Substantial and real, the Minnesota of a century ago comes to life in the pages of the territory’s first newspaper, the Minnesota Pioneer. From its columns emerge the personalities of the infant commonwealth, warring over politics, speculating in land, dancing at cotillions, but mostly going about the business of laying the foundations of a state—instilling the machinery of government, establishing industries and professions, building homes, schools, and churches. Before our eyes, little hamlets with Indians, half-breeds, and frontier Americans mingling in inchoate streets grow, week by week, into bustling villages, “ripe with the spirit of advancement”; and virgin prairies in a quiet wilderness are ploughed and planted and ripen into grain. All this in a small triangle of land between the Mississippi and St. Croix rivers—the only part of Minnesota then open to settlement.

The vitality of the Pioneer in its first three years came through its editor, James M. Goodhue, one of the most personal of journalists in a day of personal journalism. He was a man of force and vigor, brilliant and witty, whose loves and hates were unfettered; his ink at times was sparkling wine, at times it was bitter gall. His hates

1 Mrs. Berthel is the author of a forthcoming book on Goodhue, a pioneer of 1849 who founded and edited Minnesota’s first newspaper. The work, containing numerous selections from Goodhue’s writings similar in character to that appearing herewith, will be entitled Horns of Thunder. It will be issued late in 1948 as a Centennial publication of the Minnesota Historical Society. Ed.
were those who opposed him; his great love was Minnesota. He was Minnesota's stalwart booster, a one-man tourist bureau.

The article reprinted below appeared in the Pioneer of April 8, 1852. At that time Minnesotans, and many who hoped to become Minnesotans, were awaiting impatiently the ratification of the Indian treaties made at Traverse des Sioux and Mendota in the summer of 1851. Those treaties, which were finally ratified in June, 1852, opened most of southern and western Minnesota to white settlement. The article was written and distributed widely throughout the Eastern states to attract settlers to this vast expanse of unoccupied lands — settlers who would make farms and build towns and swell the populations of existing villages. It was people that the young territory needed above all else for its development and prosperity.

Goodhue was usually an inspired prophet, but in this article some of his predictions were far wide of the mark. His prophecy about the future of St. Anthony, now part of Minneapolis, will amuse the reader. Traverse des Sioux, which he felt would be the great town of the Minnesota Valley, is now little more than a field of grass with a historic marker. Not "centuries," but less than one century, exhausted Minnesota's great pine forests. Copper and coal, he was confident, would be found in abundance, but as for iron ore, he "never thought the discovery of it, of any particular importance!"

Obvious throughout Goodhue's "hasty sketch" is his practical knowledge of the Minnesota of his day, and his unbounded faith in its destiny.

With half a column of additional information about St. Paul, the article was reprinted in the Pioneer of April 15, 1852. "Revised and corrected," it is included also in J. W. Bond's Minnesota and Its Resources, 25–51 (Chicago, 1856).
WITH A HURRIED PEN, we proceed, this week, to delineate a hasty sketch of Minnesota. This is a vast area — certainly large enough for a State, extending through more than six degrees of latitude, and in width, from the Missouri on the west, to the St. Croix on the east; that is, it extends east of the Mississippi river. The portion lying east of the Mississippi, or between Wisconsin and the Mississippi, a comparatively narrow segment, has been bought of the Indians, and is our present home; but of the part even on the east side, all the northern portion, still belongs to the Chippewa Indians; and embraces immense forests of hard-wood and of pine, through which the Mississippi and its tributaries, roll their dark, solitary waters; while all the land west of the Mississippi, belongs to the Sioux, being embraced in the treaties negotiated last summer.

Navigable Waters of Minnesota. In the north, is Red river, a sluggish, deep river, navigable for bateaux and Durham boats, and doubtless for steamboats; but what is the real capacity of that river for navigation, we do not know. It rises in Minnesota, and flows northeast, that river and the Mississippi, flowing off in opposite directions, and the portages between their waters, being very short.

The Missouri river, is not navigable for steamboats, as far up as the Minnesota line ordinarily, without the removal of obstructions.

The Mississippi river, is navigable always when open, to Fort Snelling, which is four miles and a half south west of St. Paul! and yet up the river. At Fort Snelling the Minnesota (St. Peters) pours in its deep, quiet volume, being a stream of about the same size as the Mississippi, which comes hurrying down from the Falls of St. Anthony, nine miles above, to join it, below the promontory, on which sits Fort Snelling, like a lazy old sentinel.

The Minnesota river, is navigable ordinarily, to Traverse des Sioux, 100 miles; and extraordinarily, another 100 miles more; and

*Goodhue's detailed description of the boundaries of Minnesota, included in the article as printed in the Pioneer, is here omitted.
how much more, God only knows. It seems about the same thing, as far up as you choose to run a boat—generally deep, rather narrow, rather sluggish, and very crooked; suitable only for short boats in any stage of water; and very likely in low water, not navigable at all, without improvement, above the Rapids, thirty miles above its mouth.

The Saint Louis river, emptying into the west end of Lake Superior, is navigable to the Falls, twenty miles, for large vessels.

The Saint Croix, is navigable from its mouth nearly to the Falls of St. Croix, 50 miles; but is shallow above Stillwater. Boats such as now navigate the Mississippi, therefore seldom go above Stillwater.

LAKES. Minnesota abounds in lakes. Between the St. Croix and the Mississippi, they seem to be innumerable, and they are also plenty west of the Mississippi. Their shores are chiefly of gravel or pebbles, and usually one or the other side of the lake, is covered with a growth of timber. The water is rather shallow, clear, cool and entirely destitute of the qualities of the boggy marshes and sloughs of the South; many of the lakes are covered with wild rice and are alive with water fowl. Frequently, the lake opens at one end, into a tamarac swamp, filled with young tamaracs, (a tree resembling the spruce,) as thick as they can stand. Through this swamp the water then passes out into another basin, a little less elevated, which it fills, and makes another lake; and thus there is formed, often, a succession of many lakes, connected by a spring stream that runs through them all.

Mountains. We have never yet seen a mountain, west of the Allegheny ridge; and of course none in Minnesota. Near Lake Superior, we learn there is an elevation of land, that approaches the dignity of a mountain; but the nearest approach to mountains elsewhere, is in the towering bluffs along the shores of the Mississippi; and from Dubuque to St. Paul, these bluffs are really the grandest feature of western scenery. Except these bluffs and the dense forests of the great woods, there is no portion of this vast Territory, where

4 The Great Woods, or the Big Woods, as they were usually called, were an area of hardwood forest originally covering Wright, Carver, Scott, Le Sueur, and parts of adjacent counties. With the progress of settlement, all but small remnants of the great forest disappeared.
a loaded wagon may not be driven; provided the streams can be crossed.

Viewed from a distance, the ranges of bluffs, in Minnesota, have the irregular outline of mountains seen in other States. But the very apex of the highest of them may always be reached, on one side, by an easy, gradual slope. We do want mountain scenery, here, as well as every where, in the valley of the Mississippi river; and have often thought we could afford to give away one of our smooth, fertile counties, for one of the White Hills, to be planted down in the middle of Minnesota.

CLIMATE. The whole world cannot produce a climate more salubrious than that of Minnesota. We have never yet known a case of fever and ague in it; nor any unwholesome water, either in wells, springs, lakes or streams. It is for our cool, healthful climate, that braces up the human frame for vigorous exertion, physical and mental, that we regard Minnesota incomparably superior to any other new State or Territory in North America. They may raise more corn in Illinois, more wool in Ohio, more pork in Iowa, more cotton in Mississippi; but Minnesota can beat them all at raising men. In our coldest weather, when the mercury congeals, men perform as much labor out of doors, as at any time in the year. The air is then still as death—the smoke from the chimneys falls to the ground; every human body creates around itself an atmosphere of warmth. The stillness and dryness of the atmosphere and the vigorous health we enjoy, account for the comfortable enjoyment here, of a degree of cold that would be intolerable in St. Louis.

In summer, we have a few days intensely hot; but with frequent showers, from spring until harvest, and most of them in the short nights. At midsummer, the sun scarcely seems to go down in the West to lave his golden axle in the Pacific, before we behold again his blazing chariot in the East. At nine o'clock in the evening, it is then scarcely too dark for your wives and daughters to be sewing. Our frequent showers, multiply mosquitoes. These insects, which at first were a terrible annoyance, have about ceased to be troublesome in St. Paul. We made no use of mosquito bars, last season.

Autumn, indeed often until the middle of December, is a season
of delightful, sunny days, rising by degrees into the rigor of winter; and winter in Minnesota, is the most social, comfortable season of the year. We experience no chilling winds and shivering, drizzling rain storms, usually. It is very uncommon to have a winter as open as the past has been. Sleighing generally continues good here, through all the winter months. The past winter, we have had but very little snow, but one hundred miles further up the river, and everywhere north, they have had from two to three feet of snow. The river generally closes about the 15th of November and opens the last of March, and a boat may generally be expected early in April.

**Indian Payments.** Supplies are brought up the river, for the semi-annual payment of the Sioux, Chippewa and Winnebago annuities. All these Indians are paid in Minnesota. The aggregate amount of annuities paid them, in cash and goods, including what the Sioux will receive under the treaties to be ratified, and the cost of transportation, amounts to several hundred thousand dollars. These payments and the supplies furnished to Fort Ripley and Fort Snelling, and the goods and provisions furnished by the traders to the Indians, constitute much the largest share of the business heretofore done by the steamboats, at the port of St. Paul.

For many years past, immense supplies of goods have been furnished to the Sioux Indians, on credit, to meet their absolute necessities; for which supplies these Indians are largely indebted. Traders with the Chippewa Indians and with the Winnebagoes, also credit those Indians with large amounts, which are paid to the traders, at the semi annual payments of annuities to those tribes— they being annuity Indians and thus living upon the proceeds of the lands which they have heretofore sold to the Government; whereas, with the exception of a very small amount, paid to a few of the Sioux Indians, the Sioux have no annuities; although their necessity of being supplied, is as great as the necessity of the Chippewas and Winnebagoes.

The Indian trade, is carried on chiefly by factors or agents of a few large establishments; which have their outfits, or depots at St. Paul; these agents are at different points, in the Indian country; but
mostly near where the payments are made. They buy furs and peltry; but their chief business is, to sell goods to the Indians, at a profit, in anticipation of payments. An Indian hunter requires his outfit of ammunition, blankets, guns, and a variety of necessaries for himself and his family. When he returns from his hunt, he generally sells his furs to the outfit that furnished him. If any balance remains due to the outfit, he does not pay it; but it is expected to stand as a charge against the annuity, if there be an annuity; or if not, then against the contingency of an annuity; to be paid as a part of the public debt of the tribe, out of the ultimate proceeds of the sale of their lands. This has been the established mode of procedure, for many years; and there has never been a time when the trader with the Sioux Indians, could discontinue and refuse to extend these credits, without an absolute certainty of forfeiting all former balances due to him, for the supplies of previous years.

**Pine Lumber.** We might say something of the admirable oaks and rock maples and black walnuts found in the Big Woods; which for various purposes of manufacture, will be of immense value to the trade of Minnesota; but we will now write only of pine lumber. Formerly, we had our doubts as to the great extent of our pineries. Now, we have no doubt. As yet, our lumbermen only go up Rum river, a tributary of the Mississippi, but a few miles above St. Anthony, lying between the Mississippi and the St. Croix. From that region, comes merely the pine of the St. Croix and of the Mississippi. But, far above Rum river, are other tributaries of the Mississippi and 80 miles of solid pine timber on the shores of the Mississippi itself, below Pokegama Falls, in the Chippewa country, and many unexplored tributaries, besides properly in the pine region; so that centuries, will hardly exhaust the pineries above us. We are ashamed that we ever distrusted Providence, or suspected that our munificent Maker, could have left two thousand miles of fertile prairies down the river, without an adequate supply of pine lumber at the sources of the river, to make those plains habitable.

There are many saw mills on the Saint Croix—four saws at St. Anthony propelled by water—and four at St. Paul, propelled by steam. Sawing is far the best business doing in St. Paul. The logs
delivered here, cost less than mere stumpage in Maine; and yet lumber sells very high, and much beyond what our mills can supply is rafted or hauled from St. Anthony. It would pay well, to put up 40 good steam saw-mills, now, in St. Paul. If any surplus of lumber were made, it could be taken to a market below, in the form of shingles, lathing, planed flooring and siding. We want, here, a pat-

A Typical St. Paul House of 1852

[J. W. Selby's residence on St. Anthony Hill, as sketched by Robert O. Sweeny. The Sweeny sketches reproduced herewith are owned by the Minnesota Historical Society.]
ent wooden ware factory, large enough to supply the trade of the whole river, down to New Orleans. Come what may, lumbering cannot fail, unless the Government foolishly undertake to cut off building and fencing, and immigration throughout the Valley of the Mississippi river.

Agriculture. We have but little farming yet in our Territory; but we have more and better inducements for that business than any other country can boast.

1st. A better climate; in which the labor of one man, will produce more, will yield a larger surplus above his own necessities, than any other Western State or Territory can boast of. We have none of the languor and debility and agues, that turn men into feeble
women, in the harvest field, as they have south of us. Labor, here, stands up firmly on its legs, the year round, and drives things through.

2d. We have as good land—it is useless to say better—but as good as there is in the world. For fertility, Cottage Grove prairie, or the whole valley of the Minnesota river, or the valley of the Red river of the North, cannot be beat—; yes, we undertake to say that at Pembina, in latitude 49, north, they can raise as sound corn and, as much per acre, as can be raised anywhere on the Wabash.

Now if our readers are not going to believe us, let them stop short here; for we are prepared to make a wager, that we will raise larger and better crops, in Minnesota, acre for acre, of any or all crops ever cultivated in that State, than can be raised in Illinois. We will name our farmer, living here, for our champion, and will back him up with our money. There is time enough. May is soon enough here. We will give Illinois May the start, and Minnesota shall come out ahead. Don’t care what the crop is—any grain, any root—anything from a castor bean or an apple or pear tree or a pumpkin, to a sweet potato or a tobacco plant. Why, Sucker, do you know you have frosts about two weeks earlier in Illinois, than we do here? It is a fact! The Ramsey County Agricultural Society will go into operation here this season; and we will show these people sights, who come up here in May, and go shivering back home, saying that Minnesota is “too cold for craps.”

We can beat them too, at stock-growing, can raise hardier cattle and sheep and thicker meated, sweeter beef, than they can any where down South. We feed stock a fortnight longer; but what of that? Our cattle are healthier, our grass is sweeter and more luxuriant and our water better for stock; and we can make more at raising stock here, at the same prices. But we have higher prices, here, for meat and for all produce—and always must have, having soldiers, lumbermen and Indians to feed and make us a home market. The cost of shipping produce from below, operates as a perpetual tariff

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5 The Ramsey County Agricultural Society was chartered by the legislature on March 6, 1852, with Goodhue as one of the incorporators. Minnesota Territory, Laws, 1852, p. 49.
to protect our farmer. He gets the same price he could below, and the cost of freight and the charges beside.

**Fish and Game.** Wild game, except water-fowl, we do not consider abundant, in these parts; but we have the fattest ducks and geese feeding upon the rice lakes, and the most of them, that you ever saw or heard of. As for fish, it is no exaggeration to say that Minnesota—her rivers and streams, but especially lakes, are alive with them. We will warrant all fishermen in all parts of the world, an abundance of sport and of success, in fishing. You can catch just as many bass and pickerel as you want. In the river, right before the door of the Pioneer office, we catch not only the cat-fish, (none of your slimy, muddy cats either,) but also the wall-eyed pike, a most delicious fish. In many streams, the speckled trout abounds, varying in size from 5 inches to 2 pounds. But it is idle for a novice, to try to catch trout. It is as ticklish a business as fortune hunting.

**Indians.** On the west shore of the river, are the Sioux Indians. They are daily on the east side, begging some, trading a little and some of them stealing. They never speak English, even if they know a few words of it. They are civil, men, women and boys. At night, they generally paddle (that is the squaws paddle) their canoes home, across the river. In a residence of three years, we have not seen three drunken Sioux in St. Paul, of any age, male or female. We state this as an astonishing fact, creditable to the character of our liquor dealers; but still more so to the Sioux Indians. They are under better moral influence than any other Indians, perhaps, on this continent. If the Sioux treaties be ratified, these Indians will be removed before next winter, to their reservation, on the head waters of the Minnesota river. A great many people, hundreds, are living now in the Indian country, making all sorts of improvements, including expensive mills. Settlers are pouring in there every day, and will continue to do so; for the Government could not, if it would, shut out the swarming millions of our countrymen, for a distance of many hundred miles, of country treated for, of which the river is the boundary.

**Population.** It is hard to answer the question, what is your population composed of? The people who constituted Minnesota, when it was organized, were a majority of them Canadians, voyageurs and
their families, and half and quarter and eighth and sixteenth breed Indians, running through the whole gamut of colors, from the dusky Indian to the fair Scotchman; and these people are still in Minnesota, quiet, good people, though not all as intelligent and energetic as the scheming Yankee. They are living all over the Territory, on both sides of the river, where our Organic Act found them, and gave them the political rights they so highly enjoy. Such is their attachment to our flag and our Government, that no where could volunteers be more readily raised, than amongst them, to fight its battles. Since the date of the Organic Act, settlers from all parts have come in from the East, the Middle and the South. However divided upon other questions, there is not and will not be in Minnesota, any disposition to suffer any infringement whatever, upon the rights of any and all the States of the Union, to manage their own domestic affairs.

Steamboats. This river, is just as navigable all the way up to St. Paul, when the Upper or Lower Rapids do not interrupt, as a river well can be; although there have been times, and may again be, when the sand-bars interrupt the passage of boats of the usual draught. The boats running here, are of the same class that run from St. Louis to Rock Island and Galena. There are always two if not three boats regularly running between St. Louis and St. Paul; but much the larger number of arrivals at St. Paul, are only from Galena; a town with which we have a large and growing trade, most of our trade in fact, upon the river, above St. Louis. There will not be less than five departures weekly, from Galena to St. Paul, this season, two new boats, the Saint Paul and the Ben Campbell, making two trips each weekly, and the Dr. Franklin No. 1, and the Nominee, one trip each, weekly. For safety, elegance of accom-

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6 The Upper and Lower Rapids in the Mississippi, at Rock Island and Des Moines, were serious navigation hazards. It was not until the 1880's that improvements made both rapids navigable.

7 The "Saint Paul" was named by Goodhue upon the invitation of its master, Captain Martin K. Harris. When the boat arrived in St. Paul on April 24, 1852, on its first trip, it was welcomed by a large gathering of citizens. Goodhue, who had been appointed chairman of the committee of welcome, was absent on a business trip, and Judge Aaron Goodrich read the address of welcome, prepared by Goodhue, and presented Captain Harris with a flag for the new steamboat. Pioneer, April 29, 1852.
modations, regularity, and all that constitutes good boating; these Galena boats and boatmen cannot be surpassed. They are the pride and the boast of the river. The Franklin No. 2, Captain [Daniel S.] Harris, and probably the Excelsior, Captain [James] Ward, will continue running regularly once in two weeks, between St. Louis and St. Paul. We hear of a boat called the Jenny Dean coming into this trade, from the Ohio river. Whether Dubuque designs to run any boats here this year, we have not learned.

Thus it will be seen, that the traveller and the immigrant at St. Louis or the traveller coming from Chicago to Rockford by railroad, and from Rockford to Galena by stage, can hardly miss a good boat any day, to St. Paul; and we learn that the fare will be very low. There are no snags in the river, above Galena — no risk — never a steamboat accident — no cholera — nothing to prevent you from coming cheaply, agreeably, and comfortably through, at least to see Minnesota, and look at St. Anthony and Stillwater, and at our own extensive town of St. Paul, which is fast tumbling up into the rank of cities.

Benton County. If a traveller comes here, and has any sort of curiosity, he will take Benson’s stage to St. Anthony, 8 miles, look at the Falls and as pretty a town site as the Almighty ever fashioned, and take the little steamboat Gov. Ramsey, above the Falls, to Sauk Rapids, about 80 miles; and if he does not say he sees the most delightful, the most charming land and river scenery all the way up, God only knows how far — as far as he chooses to travel, that ever lay out of doors, then we have no sense or judgment. Or if he wants to see what the practical farmer can do in Minnesota, let him ride down to Cottage Grove. This is upon the tongue of land extending down between the confluence of the St. Croix and the Mississippi. The farmers there, raise more oats, roots, everything that is good to eat,
than they have any use for; and they sell a handsome surplus every year to St. Paul and Stillwater. It is on the east side of the river too—no trouble about Indians, and some of the best land that ever was, not yet taken up. From Cottage Grove, you may proceed to Point Douglass, a place of much promise, and surrounded with choice land. From thence, you will pass through a charming region, 30 miles, along the west shore of Lake St. Croix, to

**Stillwater.** This is the head-quarters of the outfit and lumbering done above it, on the St. Croix, and has a more substantial, reliable business, for the extent of it, and more capital and less pecuniary embarrassment, than any other town in Minnesota. Here they are building the Penitentiary and there is the land office and there come the steamboats, either on their way up or down the Mississippi; and although you might contrive to go across in a sort of jerk water stage, from Stillwater to St. Paul, by land, you will probably prefer to go around in the boat. But first you must go up the St. Croix, and see the busy saw-mills, Walker at Marine, Mahony at Osceola, Taylor's Falls and the Falls of the St. Croix.10 These places are all actively

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**AN ADVERTISEMENT OF THE STEAMBOAT “GOVERNOR RAMSEY”**

[From the Minnesota Chronicle and Register, August 12, 1850.]

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8 Orange Walker was one of a group who formed the Marine Lumber Company and founded the village of Marine in 1838. The company later operated under the name Walker, Judd, and Veazie. W. O. Mahony was a member of the Osceola Lumber Company, later Kent and Mahony, which was organized in 1844. George E. Warner and Charles M. Foote, eds., *History of Washington County and the St. Croix Valley*, 279, 470 (Minneapolis, 1881).
engaged in lumbering. Being back at St. Paul, you will of course go up, four or five miles, to

**Mendota and Fort Snelling.** Look at our little map—it is correct, made from the field notes of government surveys, on file at Dubuque, and you will see you go *southwardly* from St. Paul up the river, to the Fort; there, on a high, smooth promontory standing upon white sand rock, is the Fort, below which, unite the Minnesota (St. Peters) from the south west and the Mississippi from the north west; but an island extends down for half a mile, and keeps the channel of the two streams separate, except a narrow slough or cut-off that connects them, just below the Fort. About half way down that island, on the Sioux, or west side, sitting on the shore of the Minnesota river, is Mendota; being 3 large old stone buildings, an old Catholic church and half a dozen cabins; but a pleasant location, very. Along both banks of the river, from Fort Snelling half way to St. Paul, and from Fort Snelling, on the west side of the river, to the Falls of St. Anthony and above, lies the Military Reserve of the Fort, land which Congress will probably authorize the sale of by law, this session, excepting a small portion.

Hurrying back to St. Paul, (and the boat is down there before you think of it) you take Benson's stage, to St. Anthony, passing through as pretty a specimen of Minnesota, on your way, as need be; and you are soon there, although you might go in half the time, if that plank road that *is* to be, were completed. You will find St. Anthony a right smart village, very neatly built, along the east bank of the river and on a bench, a little back from the river, that over-

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21 The map, which Goodhue had engraved by A. D. Robinson, a St. Paul jeweler, is reproduced below, on page 220. Dubuque was surveying headquarters for the region which included Minnesota.

22 The three stone houses were Jean Baptiste Faribault's house and Henry H. Sibley's house and his warehouse, all built in the 1830's. The Catholic church was built by the Reverend Lucian Galtier in 1842. George E. Warner and Charles M. Foote, eds., *History of Dakota County*, 513 (Minneapolis, 1881).


24 The legislature of 1849 passed an act incorporating the "St. Paul and St. Anthony Plank Road Company" and authorizing it "to locate and construct a single or double track plant road" between the two towns. Minnesota Territory, *Laws*, 1849, p. 91-95.
looks the Falls and a fine region west of the river. You may be disappointed in the grandeur of the Falls, as you certainly will be in the size of the river; but not in the unsurpassed beauty of both, or the charming beauty of the whole scene that surrounds you. The mills, 4 saws, you will find actively employed, and water enough, if the throat of the channel through which it is supplied, between the island and the shore, were sufficiently deepened, to drive all the saw-mills in the world. Less than half a mile below the mill-dam, (which confines all the water passing down on the east side of the island, while on the west side, the water leaps, unrestrained, down the Falls,) there is an eddy, to which lumber is hauled from the mills to be rafted down to St. Paul, distant, by the river, some 17 or 18 miles.

Look upon the map, and you will see that St. Anthony is only about 2 miles north of St. Paul. A railroad of 8 miles therefore, or a plank-road, would be of great service to both towns. That steamboats, fit to navigate the river below St. Paul, never can if they would and never would if they could, make a difficult trip of 18 miles, for the sake of getting 2 miles nearer to Lake Superior and to the North Pole than they are at St. Paul, in competition with a plank-road or railroad, 8 miles long, is evident from the fact, that they cannot and do not do it in competition with common roads. An extension of a railroad in the proper and natural direction, northerly up the Mississippi river, toward Lake Superior, would not touch St. Anthony, but would leave it several miles west of the line. We should, however, favor the construction of the road by St. Anthony, a place where all travellers will desire to visit, where there will be much manufacturing, especially of pine lumber, and the University of Minnesota; and a place, in fact, which will ultimately be one of much importance, as a beautiful retreat and a place of quiet and repose.

St. Anthony is said to contain 1,000 inhabitants; but what they

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1948 JAMES M. GOODHUE'S MINNESOTA 207

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16 The University of Minnesota was incorporated in 1851. A preparatory department was opened the same year, but it was not until 1869 that college work was begun. Laws, 1851, p. 12; E. Bird Johnson, ed., Forty Years of the University of Minnesota, 20, 33 (Minneapolis, 1910).
all do for a living beyond the few engaged in lumbering, we are unable to say. In our opinion, the ultimate hope of that town for a large population, rests upon that class of retired people of substance, as well as invalids and people of fortune, desiring literary privileges in a retired, beautiful town, who will certainly be more strongly attracted there than to any other place we know of in the Great Valley. They have there, a newspaper, the Saint Anthony Express, which is really the most valuable institution they possess. Whatever we could do to attract the attention of the world to such advantages as St. Anthony really does possess, we have always cheerfully done and written.

All Saints. This is on the west side of the river, opposite St. Anthony. Here is the old Government mill, which for so many years has been made a pretext, by Robert Smith and others, for holding a claim there on the Reserve; there is a new saw-mill now erected there, and several families are there resident; and first, John H. Stevens, who has a license, and lives at the ferry. A new county has just been carved out of Dakota, of which All Saints is the county seat. All Saints, is in all respects as pleasantly and as advantageously situated, as St. Anthony, for mill purposes; and will soon be a flourishing village.

A few miles below All Saints, on the way to Fort Snelling, is the Little [Minnehaha] Falls, where a small stream from Lake Calhoun, they say leaps down a perpendicular ledge, some 70 feet,}

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16 "All Saints" was Goodhue's name for the settlement that became Minneapolis. He inevitably referred to it as "All Saints" in the Pioneer, and John H. Stevens, in his Personal Recollections of Minnesota and Its People, 128 (Minneapolis, 1890), says that "Goodhue had no patience when any other name was mentioned." In the Stevens Papers, in the possession of the Minnesota Historical Society, is the following undated letter to Stevens, signed by Goodhue: "Dear Sir I, with my wife & sister, servant girl and our three children, propose to dine with you to-morrow (Tuesday) at All Saints."

17 The government sawmill was erected by the Fort Snelling garrison in 1821–22. Smith, a Congressman from Illinois, in 1849 obtained from the war department a five-year lease of the mill, which later was converted into a pre-emption. The same year Stevens obtained a permit to occupy a quarter section on the west side of the river, on condition that he would maintain free from tolls the ferry established by Franklin Steele in 1847 for government teams and troops. Stevens built a dwelling there in 1849. See Folwell, Minnesota, i:139, 423, 428, 432, 453. The legislature of 1852 established Hennepin County as an unorganized county until the Indian treaty made at Mendota in 1851 should be ratified. See Laws, 1852, p. 51. Goodhue was a bit premature in naming the county seat, for it was not until the following October that it was located by the board of county commissioners.
in a way to stir up a great many stupid stanzas and swelling odes, and sublime distichs. A few miles, 3 or 4 back, is lake Calhoun, which it seems to be generally admitted, must be considered our classic lake; and all the little poetasters of the Union, when they go into that region, are compelled to affect if they do not feel, poetic fervor; they catch the cacoethes scribendi; and soon they break out in couplets, sonnets, distichs, odes, descriptions, sketches, and the various other phenomena of disordered imaginations.

From All Saints, you might take a pony and ride 100 miles up the Minnesota river, through a varied landscape of rich prairie and heavy timber, and rich bottoms, like those of the Illinois, the grass so high you could not look out from the top of your pony—or through the Big Woods—on across mill streams—on across rolling prairies of rich luxuriance, sloping away into the wide, blue, dreamy looking basin of the Minnesota—the loveliest view of broad, fair, voluptuous Nature, in all her unconcealed beauty, that ever flashed upon mortal vision, to

**Traverse des Sioux.** Here, it is generally thought, will be the principal town in the valley of the Minnesota river.\(^{18}\) Here the Up-
per Treaty was made; and for many weeks, hundreds of Dakota lodges, stood everywhere scattered about on the sloping hill side, shaped like loaves of sugar, taken possession of by the ants, that hurry in and out, and seem busy to no purpose; at Traverse des Sioux (the crossing of the Sioux) there has always been and still is, a well worn trail, crossing from the east to the west side—connecting Lake Pepin on the Mississippi and all that region, with Lac qui Parle and the regions watered by the head waters of the Minnesota, and the high lands in which rise and flow off to different seas, all the principal rivers west of the chain of great Lakes. About 20 miles above the Traverse, is the mouth of the Blue Earth—as delightful, fertile, and desirable a region, as ever ran wild—so indeed is the whole river valley, far beyond there, as far up as the steamboat Yankee ventured in 1850. Coming down the crooked river, in a canoe, if you miss a steamboat, you will find, 12 miles below the Traverse, at the head of the Big Woods,

Le Sueur. On the south side of the river, a place which the energy, capital and enterprise of some of the merchants in St. Paul, have already made the most attractive point on the river. Le Sueur, is on a slope rising from the shore, gradually, like the site of Peoria, Ills. It is not only in the midst of one of the richest and most inviting regions, for all sorts of human enterprise and industry, but east of it, within a day's drive across a region of groves and prairies which Nature has already made a road over, lies the rich valley of Cannon river (the River La Longue of La Hontan) which will have its easiest and most natural avenue of river trade, through Le Sueur and down the Minnesota river to St. Paul. Now if you get back
with your pony to the Fort, you can send him back by a boy to St. Anthony, take a boat at the Fort and directly you are back again at Saint Paul. This is the hub, round which the Northwest, from Lac qui Parle to the Missouri, from the Missouri, to the Red River of the North, and from Red river to Lake Superior, and from Lake Superior to the Mississippi, does and will revolve, turn it as you may—the capital of the Territory, which from a half dozen huts

THE CENTRAL PRESBYTERIAN CHURCH IN 1854
[From a contemporary sketch by Sweeny. Goodhue notes that the church is to be erected.]

and 150 inhabitants and a little log Catholic chapel, in the Spring of 1849, now numbers hundreds of new buildings, many of them elegant, half a dozen superb churches, with bells in their steeples, inhabitants numbered by thousands, surpassed by none in shrewd foresight and activity, and business talent, with a corporation, such as it is—streets being graded, a mile and half of new side walk, extending the whole length of town, sawed, built and paid for, by voluntary contribution, in little more than one week—churches

filled on Sunday — two new churches to be erected — (another Presbyterian and a German Methodist,) two hotels built, and two more, very large ones now building, one at each end of the town — saw-mills, foundries, and all sorts of enterprises, put in operation in a twinkling, an Academy of the highest grade for young ladies, projected this season, and the thing now actually commenced " — a steamboat business and a trade now actually greater than that of any other town but Galena, above St. Louis,— these are only some of the changes in the fortunes of this vigorous town, which we have witnessed, since we landed in St. Paul on the 18th of April, 1849, from the old "Senator," the prompt, honest, faithful old Senator, Capt. Orrin Smith, who now runs the Nominee, and whose insides — engine and boilers, is good enough to wear out half a dozen new bodies.

**GEOLOGY OF MINNESOTA.** This is a subject, to which we have paid but little attention. The portion of Minnesota, however, south of a line extending east and west through Sauk Rapids of the Mississippi river, and Patterson Rapids of the Minnesota river, appears to be of the usual limestone and sandstone formation, of the valley of the Mississippi below; while above that line, the granite crops out and the formation is chiefly of the primitive rock. The formation must be much modified however, as you approach Lake Superior, which has been the theatre of the most gigantic volcanic movements that Nature ever exhibited; to which we are indebted for our rich

**COPPER REGIONS.** West of Lake Superior, where chaos seems tumbled into worse confusion, amid gorges and hills and chasms, which Art alone can make passable or even jackassable, in the land of the Chippewas, lies the copper mines of Minnesota, yet unwrought to any extent, but known to be as rich as the richest of those mines that are wrought further east, along the southern shore of Lake Superior.

**IRON.** We hear of iron ore being found in various parts of Min-

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22 The *Minnesota Democrat* of March 10, 1852, reports that a week earlier "a few of the friends of education" had met "to take into consideration the propriety of the immediate establishment of a Female Academy of elevated character," to be known as the "Minnesota Female Institute." Trustees were elected, and tentative plans were made for the erection of a building the following summer. The present editor has found no further reference to the school.
nnesota; but have never thought the discovery of it, of any particular importance.

Coal. Relying perhaps too much upon the dogmas of geologists, we were for a long time incredulous about the existence of coal in Minnesota; but we can doubt it no longer. We have in our possession, specimens of the finest quality of bituminous coal, free from sulphur, and burning with far less cinder than the coal of Rock Island, which we know, was found within a day’s drive above St. Paul. We can no longer doubt, that the coal fields of Iowa, passing along far up the valley of the Des Moines, cross over and make deposits in the valley of the Blue Earth and the Minnesota.

Navigation above St. Anthony. The Mississippi river above the Falls, is a stream about like the Connecticut river. It is full of wooded islands, and sand-bars; and the water is very swift, in some places. For the two or three seasons past however, the only boat above the Falls, a small boat named the Gov. Ramsey, has found water enough for regular trips, to Sauk Rapids, about 70 miles. Sauk Rapids, is a white, foaming, tumbling fall of the river, over a bed of granite boulders, for a distance of two miles—wholly impassable for steamboats, but easy to be canaled, if it were ever worth the expense, for the sake of running little steamboats, at a heavy cost. With the exception of two places in the river, above Sauk Rapids, there is nothing to impede a small steamboat, to the Falls of Pokegama, 5 or 600 miles. It is a fine river for rafting, all the way—can drive logs right along, like cattle.

A Trip from St. Paul to Sauk Rapids, in June. We cannot present a more lively picture of the region above us, to Sauk Rapids, than the following, copied from the Pioneer of the 12th of June last; which will be new to at least some of our readers.

Two lines of convenient stages, make, each, two trips a day from Saint Paul to St. Anthony and back. We left on Thursday morning; and were delighted to see farming operations progressing, plowing, fencing, planting, every where, on that charming prairie, which is spread out between the two towns, a distance of eight miles.—This alone, inspired us with fresh hope, to see so great a change wrought in so short a time—so many hundreds of acres under tillage, which
were covered, last year, only with wild grass and flowers of the prairie.

A mile before we reached St. Anthony, we saw its bright, fresh-painted houses, shining amongst the distant trees, and saw the water-fall glistening in the sunshine, and seeming more like a picture than the original of a picture; but as we approached nearer, and listen to its sullen roar, and see the spray and examine more closely the material of the exhibition, the cataract becomes a grand reality, filling the beholder with mingled emotions of beauty and of sublimity, the proportions of which depend upon the constitution of his own mind. Far away, down the steep rocky channel, below the falls, sweeps the angry current; but now, we begin to see the pleasant, fresh-painted houses of the villagers, on the right hand, here a cottage, and there a substantial two-story house and there again, a cheap building, without cornice, or ornament, peculiar to the West, a building which is neither a one-story house nor a two-story (detestable style of architecture) and away upon the sloping hill-side, various houses in the process of erection, and piles of fresh-sawed lumber away off amongst the tall prairie grass of last year's growth, betokening that buildings will soon be there and streets of St. Anthony, now known only by reference to the town plat.

Here are stores—new law office—more new houses—more piles of fresh sawed lumber—new cellars commenced—and now we come to the saw-mills, active as ever, shingle machines, lath factory, lathes, and the bustling industry of men and teams in and around the mills—like a big heart, sending active pulsations of business all over town, and into the neighboring country and far-off, into the pineries. Here is a company of gentlemen, officers, from Fort Snelling, taking a survey of the village and the water-fall, from the terrace back of Main street. They think, and truly think that St. Anthony is destined to be a famous and a fashionable watering-place—that neither Saratoga, nor Newport, nor Niagara, can offer equal inducements for a summer residence, to invalids and people of leisure. Now we pass along Main street, and here seems to be an unimproved space intervening between the upper and lower part
of the town— to the upper town—which certainly shines with prosperity—everything looking new and clean. Here we come to the St. Charles Hotel—a fine, spacious building, full of strangers. What a contrast within a few months! What a change since a year ago, when the stranger who visited St. Anthony could not obtain a dinner, unless through the compassion of some citizen, he were invited to dine at some private house. After dinner at the St. Charles, the whistle of the steamboat is heard, and we must hurry down to

The Governor Ramsey. This boat, the first that ever rode in the waters of the Mississippi above the falls, was built by Capt. [John] Rollins and others; who for enterprise deserve the lasting gratitude of Minnesota. In the hands of such men, a comparatively small sum of money, would be so expended, as to open the navigation of the river, many hundreds of miles further. This boat, differs from all other boats, in having locomotive boilers consisting of a great number of small cylinders, all of which, coming in contact with fire, present a large extent of boiler surface within a small compass, for the generation of steam. Contrary to the predictions of many, the boilers do not become crusted with lime, but are kept, with proper care, entirely clean. The engines are also different from any that we have seen elsewhere in the west; and are very perfect in their way; so is their management by the engineers; for the stern paddle wheel responds to their touch, quick as thought.23

The boat being small, of course does not afford very complete arrangements for passengers. There is a small cabin, which sleeps perhaps a dozen and a still smaller cabin for the ladies. The freight, of course, is a very important part of the business of this boat; and especially the transportation of Indian and Garrison supplies. Whatever was wanting in extent of accommodations, was compensated by the polite and obliging attentions of Capt. Rollins. Amongst the passengers, were the Rev. M. Chase of Natchez, Miss., and several gentlemen and ladies from the State of New York— three ladies,

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23 The boiler, engine, and iron work for the "Governor Ramsey" were made in Bangor, Maine, and shipped by sea to New Orleans and up the river to St. Paul, where the hull and wood work were made under the supervision of ship carpenters from Maine. Stevens, Recollections, 113; Le Duc, Minnesota Year Book for 1851, 48.
all in the bloom of health, and particularly fine looking women, who stood in relation to each other, of grandmother, daughter, and granddaughter. Now the boat, with some difficulty, passes out between two islands, into the main channel and heads up stream, the water swift, oh, how swift! being just at the head of the falls. A feeble boat could not stem the current. Fire up, boys! Dry wood this season; last season they had to burn green wood. It takes half a cord an hour, to run the boat.

For a long distance on our right, extends a boom, parallel to the shore, by which mill logs from above are turned down between the island and the east shore, into the mill pond. The river looks much smaller than at St. Paul, and seems to be lifted up, out of the chasm through which it runs below the falls, to the level with the shores; — or rather, which is the fact, there is no chasm until the river finds one, after breaking over the apron of rock at St. Anthony.

**Shores of the Upper Mississippi.** There are none of the abrupt bluffs, such as are seen down the river; but the land comes down, by an easy, gradual slope, to the very edge of the water, and as you look away far back, and see the smooth land, now covered with green, gradually rising as the view recedes from the river — far — far away — the remotest object is a swelling ridge of prairie land; or of oak openings, on the right hand; and on the left, a forest — nothing short of a dense forest of vigorous young trees, as far as can be seen — and in the channel, islands, some of them large, covered invariably with a heavy growth of elm, hackberry, maple and cottonwood; and whenever as an exception to the general appearance of the shores, there is any thing assuming the form of an abrupt bluff, it is crowded with pine trees. Occasionally a spot of universal beauty, bursts upon the view; such as the landscape at the mouth of Rice Creek — or Itasca Prairie, or the eastern shore near Swan river.²⁴

The land is evidently very rich — at Itasca, we noticed the formation to be, a bed of gravel, upon which rested a body of marl, supporting a rich sandy loam, not less than 18 inches or two feet deep. At

²⁴ The "Governor Ramsey" did not go as far north as the Swan River on this trip. Goodhue probably refers to the Crow River, which enters the Mississippi at Dayton, opposite the former village of Itasca.
various points, we saw extensive fields under cultivation, crops of oats, potatoes, every thing that had been sowed or planted, giving rich promise and all with whom we conversed bearing full testimony to the excellence of every kind of crop that has been tried there.— The land—fields, the crops speak for themselves, and there is no room for argument about it. There is no better land in the whole valley of the Mississippi, than the whole region extending from the Falls of St. Anthony to Sauk Rapids; above which, we have not been. We are informed, that the land is much the same, above Sauk Rapids; which place is north-west of St. Paul, nearly, one hundred miles, and north, less than forty miles. At a distance of from three miles to fifteen miles, from the east shore of the river, extends a tamarac swamp, for an immense distance, between St. Anthony and Sauk Rapids, designed by nature, it would seem, expressly to furnish farmers with rails without splitting them; a hint from Providence, which the settlers up there, are not slow to comprehend.

At various intervals along the river, the trees, &c. in this tamarac swamp, are visible, far in the back ground, picturesque as a distant forest of tapering masts. What lies east beyond that swamp, we do not know; but Benton county may well be content with the vast extent of fine arable lands, that are in sight of the river—sufficient for 10,000 farmers, and as yet unclaimed. The soil is exactly like that of Rock river—quite as little waste land—much more timber; and with a landscape which we can recollect nothing down the river, to compare with, unless it be the shores of the Mississippi at the lower Rapids, including the back ground of Nauvoo and Montrose. The first night, we passed on board the boat, at the mouth of Swan river. (The Ramsey does not run at nights.) The next morning we moved onward, every mile attracting our attention to new beauties of scenery. All seemed surprised, we certainly were, at the vast extent of forests on the west bank of the river. Every few rods, we met a canoe full of Winnebagoes, returning with their goods from the payment. There, in a huge bark canoe filled with squaws and papooses and bales of goods, comes their head chief, Winnishik, himself sitting in the stern and steering.
Most of the canoes, on the approach of the steamboat, slide out into some little nook or eddy, near the shore, until our boat has passed. — At short intervals we find farms, some of them large, and all giving good promise.

The Thousand Islands. This is an exaggeration; but then the islands are so many and so large, that they seem to have taken resolute possession of the channel, as if to drive the stream back, which however, swiftly glides between them, giving the boat good warm exercise to brave the current. We come to the granite formation, at the foot of the rapids, striking out boldly across the river, to bar the channel. Useless. What obstacle will not the power of steam overcome? The boat dashes across through ripple and eddy, then tacking suddenly takes another course, buffeting the stream, escaping the rocks, and riding in triumph, above and beyond the chain of rock. Good, old, primitive granite, how familiar you look! The very material of those cragged mountains amongst which we were born; how like the familiar faces of the old men, does it seem, who tottered to the church, where we worshipped in infancy!

Sauk Rapids. And here the boat lies panting and cooling herself in the swift water, like a weary beast. Let her rest; while we walk along the shore of the rapids, about three miles, to the head thereof. — We leave the boat and warehouse and the few teams that are busy there, with freight and passengers. How wide the river is! Spreading out, over a vast expanse of granite fragments — swift but no where precipitous, and evidently impassable for steamboats. But what a chance for building a canal on the east bank, by simply building a wall of granite, laid in cement, without excavating and without any expense but a wall and three or four locks? And what an excellent water-power, all along the rapids, without need of so much as a dam, unless perhaps a short wing-dam? Here we come to a row of deserted trading houses, formerly occupied by Merrick [Nathan Myrick], [Thomas A.] Holmes, [Henry] Jackson and [Curtis] Bellows. Well; the traders ought to make money. Next beyond is [Louis] Robert's trading house, which seems to be at present a tavern. The Indian trade is now mostly concentrated at
Watab, which is on a delightful prairie, three or four miles further up the river.

But here is [Jeremiah] Russell's—at the head of the rapids. Here is a good comfortable house, stables, oxen, fat swine, large enclosures, fields of oats, and every thing to indicate thrift and good living. Here resides the Judge and the Clerk of the Court; and Courts must and will have things comfortable. Here is Counsellor [William D.] Phillips of St. Paul, District Attorney of Benton county, preparing his prosecutions. The Sioux or Sioux who killed poor Swartz, are to be prosecuted. The people of Benton talk like rational, law-abiding men, who desire to see law and justice take effect and nothing more. The next morning, Saturday, we returned to the boat, which cast off her ropes, at 8 o'clock, and we swept swiftly back, through the enchanting scene which we have above hastily sketched, reaching St. Anthony at 4 P.M., took stage back to our own delightful Saint Paul, and the labors of the press, highly delighted, and more confident than ever, of the glorious destiny of Minnesota.

The Geography of the Mississippi—between St. Paul and St. Anthony, may be thus properly illustrated: Sit at a table, with your face westward, and lay your left arm horizontally upon the table, bending it an angle of 45 degrees. Your shoulder will represent the location of St. Paul; your elbow the location of Fort Snelling, (the junction of the Mississippi and Minnesota rivers) and your hand, the location of St. Anthony.

In the forearm, from the elbow to the hand, the Falls has produced a paralysis. That portion of the river is not navigable. Therefore, as the shoulder is nearer the head than the elbow, and nearer the head than a paralysed forearm can be, that has no power of motion, we say with the utmost truth and reason, that St. Paul is at the head of navigation for such steamboats as can afford to trade up the river from St. Louis and Galena. In explanation of this, as well

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26 The judge was Bradley B. Meeker, associate justice of the territorial Supreme Court. Benton County, which was in the second judicial district, at that time included the present Benton and Sherburne counties, and parts of Morrison, Mille Lacs, Crow Wing, and Aitkin. See Folwell, _Minnesota_, 1:247, map. The murder of Aaron Schwartz is reported in the _Pioneer_ of May 22, 1851.
as to explain the relative position of other places, we refer the reader
to the following correct map, made from the Government survey.

Temperance in Minnesota. On Monday the 5th day of April, instant, the Maine Liquor Law, passed by our legislature, and submitted to the people for their ratification, was adopted by a very handsome majority. This law takes effect on the 1st of May. It will be rigidly enforced. We notice the passage of this law particularly, because it is very important for every immigrant to know and to understand, that hereafter, there is to be no sale of the Great Civilizer, Whiskey, in this Territory; and we should dislike to see those to whom liquor is essential, as an ingredient of comfort or of

On March 6, 1852, the territorial legislature passed an act forbidding the manufacture or sale of intoxicating liquor in Minnesota, with the provision that the act should be submitted to the voters at a special election. The law was ratified by the people on April 5. A few months later, the territorial Supreme Court held the act illegal, for the reason that the legislature had no right to delegate to the electors the power of law-making vested in it by Congress. Folwell, Minnesota, 1:264.
life, come here to suffer by being "deprived of their liberty." —
Those whose liberty is not confined in bottles, casks and decanters,
will suffer far less inconvenience by making Minnesota their homes;
and we cordially invite them to our rich land, our charming forests,
our pure lakes, and rivers, and our invigorating climate, to make
their homes.

Random Remarks about Minnesota. In the hurried sketch of
Minnesota, above written, truthful, but rough and without method,
we have omitted to mention many facts, which however discon­
connected, ought to appear, in a general view of the Territory.

The distance by the river, has gradually diminished, from Galena
and St. Louis to St. Paul. River distances at first, are always exag­
gerated. It is less than 900 miles from St. Louis to St. Paul, and less
than 400 from Galena to St. Paul. The course from Galena here, is
more west than north.

The fare between St. Louis and St. Paul, with elegant cabin
accommodations and fare, has usually varied from $8 00 to $12 00;
and from Galena to St. Paul from $3 00 to $6 00. It will be very
low this season.

When the traveller comes up, he will reach Minnesota on the
west bank of the river, long before he reaches it on the east bank.
On the west bank, he comes first to the long, narrow strip, known
as the Half-breed tract, extending along the river. There he will
see Red Wing village, the most interesting of the Sioux villages.
You pass 20 or 30 miles through Lake Pepin, with odd looking
peaks and crags and cliffs overlooking you. This lake, is a mere
widening of the Mississippi. All is Wisconsin on the east side, until
you come to the mouth of the St. Croix. Entering that, if the boat
first goes to Stillwater, you find that also, widened into a lake, up
which you proceed 30 miles to Stillwater. Wisconsin still being at
your right hand. But Wisconsin extends no further than the St. Croix,
up the Mississippi river. The boat stops an hour at Stillwater,
touches at Willowriver, on the east side of the Lake, stops at Pres­

27 The Wabasha Reservation on Lake Pepin was reserved by treaty in 1830 for the
Sioux half-breeds, who never occupied it. In 1854 it was surveyed and opened to settle­
ment. Folwell, Minnesota, 1:321-325.
28 Willow River was the early name of Hudson.
cott or Point Douglass again, at the mouth, and then proceeds up the Mississippi again.

From the mouth of the St. Croix to St. Paul, is 30 miles. You pass Cottage Grove, Red Rock; and here, 3 miles below St. Paul, is Little Crow village, on the west bank. Going on, you pass around a great bend that takes the boat southwest, and in the curve of this great bend in the river, you see St. Paul, high and far and all around under, and upon the bluff, and upon terrace after terrace beyond and behind the bluff—the giant outlines of the most vigorous town in the Northwest. At St. Paul, you will find stages waiting to take you to St. Anthony. Any body will point out Benson’s stages to you.

If you stop in St. Paul, you will find good hotels, and can get fair board at $3 00 per week. If you conclude to stay with us, you may buy a lot and put up a small house in ten days. For green dimension lumber, you will pay $12 00 per thousand at the St. Paul mills, or $9 00 at St. Anthony, which is quite as cheap or a shade lower. For shingles, you will pay $2 00 to $2 50 per thousand. You will buy nails, glass, putty, provisions, every thing you want, in St. Paul, about as cheap as in Galena or St. Louis.

If you are a farmer and want land on the east side of the river—good land, if not the very best, you can have it. Or you can go over to the west side, as hundreds of others have done, and make your home and improvements there. The treaties will be ratified, beyond a question. There is no room for any ifs or ands about it. The bargain for the lands is made. Our people have been invited over; and are now in possession of the country. The people of the United States, the Government of the United States, will never suffer these settlers to be driven out, who occupy the Indian territory for hundreds of miles, with their improvements, their families and all their earthly hopes. The thing is impossible; and therefore we say it will not be. We cordially invite every stranger arriving in Minnesota, to call and see us, at the Pioneer office. Whatever information we can furnish him of Minnesota, we will, cheerfully give.

29 The village of the Sioux chief, Little Crow, was known as Kaposia.