama Lake

Mr. Nordstrom, living on the north end of Pokegama Lake, found an immense fresh water pearl in a clam on the shore of the Lake. It has been sold at a reputed price of \$500. Mass rush to the Lake has begun by local people excited over the possibility of such a discovery. Every able-bodied person with a boat and clam hooks is dragging the lake in search of clams.

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Connor reports that Europe is crying for our furs.

## Chengwatana Named County Seat

March 1, 1850

With very informal ceremony, the village of Chengwatana officially was named the County Seat of Pine County. Presently, Chengwatana has 92 hardy souls who are striving to make their town a decent place to live. The village, located at the Snake River outlet of Cross Lake, has been a village site for many years and is located on a modern United States Government Military Road.

## Chief Umaluga Buried at Stumne Indian Cemetery

The great leader went to his "happy hunting grounds" this August 21, 1206 with proper and fitting ceremonies, amidst the wailing of women and the pounding of the ceremonial drums. He was buried facing the West with clay pipes, green arrowheads and suitable pottery that he will need in his future life.

His son, White Foot, will be installed as chief at the next full moon.

## HIGH GRADE ROCK FOUND AT FORTUNA

Colonel Grant of Hinckley, Minnesota, took some preliminary samples of the bed rock found at Fortuna. He states it appears to be of good quality and easily accessible for quarrying, and it can be used for building and foundation material. Colonel Grant states that he is bringing the samples by wagon to Hinckley where they will be taken by rail to St. Paul for assaying to determine the actual quality.

## Copper Lode Discovered on Snake and on Kettle River

July, 1880

J. Bennet Smith, general agent for the Lake Superior and Mississippi Railroad, has revealed that he discovered copper ore along the Snake River east of Pine City. Rumor has it that the close-lipped Mr. Smith has organized a stock company with capital of \$250,000 and several shafts may be required to be sunk. They are prepared to go to depths of 150 feet, if necessary.

In addition, a hard-hatted miner was photographed bringing out copper ore from a mine excavation east of Hinckley along the Kettle River.

All indications point to the fact that copper mining will be another large industry here replacing the lumber industry.

## Two Chippewa Indian Girls Slain in Ambush

Two Chippewa Indian girls were slain this morning in an ambush on the east shore of Lake Pokegama by a Sioux war party near the Pokegama Mission this week.

The Reverend Botwell, Presbyterian missionary, was shocked by the incident and urged restraint on the part of the Chippewas. However, a search and destroy party was organized, in spite of his protest, to avenge the deaths of the two young girls. Late reports say that one of the Sioux was captured and one of the Sioux was killed.

The Pokegama Mission, established just a few years previously in 1836 by Reverend Ayer, has been the scene of many conflicts between the Sioux and Chippewa tribes. The missionaries have been translating the Bible and publishing books in the Sioux and Chippewa languages.

Reverend Botwell is hopeful that these acts of violence between the tribes will cease so that we can live in peace.

## Pine County Seat Moved to Pine City From Chengwatana Village

June 10, 1872

The County Seat of Pine County was today moved to Pine City as the dwindling village of Chengwatana could no longer warrant this center of County government. Pine City has prospered tremendously since the building of the railroad through the town. It is now the center of business activity for the surrounding community.

## Rutledge Devasted by Fire

October 9, 1889

The S.S. Gregg and Company lumber mill at Rutledge was destroyed by a late afternoon fire. The huge mill, with a capacity of 3,000,000 board feet of lumber annually, was a total loss. Frantic efforts to save the lumbering complex was to no avail. The mill, built in the 1880's, was the main industry of Rutledge so over a hundred men will be out of work, at least temporarily. Although there are no known injuries or deaths caused by the fire, this calamity means that there will be many hungry families in and around Rutledge this winter.

The Rutledge Lumber Company announces that it is too soon to be definite but they have tentative plans to rebuild.

## HIGHWAY OPENED

August, 1927

U.S. Highway 61, nicknamed "Black and White Road" was formally dedicated at Pine City in 1927. A barbecue and dedication ceremonies were held at the County Fairgrounds.

## COL. W.G. GRANT INTERVIEWS

J.J. HILL OF THE  
GREAT NORTHERN



**CONNOR'S**

Snake River east of Pine City. Rumor has it that the close-lipped Mr. Smith has organized a stock company with capital of \$250,000 and several shafts may be required to be sunk. They are prepared to go to depths of 150 feet, if necessary.

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## Open for Traffic

Governor Harold LeVander, Mayor Ben Boo of Duluth, Miss Renee Churchill, local Indian princess and Diane Anderson, Miss Pine County, formally opened the Duluth-Twin Cities section of Interstate 35 on November 22, 1969.

This modern Interstate means Pine County is within an hour's drive from the Twin Cities and Duluth.

## Opening Sale The Partridge General Store

July 13, 1905

Be sure and stop by our new store and see the great values offered at the lowest prices in town.

**Harnesses  
Feeds Seeds**

Partridge, Minn.

## RESIDENTS PETITION FOR NEW MILLER SCHOOL

September 22, 1876

Ten legal voters of the Village of Miller, located on the St. Paul - Duluth Railroad, today petitioned the Pine County Board of Commissioners to establish a school for their children. The petition is as follows verbatim:

September 22nd, 1876, Miller Station, Minnesota  
TO the Commissioners of Pine County, Minnesota.

WE, the undersine citizens pray said commissioners of Pine County to lay of a school district fer us wee having more than the requisite number of schollars which are entitled to school we will build a house cheep.

Petition is signed by H.W. Lewis, John Ray, William Ray, John Lewis, Christ Hermyer and E.M. Danchow.

## Chengwatana Village

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## CONNOR'S TRADING POST

We pay the highest prices for top pelts. Let us have the opportunity to purchase your furs first. Guaranteed best trading terms west of Duluth. We're located on the Snake River, just east of Lake Pokegama.

**Dealing only in  
first quality furs**

## St. Croix Protection Approved; Sought for Kettle

On October 2, 1968, the U.S. Senate passed the National Wild and Scenic Rivers System Bill which had been passed by the House of Representatives on September 12, 1968. Included in this bill are the Namekagon and St. Croix Rivers north of Taylors Falls.

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## COL. W.G. GRANT INTERVIEWS

## J.J. HILL OF THE GREAT NORTHERN RAILROAD

July, 1900

Col. Grant, local Sandstone businessman and postmaster, had a friendly visit with James J. Hill of the Great Northern Railway recently. Col. Grant, who promoted construction of the Kettle River Rail Line from Sandstone Junction to the newly opened quarry 4 miles east suggested that since he and Mr. Hill were both owners of railroads, they should exchange free complimentary passes. Col. Grant said, "Of course my railroad is not as long as yours, but it is every bit as wide," to which Mr. Hill had to jokingly agree.

Congressional efforts will begin February 21 to add Minnesota's 53 mile long Kettle River to the national wild, scenic and recreation rivers system.

The river in east-central Minnesota begins in Carlton County and flows south to the St. Croix River. The portion of the St. Croix above Taylors Falls, Minnesota is already specified as a wild river.

## EDITORS:

*This newspaper is dedicated to all the hardy people of Pine County, Minnesota who through hard work, courage, and vision "created" this land of opportunity. By trial and sometimes error, as with all human beings, this region was brought through the various milestones of our history. With a little tongue in cheek we have attempted to recreate these happenings and events and, in this way, make them come alive to you.*

*We hope we have acquainted you with our historical heritage and scenic beauty and have made this County more interesting in which to live and visit.*

*This is our goal: Conserving, preserving, enjoying and informing the public of Pine County's many natural resources and to show how the use of natural resources and human history relate to each other.*

*With highest regard,*

*The Editors*

*Ron Nelson, Chairman of the Pine County Historical Society*

*Kon Bergum, Pine Soil Conservation District*

*In cooperation with the Pine County Historical Society, Pine County Tourist Committee, Pine County Soil and Water Conservation District, and Pine County Extension Office.*

*P.S. Some of the dates, photos and names are not necessarily accurate due to lack of historical records. All events are based on actual occurrences.*

## ISAAC HINCKLEY ARRIVED AT

## "KATE R" LAUNCHED

June 1881

The 125 foot stern-wheeled excursion boat "Kate R" owned by Mr. Richard Robinson and named for his wife was launched today from Pine City. Elijah Seavey from the Village has been named captain of the 80 passenger craft. Mr. Robinson, in selecting "Cap" Seavey as the boat's pilot, chose a man with a vast amount of sailing experience on the St. Croix and Snake Rivers and Pokegama and Cross Lakes. The "Kate R" will make regular trips stopping at various locations including the Tuxedo Inn, the finest resort on Lake Pokegama.

## Band Concert

July 4, 1906

The 25 piece Finlayson brass band will give its first concert at the 4th of July celebration next week. The musical organization is sponsored by the farsighted businessmen and farmers of Finlayson which include the Finlayson Lumber Company, D.P. Lockwood Barber Shop, Gowan's General Mercantile Store, Mr. John A. Oldenberg, Dalbert Hotel, Bank of Finlayson and the Oscar Frederickson Blacksmith Shop.

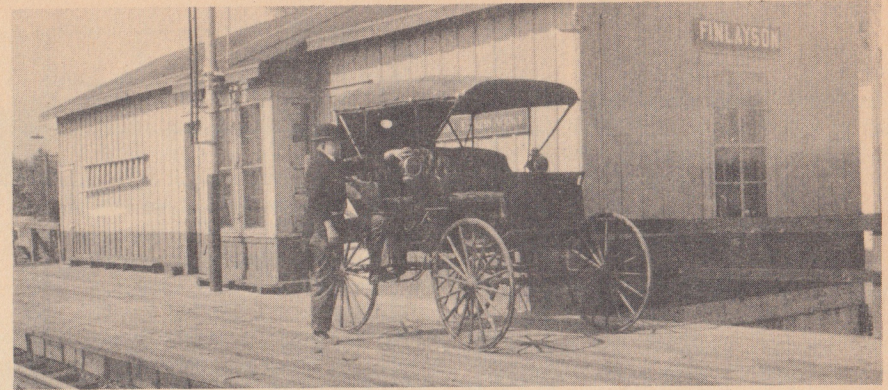
Finlayson is now an incorporated village and very proud of its school and other facilities.

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YOURS FOR SERVICE  
**ASKOV LUMBER  
AND SUPPLY CO.**

L. O. WOSGAARD, Prop.

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John Oldenberg, Finlayson banker and businessman, proudly announces the arrival of his new Velie Surrey. The modern vehicle pictured above, arriving at the

Finlayson Depot from the carriage plant at Moline, Illinois, is of latest design with kerosene burning brass side lamps, leather fenders and isinglass side curtains.

July 22, 1896

## FIRST TRAINLOAD OF KETTLE RIVER SANDSTONE SHIPPED TO TWIN CITIES

December 1, 1886

Col. W.H. Grant, a prominent Sandstone businessman, announced today that the first trainload of Kettle River sandstone was loaded and brought through Sandstone Junction into the mainline for transportation to the Twin Cities.

Their first load of excellent building stone represents only a portion of what he feels has great potential as a building material.

This stone (silica) is easily worked, has great strength and durability. Mr. Grant feels that there will be a great demand for it all over the country.

The new rail spur, which has three switchbacks to bring the train up the 100' elevator from the river bottom to the gorge crest, is of the latest design. The excellent engineering and surveying proved to be correct as the 044 Baldwin locomotive rode the grade with no more than expected effort.

TRUE HAPPINESS is found in congenial matrimony. What is your chance of meeting your ideal life companion? Don't dream. Act. We will help you. Write us of yourself; give age, complexion, circumstances, religion, etc., and you will receive free of charge full particulars of our matrimonial agency, with descriptive magazine of prospective wives and husbands; strictly confidential and no obligation to you. Why hesitate? Write now. Address—American Distributor

**WM. H. BARNICK**

General Auctioneer, Livestock  
Farmer and Real Estate

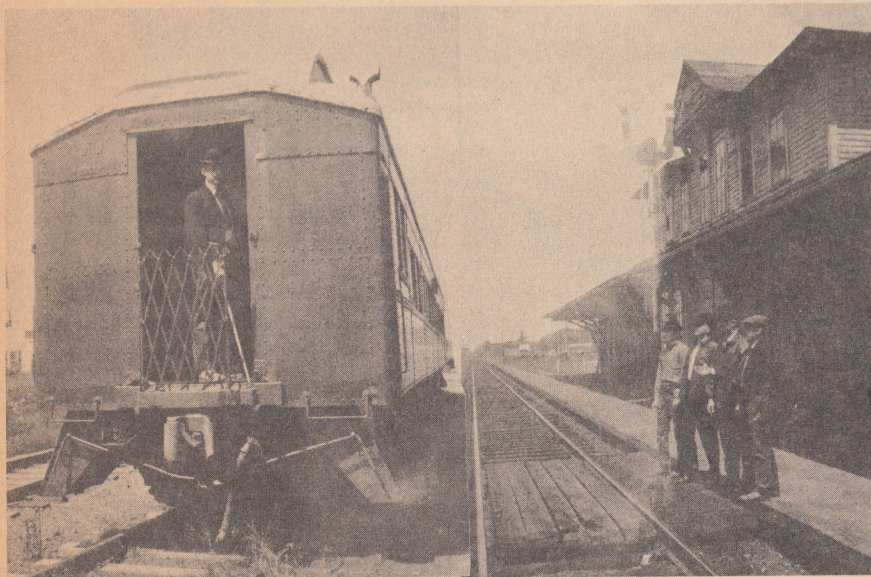
Office Happyland Farm, Sandstone, R. F. D.  
Finlayson Phone.

Kon Bergum, Pine Soil Conservation District

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# ISAAC HINCKLEY ARRIVED AT CENTRAL STATION THIS MORNING



Mr. Isaac Hinckley, president of the Philadelphia, Wilmington and Baltimore Railroad and a major stockholder of St. Paul and Duluth, stated that his rail firm plans to make Central Station a major terminal being it is midway between the Twin Cities and Duluth-Superior. This will include a two-story, modern depot, section house and the most modern railyard. Mr. Hinckley was well pleased with

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**ASKOV LUMBER**  
**AND SUPPLY CO.**

L. O. WOSGAARD, Prop.

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TRUE HAPPINESS is found in congenial matrimony. What is your chance of meeting your ideal life companion? Don't dream. Act. We will help you. Write us of yourself; give age, complexion, circumstances, religion, etc., and you will receive free of charge full particulars of our matrimonial agency, with descriptive magazine of prospective wives and husbands; strictly confidential and no obligation to you. Why hesitate? Write now. Address - American Distributor, Suite 236, Blairsville, Pa.

## Brook Park State Bank

BROOK PARK, MINNESOTA

Capital and Surplus, \$13,000.00  
Total Resources, \$175,000.00

*A Growing Bank in a Growing Community*

Transacts General Banking Business. Farm Loans at lowest rates. Insurance of all kinds, in good, reliable companies.

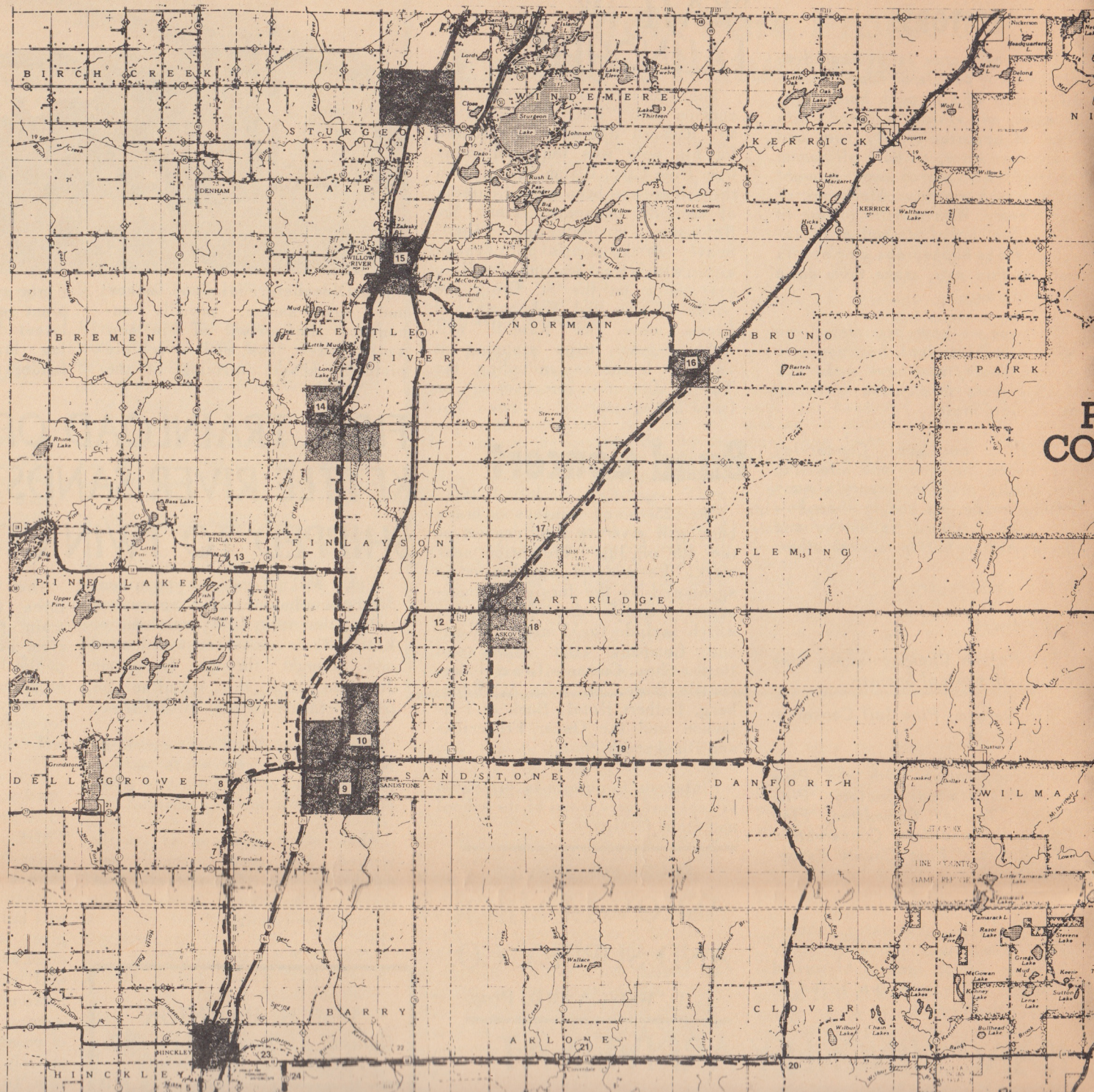
### OFFICERS AND DIRECTORS

ISAAC HAZLETT, Pres. J. C. HAZLETT, V. Pres.  
A. E. EDDY, Cashier GUY E. SAFFELL, Ass't Cashier  
J. J. MEYER, Director

October 5, 1878

the progress so far and the logging operation under way by David Tozer and Frederick Weyerhouser.

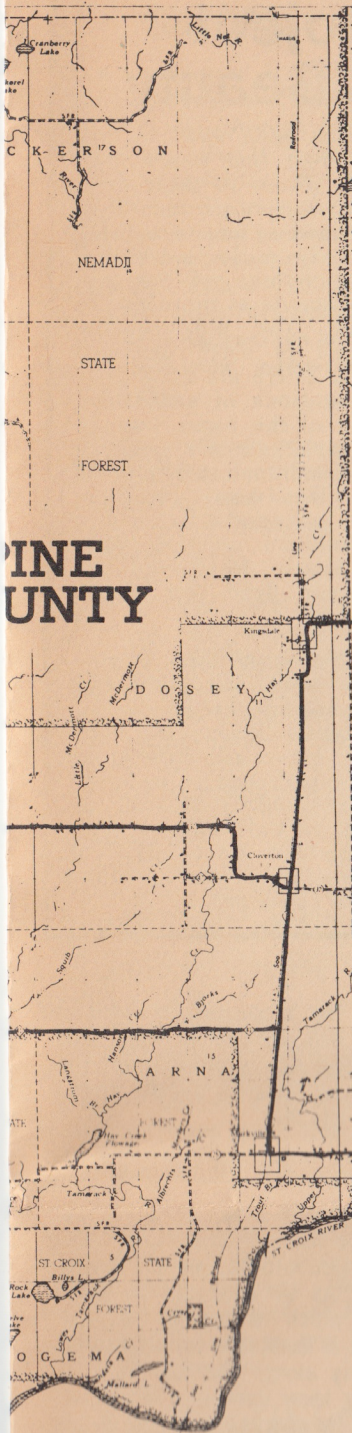
Mr. Hinckley says the timber supply is unlimited and that the stately White Pine forests will never be exhausted. He feels Central Station will grow into a large metropolis equal in size to Mendota or Stillwater.



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CO







## THE CHENGWATANA TRAIL

This tour is a journey through the pages of history of Pine County, Minnesota, taking you to places where many history making events actually transpired. Are you ready to join us?

The CHENGWATANA TRAIL covers 160 miles and can be made in a continuous trip or in sections. There are many convenient wayside rests, restaurants, motels, two State parks and picnic and camping areas to make your journey educational, enjoyable and comfortable.

First, what does "Chengwatana" mean? This is an ancient Ojibway word meaning "Town of Pines." The Village itself was located at the Snake River outlet of Cross Lake.

Before the logging operations of the 1880's this area was completely covered with huge white and red pine forests. The towering trees stood so tall and thick that sunlight did not reach the ground. How would you have liked to walk on the thick cushion of pine needles on the open forest floor beneath the pine bough ceiling, paddled a birch bark canoe down the unspoiled river, walked on Indian trails, ridden one of the logging railroads, or have ridden on a stagecoach along the "Old Government Road" built between Superior and St. Paul in the 1850's?

NOW - - THROUGH the miracle of the printed page, let us speed back through history - back to the days when history as we know it began - BACK - BACK - BACK - to the Days of CHENGWATANA.

In our mind's eye, let us now climb aboard a stagecoach in 1860. Imagine yourself traveling this route in a rolling, rocking coach with its six-horse team, and the whip-cracking driver seated above. Follow us now as we begin our adventure.

We find ourselves at Pine City on the Snake River. We shall use this as the starting point. The stage is waiting, and the horses are fresh and impatient to begin the journey into the past. Our first item of interest is

some distance up the Snake River for the site of his fur post.

Life in this frontier trader's cabin was documented for the fall and winter of 1804 and the spring of 1805. That life was not a humdrum one was made evident from notations in Connor's diary. The winter was very cold and long and one can almost feel relief when on April 27, 1805, he left his wintering post, presumably with his winter's supply of furs, wild rice and maple sugar, for his long trip back to his headquarters. During his stay at his wintering quarters in 1804-05, Mr. Connor had a crew of perhaps six to eight men, experienced woodsmen who built the post in about five weeks. Five men, all French, such as Bouche, Pierro, Le Blanc have been mentioned by name in the diary. These men, with a hunter whom Connor called La Pon, hunted the forests for game. Presumably, a Chippewa Indian village sprang up around the post and Connor engaged the services of an Indian hunter whom he called the "Outarde". These Indians trapped the furs which were traded to Connor. On a stormy day when the men could not go out hunting, they worked around the post, building sleds, gathering firewood, mending the canoes and doing other odd jobs that must have been numerous in this busy place. On days when the Sioux Indians were in the area, no one left the post.

The main building is about 77 feet long and roughly 18 feet wide. It is divided into six rooms, partitioned by upright poles. There are four fireplaces also built of poles plastered with clay and lined with rock. Four subsurface storage pits were found in the building during excavation. This long building had quarters for the trader and his wife, quarters for his crew and rooms for a store, a workshop and storage.

That he returned to the area of Pine County at some later date is certain because of many references made to him by later writers. This fort has been completely reconstructed by the Minnesota Historical Society.

Next we come to the

The stage now leaves Brook Park, continuing northeast on Highway #23 to the junction with Highway #61. At this point we turn north and arrive in the

### 5. VILLAGE OF HINCKLEY

This Village was named for Izaac Hinckley who was the president of the Philadelphia, Wilmington and Baltimore Railroad from 1865 to 1881 and a major stockholder in the St. Paul and Duluth Railroad. Originally, this Village was called Central Station. There are five picnic and recreation areas here for your use. Don't forget to stop at the Memorial Park, "The Pit", where several hundred people saved their lives in the muddy waters during the Great Hinckley Fire. Stop at the Village's fine restaurants and other facilities for refreshments. Continuing north we come to the

### 6. HINCKLEY FIRE MARKER

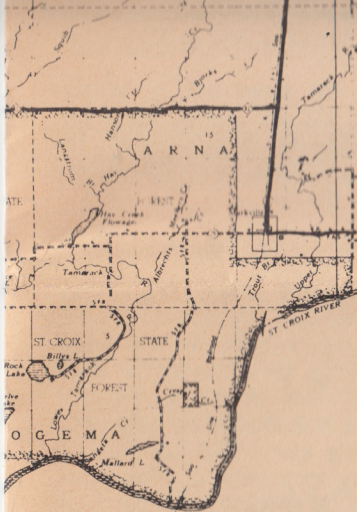
Again read the inscription: "On September 1, 1894, a terrific forest fire - - - -." Just how forceful was the fire? Listen as Judge Seagrave tells of its impact: "I saw on the west side of the village a volume of flame strike a small house and shed, wipe it out in an instant, and leap from there over a number of other buildings without touching them. A sawmill beyond was struck with such force that it was moved bodily from its foundation in a second and went floating in the air, a burning mass. Every stick of timber in it seemed to be on fire."

A memorial wayside rest is provided by the Village of Hinckley.

As we continue north on Highway #61 we come to

### 7. SKUNK LAKE

This lowly looking marsh was the scene of one of the most dramatic and heroic rescues in Minnesota history. This was only a pond even in 1894 when Engineer James Root of White Bear Lake brought his train, Number 4 Limited, past this place and south on its way to Hinckley. On



"Old Government Road" built between Superior and St. Paul in the 1850's?

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### 1. CONNOR'S FUR TRADING POST

For many years it was known that an early fur trading post was located in Pine County, Minnesota, somewhere on the banks of the Snake River. In a publication of the Minnesota Historical Society, Five Fur Traders of the Northwest, edited by C.M. Gates and published in 1933, there appears a diary of a Thomas Connor of the Northwest Fur Trading Company who locates his 1804-05 post in this area.

Who was Thomas Connor and why did he build a stockaded post at this spot on the Snake River?

From what is known, Connor, a fur trader for the Northwest Company with headquarters in Canada, came out to what is now Pine County, Minnesota to trade with the Chippewa Indians who were living in the area at that time. He wanted to exchange their furs and wild rice for trade goods such as copper kettles, cloth, beads, tobacco, axes, knives, blankets and probably other items which were desired by the Indians.

In the late summer of 1804, Connor and his crew arrived in canoes at Cross Lake from one of the trading posts on Lake Superior by way of the Bois Brule River, the St. Croix and thence to the Snake River, which runs through Cross Lake. From his camp on this lake, Connor found a suitable place

touching them. A sawmill beyond was struck with such force that it was moved bodily from its foundation in a second and went floating in the air, a burning mass. Every stick of timber in it seemed to be on fire."

The main building is about 77 feet long and roughly 18 feet wide. It is divided into six rooms, partitioned by upright poles. There are four fireplaces also built of poles plastered with clay and lined with rock. Four subsurface storage pits were found in the building during excavation. This long building had quarters for the trader and his wife, quarters for his crew and rooms for a store, a workshop and storage.

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### 2. STUMNE INDIAN MOUNDS

Prehistoric Indian burial mounds, excavated by the Minnesota Historical Society, are estimated to be from about 1200 A.D. Land was acquired by the Minnesota Historical Society and will be preserved. This region will be maintained in conjunction with Connor's Fur Trading Post.

We now arrive at the

### 3. BROOK PARK FIRE MONUMENT

One mile southwest of Brook Park we find the Brook Park Fire Monument. This is a smaller version of the monument at Hinckley and was erected by the Legislature in 1915 in memory of the 26 individuals in this area who were killed in the early hours of the fire.

NOTE: Old pine stumps across from the cemetery.

We continue on our way to the

### 4. VILLAGE OF BROOK PARK

The original name for this Village was "Pokegama," and it was one of the two regions from which the firestorm began that became the Hinckley Fire. We will now be moving in the direction and path of the fire, back in 1894.

A memorial wayside rest is provided by the Village of Hinckley.

As we continue north on Highway #61 we come to

### 7. SKUNK LAKE

This lowly looking marsh was the scene of one of the most dramatic and heroic rescues in Minnesota history. This was only a pond even in 1894 when Engineer James Root of White Bear Lake brought his train, Number 4 Limited, past this place and south on its way to Hinckley. On the outskirts of the village, a group of refugees from the burning town announced that the forest fire had struck Hinckley, and everyone must leave. Loading up from 150 to 160 people, in addition to the 200 or so passengers, Engineer James Root backed his train the six miles to this spot. Most of the windows had been blown out by the tornado force of the flames, and the wooden coaches were a mass of fire.

William H. Blades of Crane, Ordway and Company of Duluth, one of the passengers on the train, describes the arrival at this marsh as follows:

"The male passengers bestirred themselves to take out the women and children from the burning coaches. A barbed wire fence was kicked off the staples, and everybody ran for, or were helped into, the deepest part of the miry, muddy water which was at most 18" deep. Here I sat down with the rest so that the mire and water came up nearly to the arm pits, and when sheets of flame swept over us, as they seemed to do periodically, we would crouch down as much as possible, keeping our heads covered entirely with wet clothing."

This all happened here at Skunk Lake - which actually never really was a lake but a slough - where over 350 people saved their lives. Climb aboard again for the visit to Sandstone as we continue north on Highway #61.

### 8. OLD SKALLEY AND SANDSTONE JUNCTION

Before the mainline of the Great Northern Railroad was built through the Village of Sandstone in 1893, the Village and quarry were served by a spur line from the St. Paul and Duluth Railroad located 3 miles west. This spur was known as "Old Skalley" and the present Highway #61 follows this route very closely. This was the route by which many Sandstone survivors of the Hinckley fire made their way to rescue trains sent from Duluth on the St. Paul and Duluth line. The bridge north of Sandstone over the Kettle River had been destroyed by the fire.

### 9. ENTRANCE TO THE OLD MILITARY ROAD

The stage stops momentarily so riders may see the Sandstone exit of this old road. This section is not on the Trail. An interesting site is the Deer Creek Stage Stop midway between Sandstone and Hinckley.

### 10. VILLAGE OF SANDSTONE

This village was developed by the Sandstone quarries which were located just east of the village on Minnesota Highway #123.

While in Sandstone visit the railroad depot and the Village Municipal Park (now called Robinson Park). This park has a flowing artesian well, and the water is some of the purest in the state. In fact, at one time water from Sandstone was bottled and sold for water coolers in the Twin Cities. Robinson Park is located on the east edge of Sandstone, by the Kettle River, on the former quarry site. Facilities include picnic tables, water and toilets.

Our stagecoach now retraces the route back to Highway #61. Here we turn north and continue three miles to

### 11. BANNING STATE PARK

This park contains a sandstone quarry

### 13. HISTORIC FINLAYSON

This is one of the few original pioneer towns in this area that escaped the ravages of the great forest fires. Many of the buildings here were constructed before the turn of the century. The depot was built in 1880, the Finnish church in 1894, and the blacksmith shop and City Hotel are a few of the buildings existing as they did in the 1800's. The stage wheels rattle as you cross the tracks of the Burlington Northern - this is the descendant railroad of the St. Paul and Duluth, the first railroad between St. Paul and Duluth, built in 1870.

After crossing the tracks, turn left one block and then right on to main street. Before the stage leaves, be sure you get out and walk the old sidewalks and browse in the Village shoppes.

Our route now takes us back to Highway #61 where we turn north and find ourselves at the

### 14. VILLAGE OF RUTLEDGE

This Village was built by and for the pioneer logging industry. Note the stately Norway pines that have been planted. Upon leaving Rutledge, the stagecoach continues north on Highway #61 to the

### 15. VILLAGE OF WILLOW RIVER

This Village was the site of early logging and sawmill operations. It takes only a few minutes to visit the site of the proposed Mississippi Ship Canal of 1898. The Canal marker survey post is still visible at the south edge of the Village on Main Street.

The Willow River Campgrounds, maintained by the Department of Lands and Forestry, are nearby and the picnic facilities and campground are open to you. Your stage driver suggests that you stop at the General Andrews Nursery just 2½ miles north of Willow River. This is named for Minnesota's first Chief Fire Warden, General C.C. Andrews. It is the largest nursery in the State, and one of the largest in the United States. This nursery produces over

## St. Croix Park Project Enhances Nature's Beauty

On February 17, 1936, the Duxbury camp in the eastern part of Pine County, was turned into a WPA and work camp and a crew of men were kept busy shoveling snow and keeping the roads open until May 18, when the first forms were set for cabins at the girls' camp at St. John's Landing. Work continued on this camp all spring and summer and was finally completed in 1937 except for some minor repairs and painting.

In February, 1937, the fire tower and cabin were built. In May footings for cabins were set at the boys' camp at Norway Point. This camp was completed in 1939 and the camp at the head of the rapids was started and the mess hall and infirmary built and foundations laid for several other buildings. Then work was suspended, first for one reason and then another, but road work and fire trails were built all through the park in 1939, and this year a crew of men is at work building a dam. I think it will be the only one of this kind in Pine County. One should visit this beauty spot. The spillway and fishway are all concrete and rock.

So much has been done in this park in the past four years it is unbelievable. There is the tourist camp with nearly all the conveniences of modern homes, bathing beaches, scenic trails and paths, gates and gateposts of oak and redwood signboards at the entrance to the park. The old, winding Fleming Trail is much improved and graveled. There are contact or information stations of sandstone, an ice house of the same material and the superintendent's quarters are made of sandstone and finished in lumber. The water tower is built partly of sandstone and a tank is enclosed in the tower making it nearly frost-proof. So much has been done one cannot enumerate it all.

Why not make early plans to visit this beauty spot and appreciate not only what human hands can do, but nature's beauty as well? Spend a day or two under the green pines and inspect and enjoy those pleasures only had on trips of this kind. Why go to California or other places when we have all your heart desires right here in Pine County at St. Croix park?

Village accents the Danish theme for preservation sake. Pastries, other Danish foods and costumes are a specialty here.

The stagecoach clatters down the wide main street of Askov, and the driver wheels the team up to the high-fronted Partridge store. Seventy-five years later this was to become the Pine County Historical Museum. The building has been carefully restored by the Pine County Historical Society to resemble the original appearance as closely as possible. This is a free museum and supported by the farsighted Pine County Board of Commissioners for the preservation of the heritage of this area. Open the screen door and browse awhile. It is open from to

once again the stagecoach is waiting. Notice how soft the leather seats feel after the rolling ride of the railroad. The stagecoach now takes us directly across highway #48 into the

### 20. ST. CROIX STATE PARK

This was originally known as St. John's Landing where the railroad ended and the logs were dumped into the river and floated to sawmills. As we enter the St. Croix State Park, which is one of the most popular parks in Minnesota, the stagecoach swings merrily along. The team is in a hurry as they know there is a feeding of grain waiting for each of them at the livery stable. A map showing the historical and scenic attractions of the Park is available

While in Sandstone visit the railroad depot and the Village Municipal Park (now called Robinson Park). This park has a flowing artesian well, and the water is some of the purest in the state. In fact, at one time water from Sandstone was bottled and sold for water coolers in the Twin Cities. Robinson Park is located on the east edge of Sandstone, by the Kettle River, on the former quarry site. Facilities include picnic tables, water and toilets.

Our stagecoach now retraces the route back to Highway #61. Here we turn north and continue three miles to

### 11. BANNING STATE PARK

This park contains a sandstone quarry which was located here on the banks of the Kettle River. The park was established by the Legislature in 1965. Nature trails and picnic and campgrounds are found in the 6,000 acre area of the park. Stop at the Park Office for a map showing the historic and scenic sites. Don't forget to see the "Hell's Gate" area.

Included in the Park is the Village of Banning which was incorporated in 1901 and had 100 lots and six streets. There were churches, a school, stores, two hotels, a post office and several saloons. The population of the Village reached as high as 300 with over 600 stonecutters at work.

Continuing north, Highway #23 junctions with Highway #61. Highway #23 was dedicated as

### 12. EVERGREEN MEMORIAL DRIVE

on October 5, 1947 in grateful memory of all men and women from Carlton, Pine, and St. Louis Counties who served in the Armed Forces of our country during the World Wars. By legislative action the erection of advertisements and signs adjacent to the highway is prohibited. It includes that portion of State Highway #23 from Duluth to Highway #61, and it is declared one of America's most scenic highways.

Our route continues north on Highway #61 a mile and a half where we turn west to

## 15. VILLAGE OF WILLOW RIVER

This Village was the site of early logging and sawmill operations. It takes only a few minutes to visit the site of the proposed Mississippi Ship Canal of 1898. The Canal marker survey post is still visible at the south edge of the Village on Main Street.

The Willow River Campgrounds, maintained by the Department of Lands and Forestry, are nearby and the picnic facilities and campground are open to you. Your stage driver suggests that you stop at the General Andrews Nursery just 2½ miles north of Willow River. This is named for Minnesota's first Chief Fire Warden, General C.C. Andrews. It is the largest nursery in the State, and one of the largest in the United States. This nursery produces over 20 million seedlings a year. The soil is sandy, and if this were blueberry season, the stage riders could pick enough berries for their supper.

From the Village of Willow River, the trail heads east on County Road #43 to the

### 16. VILLAGE OF BRUNO

This Village was originally called "Mansfield" and was a very active logging community.

The Chengwatana Trail now takes us southwest on Highway #23 (Evergreen Memorial Drive). The next stop our stagecoach makes is the

### 17. D.A.R. MEMORIAL FOREST

This tract of land was reforested in the interest of conservation by the Minnesota Daughters of the American Revolution in 1940. The area is a beautiful spot in the natural state of white pine, Norway (red) pine, spruce and white birch. This is an excellent picnic area, and stage travelers would bring out their lunch for noon.

We continue one mile southwest to the

### 18. VILLAGE OF ASKOV

This community was developed primarily by Danish people and was originally called "Partridge." Today this modern

Village accents the Danish theme for preservation sake. Pastries, other Danish foods and costumes are a specialty here.

The stagecoach clatters down the wide main street of Askov, and the driver wheels the team up to the high-fronted Partridge store. Seventy-five years later this was to become the Pine County Historical Museum. The building has been carefully restored by the Pine County Historical Society to resemble the original appearance as closely as possible. This is a free museum and supported by the farsighted Pine County Board of Commissioners for the preservation of the heritage of this area. Open the screen door and browse awhile. It is open from to on  
Souvenirs and postcards are available here.

After a Danish roll and a good cup of coffee at a local restaurant, we once again climb into the stagecoach to continue the adventure of sight-seeing in the Pine County area. Our path is now through Askov, south on County Road #42 until we junction with County Road #30 east of Sandstone. We continue east, turning south on County Road #22. Here we climb out of the stagecoach and hop aboard a narrow gauge railcar of the

### 19. FLEMING LOGGING RAILROAD

The Russell type cars pulled by a huffing and puffing steam locomotive are all set to roll. With the whistle blowing, the smell of burning wood smoke from the smokestack, and a watchful eye for burning sparks, we leave the logging landing to the south. This train is hauling many thousand board feet of white pine. The logs are unloaded into the St. Croix River at the present St. Croix State Park and there float to the hungry sawmills at Stillwater.

As we travel south, notice how the course follows the natural contour of the land. This is to avoid any steep hills as the engine cannot climb much of an incline.

The Trail continues south and junctions with State Highway #48 where our railroad journey ends. As we step onto the metal step stool from the rail car, we notice that

once again the stagecoach is waiting. Notice how soft the leather seats feel after the rolling ride of the railroad. The stagecoach now takes us directly across Highway #48 into the

### 20. ST. CROIX STATE PARK

This was originally known as St. John's Landing where the railroad ended and the logs were dumped into the river and floated to sawmills. As we enter the St. Croix State Park, which is one of the most popular parks in Minnesota, the stagecoach swings merrily along. The team is in a hurry as they know there is a feeding of grain waiting for each of them at the livery stable. A map showing the historical and scenic attractions of the Park is available to you at the Park Office where an old-fashioned welcome awaits you.

While here at St. Croix, don't forget to enjoy the beautiful St. Croix River, which is now part of the National Scenic and Wild River System.

After enjoying the St. Croix State Park, our stagecoach wends its way back to Highway #48 where we turn west (left) continuing on to

### 21 CLOVERDALE

A wayside rest is provided here for the use of weary stage riders. Stop and stretch your legs so that you will more fully enjoy the remainder of the Chengwatana Trail. Originally this community of Cloverdale was called "Turpville." Many gallons of turpentine and pine tar were produced here immediately after the Hinckley fire from salvaged pine knots and stumps. This turpentine was hauled to Hinckley by wagon and shipped out by rail.

As we continue our trail west on Highway #48, we come to the

### 22. KETTLE RIVER CROSSING

Here the stage driver decides to stop for water for his team, so he drives them through the waters of the Kettle River. Here a hundred years later the Hinckley Conservation Club will build a public

access to the River to provide a wayside rest for tired travelers, but in 1860 the crossing allows for watering of tired horses.

Kettle River is so named for "kettles" found along its gorge. These are potholes washed out in the sandrock. It is probably the most scenic river in the State of Minnesota and now receives a great deal of use as a canoe route. A Kettle River canoe route brochure is available. It is proposed as a National Scenic Wild River by the U.S. Government. Time is fleeting, and the driver is impatient - - so on to the next stop. Our Trail continues west to the

### 23. HINCKLEY FIRE MONUMENT

Read the inscription in the granite shaft amid the green grove in the cemetery. "This monument is erected by the State of Minnesota - - -" It goes on to tell of the memorial in honor of those 418 individuals who lost their lives in the Great Forest Fire of 1894 and of the four long trenches where 248 unidentified bodies are buried. Bow your heads for a moment of silence to honor those who died and also those who survived and had the courage to rebuild.

We now retrace our trail by going one-half mile east on Highway #48 to the

### 24. GOVERNMENT ROAD

As we continue south a mile on this road, we pass the Sikkink School which at one time had a large enrollment but, as so many other rural schools, has now closed its doors and consolidated.

Our course continues south on County Road #15. (Note the second growth pine forest on the left side of the road). This is private land but it represents the re-growth of a forest that was completely wiped out in about three hours by the Great Hinckley Forest Fire of 1894. In the last 15 years, Pine County people, through the reforestation programs, have planted 15 thousand acres of trees, using 18 million trees.

We now continue on County Road #15 to Cross Lake, the Snake River Bridge and

### 25. CHENGWATANA TOWN SITE

## JOHN L. MADSEN Real Estate IMPROVED FARMS AND WILD LAND

**A large list of the best improved farms  
in Pine County on easy  
terms of payment.**

**See Me and Get a Square Deal  
DEALER IN LIVE STOCK**



**HOTEL ASKOV**  
JOHN L. MADSEN, Proprietor  
ASKOV, MINNESOTA

Located in the Best Little Town in  
Central Pine County

**Finlayson Register**  
A. O. BREVIK, Publisher

In the Heart of the Clover Belt

**Finlayson : : Minnesota**

## COUNTY HISTORICAL CHENGWATANA TRAIL DECLARED

The Chengwatana historical and scenic trail was officially designated by the unanimous approval of the Pine County Board of Commissioners at their regular meeting on June 4, 1968.

The 160 mile, self-guiding trail will start at Connor's Fur Post west of Pine City and then north to Brook Park, Hinckley, Sandstone, Finlayson, Rutledge, Willow River, Bruno, Askov, down the old Fleming Logging Trail to the St. Croix State Park and back to Hinckley, and

then to Pine City to visit natural, scenic and historic sites along the way. Stops can be made at the Brook Park and Hinckley Fire Monuments and the historical village of Finlayson which was not burned by the great forest fires and stands much like it was in the late 1800s. Other sites on the route are the Canal Survey Marker at Willow River, Skunk Lake, Banning State Park, townsite of Chengwatana, Sandstone quarries, Evergreen Memorial Drive, Pine County Historical Museum at Askov and others.

## IMPROVED FARMS and WILD LANDS

Centrally located, and have for sale some of  
the best farms near Pine City, Hinckley,  
Mora, as well as here.

Fair Treatment

Good Titles

Reasonable Terms

H. W. HARTE

G. W. BUTLER

**Harte-Butler Land Co.**

Brook Park, Minnesota

OUT OF THE

WATER

ROCK

As we continue south a little farther on our road, we pass the Sikkink School which at one time had a large enrollment but, as so many other rural schools, has now closed its doors and consolidated.

Our course continues south on County Road #15. (Note the second growth pine forest on the left side of the road). This is private land but it represents the re-growth of a forest that was completely wiped out in about three hours by the Great Hinckley Forest Fire of 1894. In the last 15 years, Pine County people, through the reforestation programs, have planted 15 thousand acres of trees, using 18 million trees.

We now continue on County Road #15 to Cross Lake, the Snake River Bridge and 25. CHENGWATANA TOWN SITE

We are now at the old Village site of Chengwatana. However, today there are no visible signs of the Village, but this site was the first County Seat of Pine County and had a recorded population of 92 in 1860. The Village had become a stopping point of the U.S. Government Road (also called the Military Road) built between St. Paul and Superior in 1954. The purpose of the road was to aid the military forces in the Head of the Lakes Region from Indian attacks. Mail was carried over it regularly and stagecoaches made regular trips between Duluth and St. Paul.

From Chengwatana your stagecoach travels around the south end of Cross Lake. We arrive back at the dock at Pine City where strangely enough the magic stardust settles slowly and brings you back to the modern 20th century.

#### Acknowledgements

Ron Nelson, North Pine Electric Co-op  
Don Vollman, Extension Agent  
Kon Bergum, Soil Conservation Service  
Mrs. Arold Sorenson, Pine Co. Historical Soc.  
Mrs. Steve Vach, Pine Co. Historical Soc.  
Lee Guptill, Pine Co. Historical Soc.  
Don Jacobson, Rural Co-op Power Assn.

## Finlayson Register

A. O. BREVIK, Publisher

In the Heart of the Clover Belt

Finlayson : : Minnesota

Fair Treatment

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H. W. HARTE

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## Harte-Butler Land Co.

Brook Park, Minnesota

OUT OF THE  
**WATER** SANDSTONE **ROCK**  
SPRINGS

*Great Northern Railway Company*  
*President's Office.*

*Gas. J. Hill.*  
*President.*

*St. Paul, Minn. Nov. 24, 1906.*

Mr. Albert Dollenmayer,  
Minneapolis, Minn.

Dear Sir:-

In reply to your favor of the seventeenth inst., I beg to state that I have used the Sandstone spring water, from Sandstone, Minnesota, for some years and consider it the best water I have ever used.

Yours truly,

*Gas. J. Hill*

## HELP WANTED!

### Stonecutters Needed

High wages with grub, lamp oil, snoose and straw ticks provided. Short work week - 6 days of ten hours. Contact the Quarry Boss, Banning, Minnesota, P.O. Box 211.

### For Sale

Cut over land--cheap. \$2.50 an acre and up - as is.

### Stableman Needed

Stableman wanted at Deer Creek Stagecoach stop. Work is piling up. Wages of \$10.00 per month and all potatoes and venison you can eat. Contact O.J. Ogelthorpe, proprietor.

## PARTRIDGE STORE OPEN

July 13, 1905

L.C. Petersen, Mr. Gravensen and Vilhelm Holm, owners, announce the grand opening of the Partridge General Store on the main street of Partridge. This store is dealing in large quantities of merchandise at the lowest possible prices. Farm machinery, groceries, dry goods, harnesses and every other conceivable item will be sold.

## New exotic vegetable to be grown locally

March 12, 1910

Ludvig Mosbaek, Askov businessman and nurseryman has received a shipment of imported seeds for a new vegetable known as rutabagas.

### Bottled Water for Sale

The Sandstone Spring Water Company has the purest water in Minnesota for sale. Good for everything that ails you.

### Recreation Opportunity

Spend the weekend at the elegant Tuxedo Inn which has a "Victorian" atmosphere on the shores of Pokegama Lake. Arrive via the 14 Northern Pacific train daily - then board the beautiful Kate R for an hour's excursion to Tuxedo Inn at the Lake's end.

Investors are wanted by the Finlayson Health Spa - highest return possible. Proposed health resort will use natural springwaters flowing from good earth - 1 1/2 miles north of bustling city of Finlayson.

## Hinckley Ruffians to Burn Pine City Courthouse

March, 1915

According to reports received here, a gang of ruffians from Hinckley will arrive at Pine City on this election eve to burn the Courthouse.

A call has been made for all able-bodied men to meet at the Courthouse and man water hoses when the invaders appear.

The controversy has suddenly flurried again over the demand that County Seat be moved to Hinckley. Because Pine City is poorly located, from a geographical point of view, to serve as governmental headquarters for the County.

It is also alleged that the present

## Hjalmer Petersen Sworn in as Governor of Minnesota

August 23, 1936

Lt. Governor Hjalmer Petersen, Askov, became Governor of Minnesota today at swearing in ceremonies. Governor Petersen assumed this office upon the death of Governor Floyd B. Olson.

## Surveyors Arrive Today in Willow River

September 1, 1891

Four United States Government surveyors rented a room at the hotel in the Village of Willow River. These surveyors, who refused to comment about the details of their work, are believed to be checking out this area for a possible barge canal on the Brule-St. Croix Rivers. This canal would connect Lake Superior with the Mississippi River. Two other possible locations are being considered. Local people should do all in their power to point out the advantages this area can offer the canal route.

## Chengwatana Turns Down Offer

May 12, 1868

The Village of Chengwatana today refused the terms offered by the Lake Superior and Mississippi Railroad to lay its proposed line through town.

Failing to get the desired terms, the Village felt warranted in breaking off the negotiations with the railroad. As it was the main stopping place on the Military Road between the Twin Cities and Duluth and it was the County Seat of Pine County, it felt it deserved more consideration. In rebuttal, the railroad threatened to build on the west side of Cross Lake. The Village fathers felt that the railroad will have to meet their demands before right-of-way will be allowed since Chengwatana is a thriving established community.



Partridge. These are dealing in large quantities of merchandise at the lowest possible prices. Farm machinery, groceries, dry goods, harnesses and every other conceivable item will be sold.

## New exotic vegetable to be grown locally

March 12, 1910

Ludvig Mosbaek, Askov businessman and nurseryman has received a shipment of imported seeds for a new vegetable known as rutabagas. The seed arrived direct from a grower in Denmark this past week. The rutabaga is a member of the cabbage family with large snow-white tubers. It is a delicious product and it can be made in many, many different products and can be served in many ways. Mr. Mosbaek feels that this is a crop that might have great potential for this area and that perhaps a few other farmers will find this a good farm crop for this area.

FARMERS manufacture alcohol from wheat-straw, 5¢ gallon, formula \$1.00. Spirit hydrometers \$2.50 prepaid. Circulars free. Golden, 605 Wylie, Pittsburgh, Pa.

STILLS water, liquids, all drinking purposes, half gallon hour, \$25. Prepaid. European Supply, Box 1682, Pittsburgh, Pa.

SOAP 3¢ pound; expert chemist's formula 25¢; guaranteed make money. Golden, Box 12 Uptown, Pittsburgh, Pa.

PARTNER WANTED for camping and trapping trip to Minnesota or Ontario, Canada; \$500 necessary, not over 30 years old. German American preferred. William Tiebel, 581 Dix Ave., Detroit, Mich.

## Courthouse

March, 1915

According to reports received here, a gang of ruffians from Hinckley will arrive at Pine City on this election eve to burn the Courthouse.

A call has been made for all able-bodied men to meet at the Courthouse and man water hoses when the invaders appear.

The controversy has suddenly flurried again over the demand that County Seat be moved to Hinckley. Because Pine City is poorly located, from a geographical point of view, to serve as governmental headquarters for the County.

It is also alleged that the present building needs repair and is too small. Pine City officials state that this action is premature because the new proposed village hall under consideration could provide all necessary space for county functions.

## Rail Line Completed in Record Time

August, 1870

W.L. Banning, president of the Lake Superior and Mississippi Railroad, states that he is very pleased and honored to be able to have completed the railroad in the three short years. At this time, Mr. Banning wishes to thank everyone that made this rail line possible, including the legislature of the state of Minnesota, for the land grant of a million and one-half acres. "I feel confident that this rail line will help to further develop the northern portion of this great state of Minnesota," says Mr. Banning.

The inaugural train left St. Paul at 8:30 a.m. yesterday and arrived in Duluth 11:30 last night.

## in Willow River

September 1, 1891

Four United States Government surveyors rented a room at the hotel in the Village of Willow River. These surveyors, who refused to comment about the details of their work, are believed to be checking out this area for a possible barge canal on the Brule-St. Croix Rivers. This canal would connect Lake Superior with the Mississippi River. Two other possible locations are being considered. Local people should do all in their power to point out the advantages this area can offer the canal route.

We would suggest contacting Governor Knute Nelson at St. Paul and ask for his support for this worthwhile project.

