

IT IS 2,000 MILES DUE WEST TO THE NEXT SEAPORT

the contention that the digging of another canal would have the effect of destroying the great natural break-water, but when, tardily convinced, the general government took a hand in the improvement of the harbor the engineers found that the people of

Duluth had been digging wisely and well and that the best thing to do was to improve the ditch and make it available for all ships that might come. To be sure, they did not take into consideration a shipping that would include carriers of ten or twelve thousand tons, but they at least

started work in generally improving the harbor and its entrances. **REMOVING THE BARRIERS.** It was in 1873 that the federal government assumed charge of the improvement and maintenance of the Duluth canal, six years after the first

feeble efforts had been made in the direction of improving the natural entrance and the harbor generally. By dint of constant agitation, and in the face of opposition that was sometimes sublime in its stupidity, the federal government since the beginning has been induced to spend \$4,915,441 in the improvement of the head of the lakes is comparable with in the importance of results.

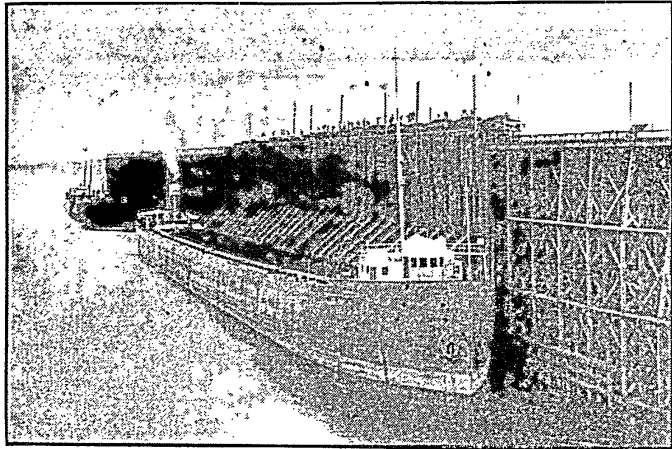
So far as the construction of these works is concerned, the harbor at the head of the lakes is artificial, but except for the cutting of the Duluth canal the work has been wholly in the form of betterments of natural conditions. But the investment in this work is undoubtedly the most profitable ever undertaken by the government—with the sole exception of the Louisiana purchase—which the improvement at the head of the lakes is comparable with in the importance of results.

The construction of the Duluth canal and the dredging of the bays and channel were undoubtedly necessary to the development of the commerce of the Duluth-Superior harbor, for it is to be observed that the great growth of this commerce has taken place since the work was practically completed. In 1859, when but little work had been done beyond the cutting (rough of the Duluth canal—and some incidental failure in the form of dike building that might have seriously hampered the movement of vessels in the harbor if it had been successful—the freight of the harbor amounted to but 1,000,000 tons. Ten years later it amounted to three times as much. In 1875, when the work was fairly under way, the tonnage was 6,325,351 tons, and the value of the freight was \$36,000,000.

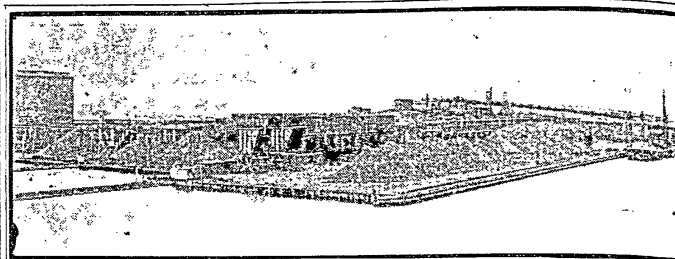
Then it was that the commerce of the northwest, being unrestricted in its flow by the removal of the barriers that had stood between it and deep

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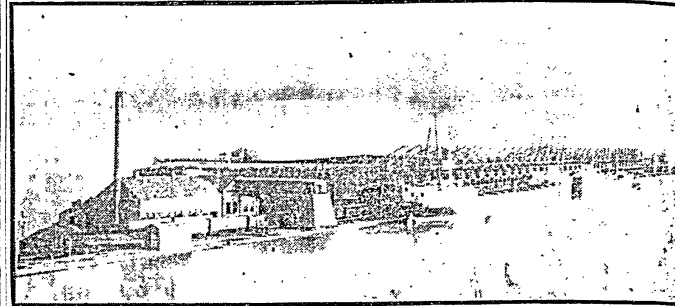
HOW SPEED IS ATTAINED.



This Vessel Is Filled With a 10,000 Ton Cargo in a few hours.



PITTSBURG COAL COMPANY DOCK NO. 2, DULUTH.

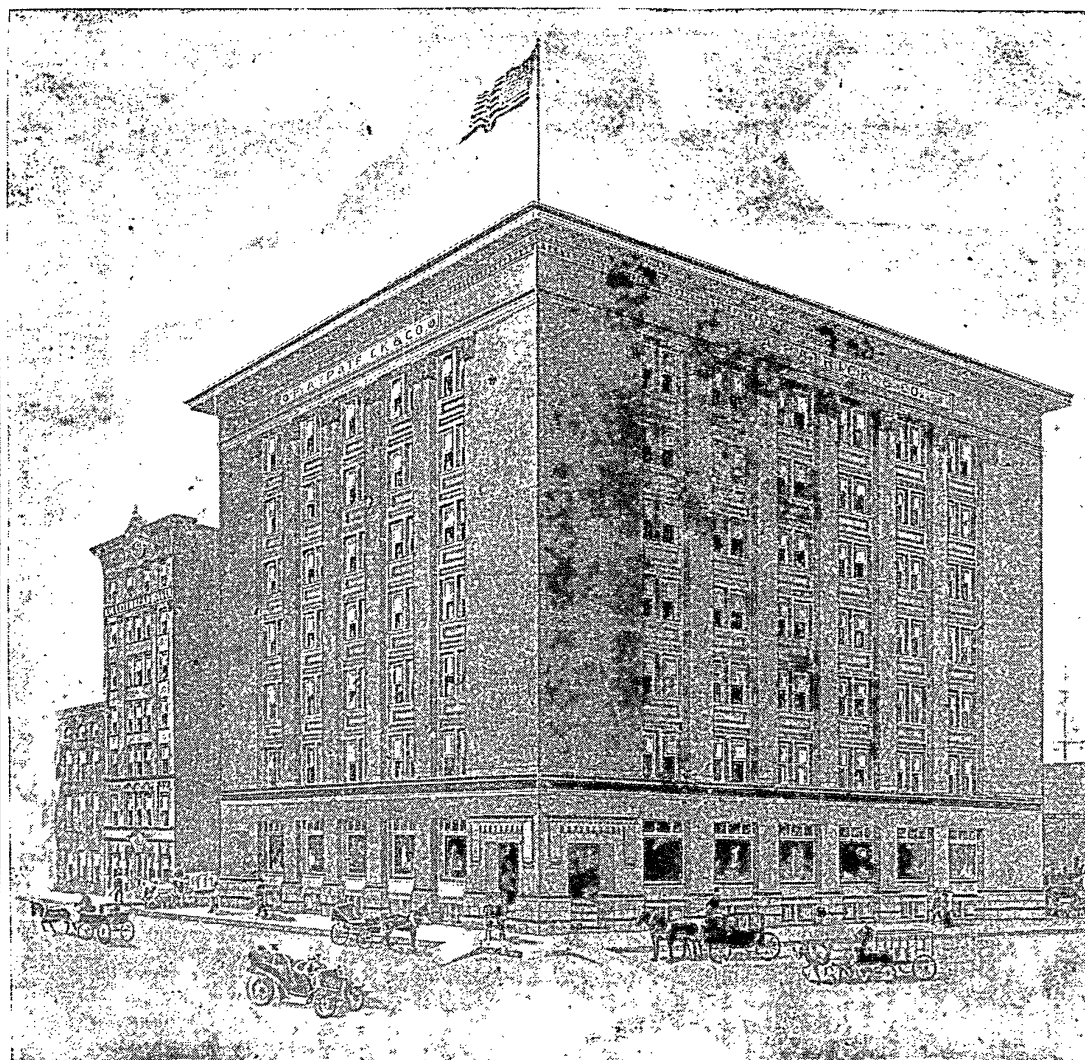


PITTSBURG COAL COMPANY DOCK NO. 5, SUPERIOR.

F. A. PATRICK & CO., Wholesale Dry Goods

DULUTH, MINNESOTA.

North Half of Building.	
BASEMENT.	
Domestics,	Flannels
1st FLOOR.	
Dress Goods,	Offices
2d FLOOR.	
Notions.	
Embroideries.	Laces, Ribbons
3d FLOOR.	
Draperies,	Rugs, Linoleums,
Blankets and Bedding	
4th FLOOR.	
Underwear,	Hosiery,
Gloves and Mittens	
5th FLOOR.	
Shirts and Overalls	Duck Coats, Mackinaws
Pants, Oiled Clothing	
6th FLOOR.	
Ladies' Cloaks and Furs	
Shirts and Wrappers	Muslin Underwear
7th FLOOR.	
Trunks and Valises	Dolls, Toys
Stationery, Etc.	
Sample Room.	



South Half of Building.	
BASEMENT.	
Domestics, Box Factory	
1st FLOOR.	
White Goods and Linens.	Wash Goods
2d FLOOR.	
Packing Room.	
3d FLOOR.	
Yarns	Floor Coverings.
Blankets and Beddings.	
4th FLOOR.	
Underwear, Hosiery,	Gloves and Mittens.
5th FLOOR.	
Machine Room of "Northland Factory."	
6th FLOOR.	
Cutting Room of "Northland Factory."	
7th FLOOR.	
General Storage	
(Also have general storage in our warehouse adjacent.)	

NEW BUILDING OF F. A. PATRICK & CO., WHOLESALE DRY GOODS.

—Photo by Maher.

"BEST LOCATED"

To Serve the Merchants from the "Soo" Canal to the Pacific Coast.