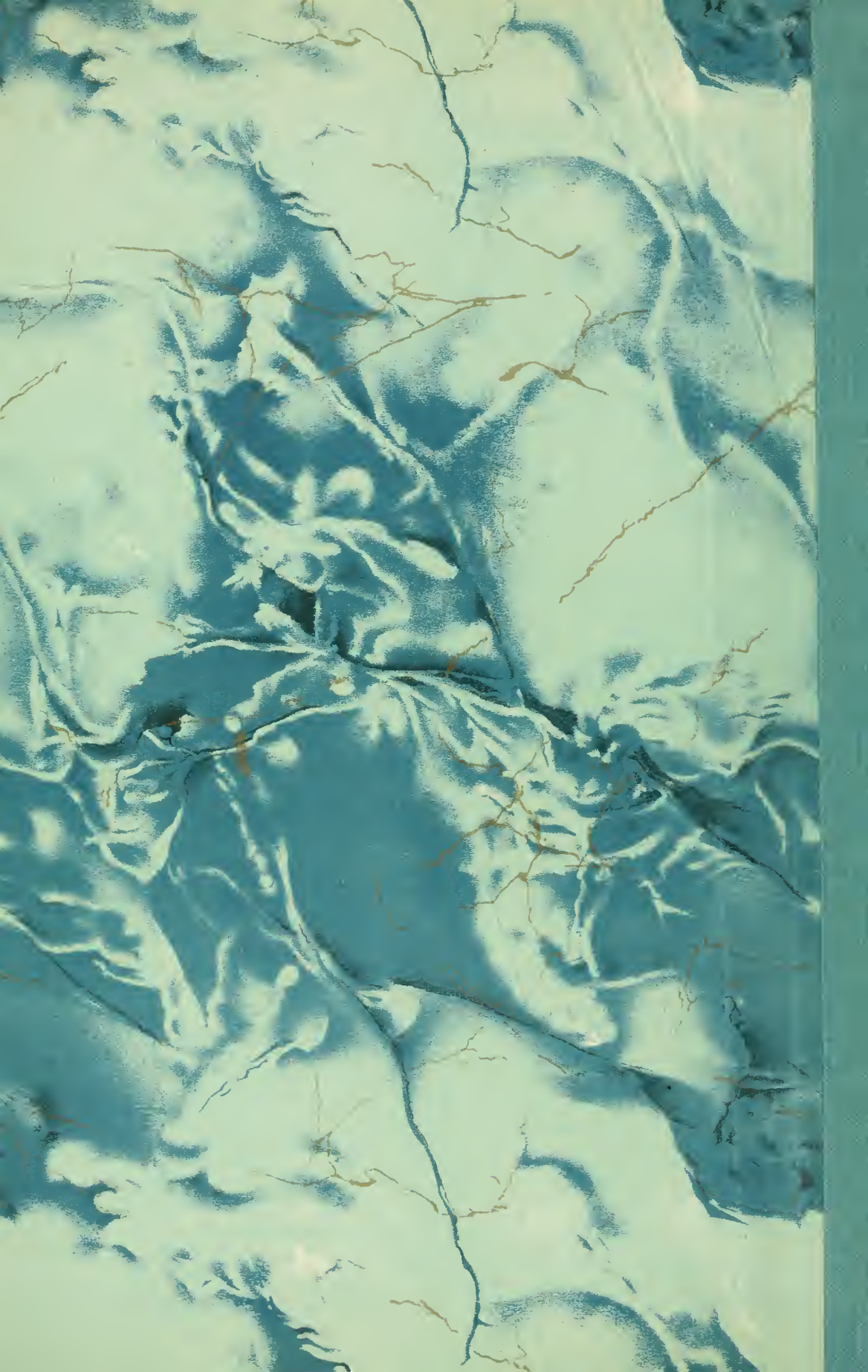
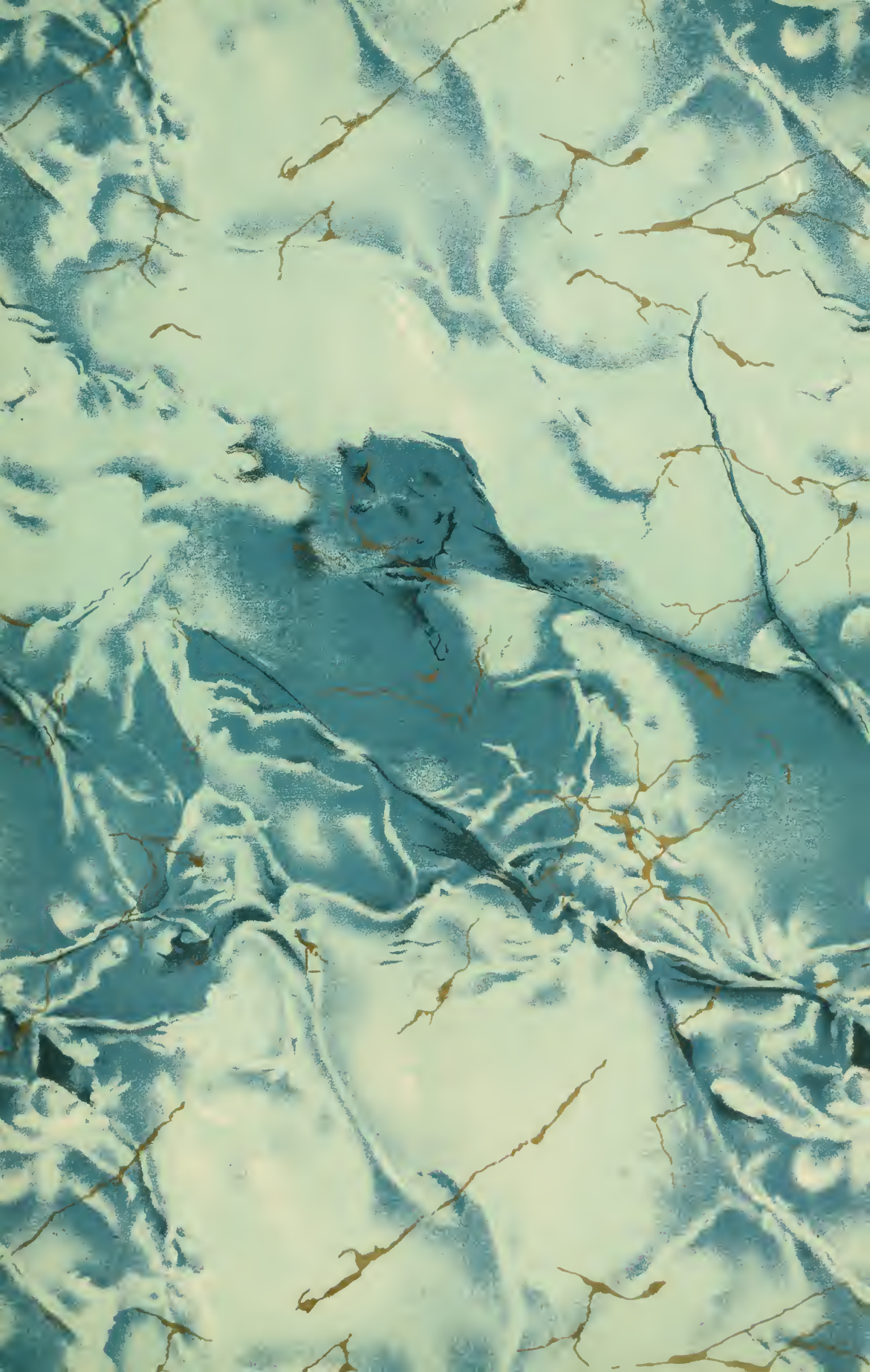


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Duluth and St. Louis County Minnesota

Their Story and People

An Authentic Narrative of the Past, with Particular
Attention to the Modern Era in the Commercial,
Industrial, Educational, Civic and
Social Development

Prepared under the Editorial Supervision of
WALTER VAN BRUNT

Assisted by a Board of Advisory Editors

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History of Duluth and St. Louis County

CHAPTER XXII

THE INCORPORATED VILLAGE OF EVELETH

The city of Eveleth, one of the leading and most active incorporated places of the ranges, had its beginning in mining explorations. Therefore, properly, a historical review of its development should begin with data regarding its mining. And no more authoritative information could be obtained than from the man who, above all others, was chiefly responsible for the founding of the village of Eveleth.

David T. Adams, a mining explorer of Duluth, whose first trip over the Mesabi range was in 1883, when he "was attracted to the possibility of the existence of commercial bodies of hematite ore on the southern slope, or in the lowlands of the Mesaba," was one of the most successful of the early explorers of the Mesabi range. He was the first to discover marketable ore, finding it on the Cincinnati in 1891, Captain Kehoe almost simultaneously finding blue ore on the Biwabik workings. In the next year Adams, acting for A. E. Humphreys, George G. Atkins, and others, "had seventeen camps in operation in township 58-17," mainly in the Virginia district. In a narrative written specially for the current historical work Mr. Adams makes the following statements regarding his early operations in the Eveleth district:

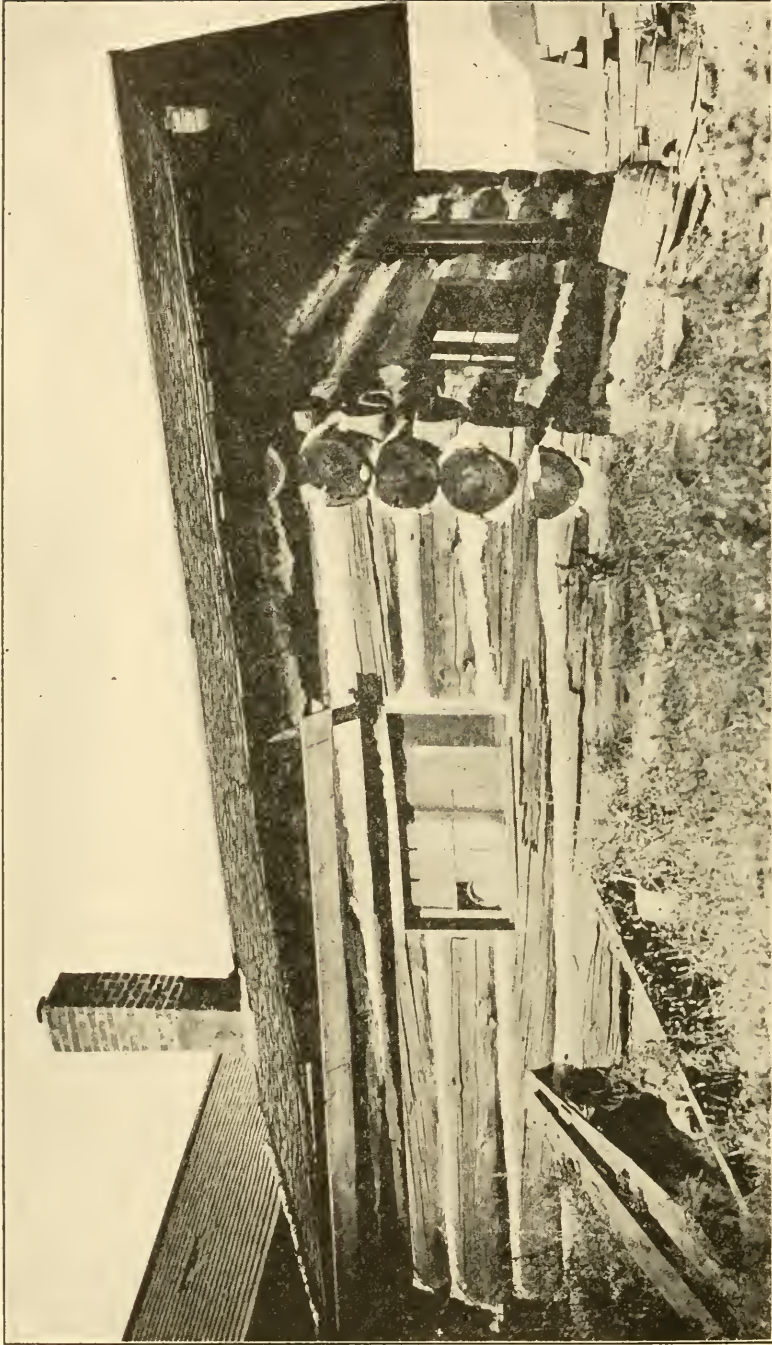
"In, or about, the month of July, 1892, I discovered coloring on the south line of section 30, 58-17, by means of a spring pole drill, operated by Hugh McMahon and Noble Beatty—the first operation of the kind undertaken on the range.

"In the month of September of that year an option was acquired by the late Peter L. Kimberly from the late Simon J. Murphy, George O. Robinson, E. M. Fowler and others, on three quarter-sections, which I had previously selected, in sections 31 and 32 of 58-17, and were designated as selections Nos. 1, 2 and 3, and the explorations on these selections were known as Adams Nos. 1, 2 and 3. A little later, George L. Cheeseborough secured an option from these same parties, on the sw. qr. of section 31, which I had previously selected and which was selection No. 4, known as the Cheeseborough explorations.

"On or about the first of October, 1892, I started explorations in the northern part of section 31 on the Adams No. 1, and the first ore discovered in what is now known as the Eveleth Group of Mines, or anywhere on the southern slope of the hills running down from Virginia, was discovered there in my first pit. (On this, as on all former and later explorations I always located my own pits.) Thomas Short was in charge of the men, and under him work proceeded rapidly. It was not long before a very large body of what is now the standard ore of the range was discovered.

"Shortly thereafter, I discovered ore in the Cheeseborough.

"My next discovery was on Selection No. 2 of the Adams explorations, but the ore in the discovery pit on this selection was not con-



THE ORIGINAL ADAMS MINE OFFICE. IN IT "DAVE" ADAMS, NEIL M'INNIS, AND OTHERS, DEBATED THE PERPLEXING QUESTION WHICH, WHEN DECIDED, USHERED IN THE CITY-TO-BE AS "EVELETH"; IN THAT CABIN, TOO, JOHN H. HEARDING, NOW ONE OF THE CHIEF EXECUTIVES OF THE OLIVER IRON MINING COMPANY AT DULUTH, BUT THEN SUPERINTENDENT AT EVELETH, MADE HIS OFFICE IN THE '90S

sidered a commercial ore at the time, and as Kimberly Jones and myself wanted the land for townsite purposes, the exploration was abandoned, our option surrendered, and the surface rights finally purchased by us.

"A little ore was found on Selection No. 3 of the Adams explorations, and was finally consolidated with Selection No. 1 of the Adams.

"On January 9, 1893, the Adams Mining Company was organized by Mr. Kimberly, Mr. Jones and myself, on Selection No. 1, in the northern part of the section.

"Selection No. 4, the Cheeseborough, became known as the Cloquet.

"The next deposit of ore to be discovered by me in the vicinity was on the nw.-nw. of section 5, and the n. half of section 6, township 57-17, in the month of November, 1893, which is now known as the Fayal No. 1. Fifty-one per cent of the capital stock of the Adams Mining Company was sold to John D. Rockefeller, for the Lake Superior Consolidated Iron Mines, in the month of July, 1893." (The cash consideration for the transfer was \$410,000.)

"The Fayal No. 1 was explored by the McInnis Mining Company, which was organized by me on the 31st of January, 1894, in honor of the late Neil McInnis, who had been my purchasing agent of goods to supply the camps, and paymaster during the latter part of my explorations in connection with Humphreys and Atkins, on the Virginia Group of Mines, and who also acted in the same capacity for the Adams Mining Company, during their development of the Adams mine. The late Marvin Van Buskirk was in charge of the men, and under him the work of development was rapid indeed. The McInnis Mining Company finally sold their lease on the Fayal No. 1 to the Chicago Minnesota Ore Company on September 6, 1894.

"About two and a half years later, I discovered ore on that part of section 5, township 57-17, which was known as the South Fayal."

Winchell's Review (1894).—Horace V. Winchell, in the winter of 1894-95, wrote of mining development in the "Eveleth Group of Mines" as follows:

Adams Mine.—"This property is being developed by the Consolidated Company. The mine is in the north half of section 31, 58-17. It is operated on a lease from Chicago and Michigan lumberman, who own the fee. This deposit of ore is supposed to be one of the largest on the Mesabi range, and to contain ore of more than average value, because of its granular and shaly nature * * * It is being stripped at present. Ore was discovered here by Neil McInnis and D. T. Adams, of Duluth, in 1893. The superintendent is Mr. J. H. Hearing.

Vega Mine.—"West of the Adams is the Vega, lying under too great a burden of glacial till to permit of open cut mining. It produced 5,628 tons of ore in 1894, and is under the direction of Mr. Geo. St. Clair.

Fayal Mine.—"This is one of the recent acquisitions of the Minnesota Iron Company. It * * * was first discovered in 1894. Other properties in this vicinity, and in section 34, 58-17, are known to contain more or less ore, but are not being very rapidly developed at present. This mine is also under the direction of Captain Wallace, assistant general manager of the Minnesota Iron Company."

The Vega, referred to by Mr. Winchell, was "operated for a time as the Cloquet by Joseph Sellwood" stated another writer, adding that Sellwood "finally turned it over to the Minnesota Iron Company." It later became part of the Adams-Spruce mine. It included part of the old townsite of Eveleth. Regarding the Adams Mine,

the same writer (1906) stated that "Credit for discovery of the first ore in the Eveleth field * * * is due to D. T. Adams and Neil McInnis, who commenced explorations on * * * the Adams mine on October 1, 1892. A lease on all the land in sections 30 and 31 was taken by D. T. Adams, Neil McInnis, P. L. Kimberly and John T. Jones, from Messrs. Robinson and Flynn, the Detroit lumbermen. Ore was found in the first test-pit put down under the direction of Mr. McInnis. The writer visited the camp in his company soon after the explorations were started."

Neil McInnis, in 1906, put into writing his "Recollections of early mining explorations." After referring to the excitement that followed the discovery of blue ore on the Biwabik in 1891, stated:

"The winter coming on shortly after this discovery, not very much was done until the early spring of 1892, when numerous companies were organized, and prospecting commenced in great earnest. March of that year brought the writer from Tower, and associating with A. E. Humphreys (one of the chief promoters of that day), had immediate charge of twelve camps, beginning at the Hale and Kanawha mines, section 1, town 58, range 16, to town 58, range 19, the principal camp, known as headquarters, being in section 9, town 58, range 17, near the present city of Virginia. The results of these explorations amounted to the following: the Kanawha, Cincinnati, Lincoln, Commodore, Franklin, Lone Jack, Moose, and Auburn mines.

"Mention should be made of David T. Adams, of Duluth, as the party selected by Mr. Humphreys to go out into the wilderness during the severe winter of '91 and '92, and select the land above-stated for exploration, and who, after severing his connection with Mr. Humphreys and associating himself with John T. Jones, of Iron Mountain, Mich., and the late P. L. Kimberly, of Sharon, Pa., secured option and afterwards leases on land now occupied by the great mines—the Adams, Spruce and a portion of the Fayal.

"This brought the writer down from the Humphreys camp, and on the first of October, 1892, began the exploration of lands in section 31, town 58, range 17, and showing up what is now known as the Adams mine. A camp was established. One or two of the log buildings can yet be seen. A force of 45 men was used during the winter of 1892-93. Buckets and windlass, picks and shovels were the only tools used to show up the big deposit and in the early summer of 1893 the lease of the Adams mine was turned over to the Consolidated Mining Company, on the recommendation of their chief and capable mining expert at that time, Mr. W. J. Olcott.

"With the summer of 1893 came the depression in the iron business, and consequently in the prospecting, nothing doing; men we had paid \$40. or more, a month, and their board, now could not get a day's work anywhere.

A small start was made to establish the town of Eveleth. Hank Hookwith came in to open a saloon. Archie McComb had a hotel building (afterwards destroyed by fire), and Jerry Sullivan had a boarding house on the site of the future town * * * In September, Mr. Adams, already referred to, and myself, in looking over the prospects around the neighborhood, thought of doing a little work on lands now covered by the great Fayal mine. I made known to the population of Eveleth at that time, which consisted of the three named above, that I was going to start a crew test-pitting, and the result was McComb, Tookwith and Sullivan worked six months, sinking pits, at \$1.25 a day, during the fall and winter of 1893, resulting in showing to the world the beginning of that great mine on section 5, town 57-17."

A study of the foregoing gives one an idea of the principal mining operations that were destined to find communal expression in the establishment of Eveleth. And one should not leave the subject of pioneer mining in the Eveleth Group without making reference to one worthy pioneer of mining as well as of Eveleth. Marvin Van Buskirk, first president of the village of Eveleth, was one of the early lieutenants of David T. Adams. He directed the operations that discovered ore on several valuable properties, although he apparently did not profit much by his work. David T. Adams, in a letter to his friend, J. C. Poole, another pioneer of Eveleth, stated, on February 7, 1920: "The greater part of the explorations are what is now known as the Adams mine was done by Thomas Short, under my supervision, until I replaced him by the late Marvin Van Buskirk. The late Neil McInnis was paymaster for the company, timekeeper and purchasing agent for the camp."

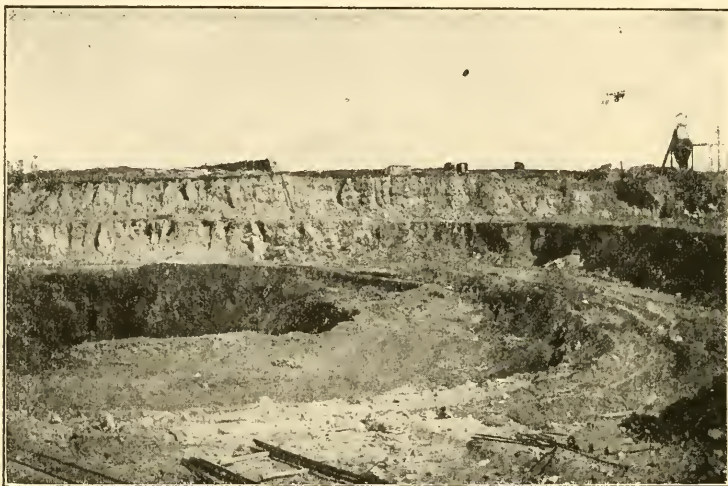
The subsequent history of these pioneer mines of the Eveleth group is as follows:

Adams Mine.—The property, combined with others, was for many years under the direction of Capt. John H. Hearing, as superintendent, the mining being mostly underground. The mines are now known as the Adams-Spruce. Captain J. H. Hearing became assistant general manager of the Oliver Iron Mining Company in 1909, and thereafter had to devote the whole of his time to executive affairs in the head offices of the company at Duluth. The present general superintendent at Eveleth is Charles Grabowsky. Work has been almost constant since the beginning at the Adams-Spruce, which has been one of the principal mainstays of Eveleth. Up to the end of 1919, the Adams mine had shipped 22,310,351 tons, in some years shipping a million and a half tons. Included in that total are the outputs of the Cloquet, or Vega, mine, the Hull 40, and the Nelson, all adjoining properties and grouped as one. The Spruce gave 11,182,140 tons to end of 1919.

Fayal Mine.—That also is a combination of several, and, as in late years constituted, is classed among the great mines of the Mesabi range. Adams and McInnis were interested in the "forty," nw.-nw. of section 5, 57-17, which "forty" they leased from E. F. Fowler, of Detroit, Mich., forming the McInnis Mining Company to operate it. Their lease they sold to the Minnesota Iron Company. Louis Rouchleau purchased 80 acres adjoining the McInnis for \$50,000, eventually transferring to the Minnesota Iron Company for \$125,000. The remainder of the Fayal property was leased from Murphy, Dorr and Flynn by the Minnesota Iron Company direct. Eventually, of course, the Fayal mines passed to the Oliver Iron Mining Company, which has since controlled them. Captain Richard R. Trezona was superintendent for many years. Of late years Wm. F. Pellenz, Jr., has been superintendent of the Fayal mines, of sections 5 and 6, 57-17. The mines are designated the Fayal Fee, Fayal No. 1, No. 2, No. 3 and No. 4; and to the end of 1919 they had yielded an aggregate of 29,908,246 tons, more than a million tons a year since the beginning. At first, the mining was by shaft, but later three different systems were being operated concurrently. There were two large open pits, milling being carried on in one and loading direct into cars with steam shovels in the other, while underground mining was continued.

The Leonidas mine, which may be considered to be within the Eveleth group, is referred to in the Nichols township chapter. And several of the mines reviewed in the Gilbert chapter may be con-

sidered as within the sphere of Eveleth. Nevertheless, if Eveleth be credited with only the Fayal and Adams mines, the available ore deposits on these two are sufficient to ensure Eveleth a definite degree of prosperity, probably growth, up to the time when it will have other interests and assets to supplement or take the place of its present dependence upon mining activities. The Adams-Spruce mines have proved deposits of iron ore aggregating to more than fifty-two million tons, and the five Fayal mines have a reserve of about seventeen million tons, enough to keep Eveleth in its present degree of prosperity for at least a generation. And a generation should see the development in agriculture of all the outlying land, a development which will ensure stable and permanent prosperity to Eveleth, assuming it does not in the meantime become a manufacturing city, or that other large ore deposits are not "shown up," which is always possible. Eveleth, therefore, is reasonably sure of prosperous continuance as a city.



AN EVELETH MINE

Platting of Original Townsite.—Again, it is proper to refer to, and quote, the narrative of David T. Adams, who was the founder, or was the most active among the founders, of the village of Eveleth. He writes, under date of December 7, 1920: "I promoted the townsite of Eveleth in the year 1893. The original plat consisted of the w. half of the se. quarter of section 31, township 58-17. It was surveyed by C. E. Bailey, and the plat was filed for record April 22nd of that year. My associates in the original townsite (project) were Peter L. Kimberly, John T. Jones and Fred Robinson, the latter of Detroit, Michigan. Shortly after the plat was filed for record, I bought out Mr. Kimberly and Mr. Jones. Mr. Robinson held a tenth interest, and remained in the townsite throughout.

"In finding a suitable name for the town * * * I had my troubles. I wanted to name it Robinson, that being the name of one of the fee owners of the Adams mine. Elisha A. Flynn, law-partner of Mr. Robinson, however, objected. I never knew why, but I always surmised that he thought that the town would never amount to anything, and did not want his name attached to it. I then asked the name of the cruiser who estimated the timber on the land when they bought it, and they told me his name was Eveleth. I thought

over the name of Eveleth for some time, comparing it with other names, such as Iron Point, Iron City, etc., and the more I thought the name Eveleth over, the better I liked it; and as it seemed to be an easy name for the Scandinavian element to pronounce, I decided on that name. I then wrote to Mr. Eveleth for permission to use his name. He consented; hence the name 'Eveleth' was adopted."

Neil McInnis, who evidently was consulted regarding the naming of the city-to-be, wrote, in 1906, upon that point: "Many a name proposed * * * had to be abandoned, because it was already in existence in some other portion of the state. However, we finally settled this matter by naming the town after a woodsman from Michigan, sent up here about twenty years ago in the interests of Robinson, Flinn and Fowler, to pick up pine lands. This man's name was Eveleth."

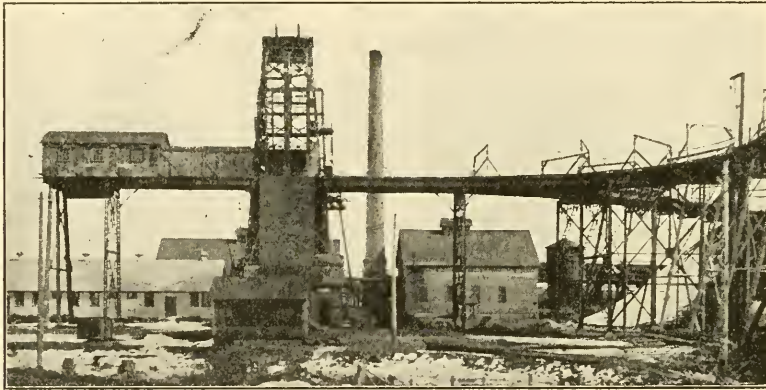
Primitive Living.—For a year or more after the platting of the townsite, life in Eveleth had a spartan aspect and rigor. "On the slope" Dr. More had "a little red shack," which, because he happened to be a physician, and a good one, and in emergency could handle a surgical case in it, was called a hospital; the company office was a small log cabin; the men of the camp lived as best they could, some in "boarding houses," and some under canvas, and worked "for grub stakes," some, if not all of them, during the period of extreme financial stringency of 1893, and considered themselves fortunate in having work at all. It is said that at least two of the pioneers lived "for a time" on moose meat. The mail came in from Virginia by dog-team during the winter of 1892-93, and possibly 1893-94; and even well into 1894 there were only four or five buildings on the townsite, according to one account, so that newcomers had to "make-shift" under canvas, until a frame building could be put together. Another account states that "about a dozen buildings were erected in 1894 upon the first site."

Petition to Incorporate.—Seeing that the county commissioners approved the holding of an election, in August, 1893, to decide whether Eveleth should be made an incorporated place, or should not, it is rather surprising that the first election of officials did not take place until October 18, 1894.

A petition, presented to the county commissioners on June 9, 1893, by Neil McInnis, Joseph Elliott and Thomas Short, sought permission to proceed with the legal measures whereby the residents "upon the western half of the southeast quarter of section 31, of township 58-17 (which lands had been platted, and the plat duly filed, on April 22, 1893, with the Register of Deeds), might, if the majority favored it, institute corporate government of the community under the provisions of chapter 145, Laws of 1885." The signers of the petition were: Neil McInnis, Joseph Elliott, Thomas Short, Archie McArthur, John Nelson, Rt. Fogarty, Thomas Simpson, Henry Hookwith, Archer McCombs, John White, Fred Whitney, Aaron Johnson, John Gray, L. Jacobson, Fred Nelson, John Johnson, Ole Johnson, John Goodwin, Edward Grayson, John Elfstrom, Peter Elfstrom, John Hill, Martin Webber, John Morrow, Peter Enright, John Mullens, Axel Johnson, Martin Erickson, John Graham, and Fred Reynolds. The three first-named testified to the accuracy of the statements made in petition, one important statement being that at the time of the circulation of the paper for signatures (June, 1893), a census then taken of the residents within the territory for which incorporation was sought disclosed the fact that there were then living on it two hundred persons.

Commissioners Approve Petition.—On June 13, 1893, the petition was considered at the session of the Board of County Commissioners, and resolution was passed, approving of the proposed incorporation, as the Village of Eveleth. Consequently, a date was set upon which legal voters should assemble and cast a vote for, or against, the sought incorporation. The commissioners ordered "election to be held on July 25, 1893, at the building of Thomas Short, lot 23, block 8, Eveleth." And they appointed "Neil McInnis, Tom Short and Joe Eliot" to act as inspectors of election at that gathering. Copies of "Notice of Election" were posted "at McComb and Wilson's boarding house, at H. Hookwith's store, at Thomas Short's building, at Jerry Sullivan's boarding house, and at Edward Simpson's place of business," by Neil McInnis.

The voting, apparently, took place, and, presumably, was in favor of the proposed incorporation, for the county commissioners, on August 11, 1893, "gave notice to the legal voters to meet and organize and elect officers for the ensuing year," on August 26, 1893. No record of election is on file in the county offices, as is required by law, and, presumably, the election was not held.



SPRUCE NO. 4 MINE, EVELETH

It is possible that the population so dwindled during the depression of 1893 that the few remaining decided not to proceed with the election. Indeed, Neil McInnis, in his narrative, before-quoted, stated that he drew to the Fayal exploratory work in September, 1893, the whole of the man-power of Eveleth, namely, Hank Hookwith, Archie McComb, and Jerry Sullivan; and these men were too busy digging for their bread, "at \$1.25 a day," during that fall and winter, to have much inclination to pursue matters of town-planning and corporate government."

Marvin Van Buskirk either had not yet come into the neighborhood, or was subordinate to Thomas Short at the Adams camp. Soon, however, he was in charge of the mining operations, and during the next year seems to have become very popular, and much respected, among his co-workers. So much is evident in the result of the first election.

First Officials.—On October 5, 1894, the county commissioners again "gave notice" to the legal voters of Eveleth "to meet and organize and elect officers for the ensuing year," on October 18th, 1894, "at the corner store of the Adams Block." Accordingly "a meeting of voters of Eveleth" was held on October 18, 1894, states

the first entry in the minute book of the trustees of the Village of Eveleth, "at 9:00, a. m., for the purpose of nominating a board of judges of election." Marvin Van Buskirk was "appointed chairman of committee on nominations" and Frank Kempffer, secretary. John Salvo and Frank Kempffer were appointed judges, with Joseph Leach and Annie Burnett acting as clerks. The voting then proceeded, and the result was in due course announced by the judges, who found Marvin Van Buskirk legally elected to the office of president. Ninety-one votes were cast in his favor, his candidacy having been unopposed.

The trustees were Henry Hookwith, John Grey and W. H. Shea, having received 60, 91, and 57 votes respectively, the unsuccessful candidates being Alfred Riff and John Anderson, with 31 and 34 votes respectively. A. S. Erickson was elected recorder, having received 57 votes; S. S. Childers became treasurer, receiving 91 votes; John F. Towell and Chas. Wyman were elected justices of the peace, and Jerry Sullivan, constable, having received 90 votes.

First Council Meeting.—The first meeting of trustees was held "in the back room of Stetton's store," on October 25, 1894. Present at the meeting were: M. Van Buskirk, president; John Grey, Hy. Hookwith, and W. H. Shea, trustees; A. S. Erickson, recorder.

Marvin Van Buskirk was "appointed a committee of one, to secure room and furnishing, to be used as a council chamber," which appointment supports the statement that the first meeting of the village council was held "in the townsite company's frame building." Possibly, the "back room of Stetton's store" was the "room and furnishing" secured by President Van Buskirk, after that first meeting in the townsite company's building. It is known that council meetings in the first year "used to be held" in Stetton's store."

First Village Hall.—After a year or so of the use of a rented room as council chamber, the village officials moved into a building of their own. The first village hall was a two-story frame structure, erected at a cost of \$656.69, in 1895. It was built upon lot No. 36, in block 12, of the "old town," the village paying the townsite company \$200 for the lot. Eventually, the hall was moved to the new town, and now stands on Grant Avenue, "next to Max Stipetich's saloon." Latterly, it has served as a cinema.

First Marshal.—Jerry Sullivan was appointed marshal on November 1, 1894, at \$30.00 a month, having secured the office by competitive sealed bid. The marshal's hours of duty were from 9:00 p. m. to 7:00 a. m. In 1896, the salary of the marshal was \$75.00 a month.

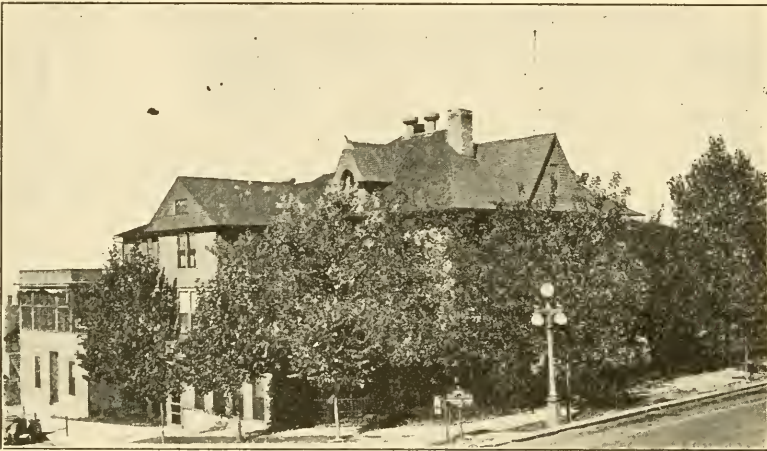
First Fire Company.—A volunteer fire company was formed in June, 1895. It consisted of fifteen members, the compensation to firemen being fixed at one dollar for each call, with an additional fifty cents for each hour after the first. One of the first measures instituted for the purpose of fire protection was the employment, in January, 1895, of "a force of men to cut, pile and burn, for a distance of 250 feet back from the borders of the village."

First Board of Health.—A board of health was organized on February 4, 1895. Members of the board were Dr. H. L. Darms, John Grey, and B. J. McCormick. Dr. Darms was also one of the village trustees in its first year, taking the place of W. H. Shea, who "moved away" early in 1895.

First Hotel.—The first hotel was probably that built in 1893 by Archie McComb. But it was "not of much account." In May, 1895, owners of lots on Jones Street petitioned the trustees of the village "to condemn, as a street, the east 120 feet of Jones Street, between

blocks 10 and 11, and allow some to revert to the townsite owners," the Duluth Mining and Investment Company, provided they deed the land to David T. Adams "for immediate construction of a good first-class hotel building" thereon. Although that project did not carry, it is stated that David T. Adams built the first hotel in Eveleth. It was called the McInnis Hotel and was situated on the southeast corner of Grant Avenue and Jackson Street. Charles Jesmore was the first manager. The building still stands.

First School.—The first school was "in the valley by the creek." It was opened in 1895, and the first teacher was Florence Kent, who came from Virginia. The schoolhouse was "a one-story frame shack," and its furniture consisted of "two benches and a plank table," with a small table for the teacher. Some of the pupils enrolled at that school in 1895 were: Charlie Higgins, Rosie Walker, Fred Chilters, and several of the children of the Gross, Springer, and Van Buskirk families. There were five or six of the Gross children, three girls and two or three boys; they drove to school each morning from their homestead, about two or three miles away. There were two Spring-



THE PRESENT MORE HOSPITAL, EVELETH. (THE FIRST MORE HOSPITAL WAS "ON THE SLOPE" WITH THE PIONEERS; AND IT WAS "A LITTLE RED SHACK")

ers, Bert and Otis; and of the Van Buskirk family, Tony, Mae, and Anna attended the first school. By the way, Tony Van Buskirk, now city clerk, was the first boy to come to Eveleth, it has been stated. He came with his mother and sisters, from Crystal Falls, Michigan, in 1893, or 1894, to join their father, who had come earlier. They came by rail as far as Virginia, or rather as far as the Auburn mine, walking from there into Eveleth. The family had to live in a tent for a couple of weeks while a house was being built for them.

First Church.—The first church built in Eveleth was in 1896, for the Methodist Episcopal society, which was organized on September 17, 1895. Services were held in the schoolhouse until March, 1896, when "a neat frame building was dedicated." The Rev. Olin J. Gary, a local preacher, was the first pastor. He and Russell and Howard Buckthought were the first trustees, and the church was built under his supervision. "On February 12, 1896, lots were secured, as donation, from E. M. Fowler, of Chicago, and a subscription paper

was then started for the purpose of raising funds for erection of a church building." The next pastor was L. F. Merritt (1896-97). He was succeeded by C. H. Stevenson, and in 1898, Rev. M. O. Stockland was in charge. A new church was built during his pastorate, which ended in October, 1901, when Rev. R. J. Taylor came.

First Postmaster.—The first postmaster was P. E. Dowling. He also had the first drug store in Eveleth.

Pay of Pioneer Village Officials.—In 1896, the president received \$10 a month; the recorder, \$25 a month; the street commissioner, \$2.50 a day, "for actual services"; the marshal, \$75, and his deputy, \$60 a month; the waterworks engineer, \$75; the janitor at Village Hall, \$30 a month, it being also his duty to light street lamps, without extra pay. Unskilled labor was secured at \$1.75 a day, and a team at \$4 a day.

First Teamster.—John Morrow was the first teamster in Eveleth. David T. Adams, in February, 1920, wrote: "John Morrow, who I believe is now living in the old Adams camp, was teamster for the company during the explorations, and is the only one of the old employees left on the Mesabi range." He lives with his wife in the log cabin which was originally the office of the Adams Mining Company, which cabin it was recently stated had "been purchased by the city, and will be given a permanent place in one of the city parks as a monument to the early mining industry."

First Storekeeper.—The first storekeeper was Stetton, it has been stated, so possibly the "store" of Hy. Hookwith, upon which "Notice of Election" was declared to have been posted in June, 1893, was not a store at all, but a hotel.

First Sawmill.—The erection of a sawmill was a necessity as soon as it became evident that a community would develop near the Adams explorations. One was built by David T. Adams near what is now No. 5 shaft of the Spruce mine. It was burned down in 1896 or 1897.

First Bond Issue.—On May 9, 1895, the voters approved the issuance of bonds to the amount of \$3,000, "for the construction of a system of waterworks." Bond No. 1, of one thousand dollars denomination, and bearing date June 1, 1895, "payable one year later," was bought by David T. Adams. The interest was 8 per cent, and Mr. Adams became "security" for the whole issue. In July, 1895, he took up the whole issue, "at face value."

Water System.—Thus, the village was enabled to build its first water plant. It served until 1905, when a new system was installed, at an expense of \$60,000, providing "an excellent supply of water from St. Mary's lake, two and a half miles distant." In 1914, "an entirely new system of waterworks" was completed, at a cost of \$65,000. The water plant in 1920 comprised two motor-driven centrifugal pumps, with a capacity of 1,600,000 gallons daily, and two steam pumps of one million daily capacity. Two mains, one 16-inch and the other 10-inch, "carry the water from St. Mary's lake to the elevated tank of 300,000 gallons capacity, located at the highest point in the city." The water is "soft and pure." About fifteen miles of water mains are in use. In July, 1920, 26,000,000 gallons were pumped at a cost of 6 cents a thousand gallons. The superintendent is F. E. Forristel.

Lighting.—On May 28, 1896, Frank McCormick, of Duluth, was given a franchise, "for ten years," to supply Eveleth with electric light, the village "contracting for seven arc street lights at ten dollars each per month," and stipulating that private users be supplied at

"not to exceed one cent per hour per light of 16 c. p." McCormick did not complete the installation within the time limit set, but, receiving an extension of time, he ultimately established a satisfactory lighting system. His plant and franchise eventually passed, by sale, to C. H. Webster, who later met his death at the plant, being instantly killed when struck by fragments of a flywheel that broke. His widow sold the plant to Alexander Hughes of Duluth, who, on August 9, 1901, was confirmed in the ownership of the franchise, and also some time later was granted a franchise to establish a heating system. In 1914, there were, on Eveleth main thoroughfares, fifty-one standards of five lights each, making a "white way" for seven blocks; and in addition, eighty-four arc lights. A public heating system had just been installed, extending "to most parts of the city." At about that time the "Home Electric and Heating Company, of Eveleth," offered to sell its plant to the city, for \$134,655.05. The proposed bond issue, however, did not carry, and the lighting, heating, and power utilities at Eveleth are still in private ownership. The Minnesota Utilities Company, of Eveleth, was organized in 1917, with an authorized capital of \$650,000. The first president was Neal Brown, of Wausau, Wis. He was succeeded by Cyrus C. Yawkey. Mr. R. M. Heskett is the only officer living at Eveleth; he has been secretary and treasurer since the organization. In addition to the Eveleth service, the company supplies power to Chisholm, and at various places from Eveleth to Deer River, and the company maintains local electrical distributing systems in Kinney, Chisholm, Carson Lake, Kelly Lake, Stevenson, Nashwauk, Calumet, Marble, Taconite, Bovey, Coleraine, Grand Rapids, Cohasset and Deer River. It is only at Eveleth, however, that the company furnishes steam for heating purposes. That utility is a comprehensive one, "most business places and a considerable number of residences" in Eveleth being connected with the steam mains.

Moving of Village.—It was evident, even in 1895, that the village would soon, or eventually, have to be moved from the original townsite, because needed iron ore lay underneath. But it was not a matter that could be disposed of in a short period of time. Indeed, it seems that the removal was not completely effected until the early years of the present century. David T. Adams writes:

"In 1895, I re-explored the townsite of Eveleth (which was originally No. 2 of the Adams selections), for the mineral owners, on a percentage basis. I developed a large body of ore on the townsite, and thereafter gave it the name of Spruce mine. It then became necessary, in order to mine out the ore, to vacate the townsite. To do so, I withdrew the lots from sale, and in company with the mineral owners, proceeded to lay out the First Addition to Eveleth, on the east half of the se. quarter of section 31, in the same township. The plat of the First Addition was filed for record on the 31st day of August, 1896. The Village of Eveleth then annexed its first addition, and the moving of the Village of Eveleth, with its twelve or fifteen hundred inhabitants, on an average of one-fourth of a mile, up the hill, to the east, ensued, at a cost of about \$125,000, for moving and repairing the buildings alone, and exclusive of the bonuses paid to each improved-property owner, in the way of an additional lot, or in cash, according to their discretion."

Municipal action regarding the First Addition to Eveleth did not come until 1899. A "petition to annex land platted and designated 'The First Addition to Eveleth' was filed with the county auditor on

April 4, 1899, and on June 26th, of that year, Village Ordinance No. 22 was passed. Said ordinance ordained that "the east half of the southeast quarter of section thirty-one, township fifty eight north, of range seventeen west. * * * designated as the 'First Addition to Eveleth' (be) declared to be an addition to the said Village of Eveleth, and a part of said village, as effectually as if said territory hereby added had been originally a part of said Village of Eveleth."

At that time, apparently, the removal had not been accomplished, or had not been completed. A 1910 history of the City of Eveleth states that "many of the buildings were moved thither (to the First Addition) in 1900."

Bearing on the good fortune of the early merchants of Eveleth, Mr. D. T. Adams writes:

"The opening of the Spruce mine, by Peter L. Kimberly, who had taken another lease on it after the ore body had been thoroughly developed, and the additional men employed in the vicinity by the



EVELETH AUDITORIUM AND ARMORY

opening of the mines, stimulated the business and growth of Eveleth. The property started to rise in value, and it was not long before a business lot on Grant Avenue, 25x110 feet, would bring from \$12,000 to \$15,000, or more, per lot, according to the location. But the townsite people had disposed of all their lots, on the business streets, in the way of bonuses, and the inhabitants only profited. The result was that in a few years there were more well-to-do business men along the business street of Eveleth than there were on a like street of Virginia or Hibbing, the other two principal cities of the Mesabi range."

That was a gratifying outcome, for in the early days of the village, its slow advancement must have caused its pioneers many regretful moments. David T. Adams, writing, on February 7, 1920, stated:

"I * * * had some disappointments with my early townsite enterprises. The influence of so many nonbelievers in the existence of ore in the southern part of township 58-17 had its effect, and was plainly revealed when I platted your now beautiful City of Eveleth. Platting the townsite of Virginia a few years earlier, and holding it

up as the coming metropolis of the Range, made it, indeed, hard for me to induce people to purchase lots and settle in the Town of Eveleth; and it was a long time * * * before Eveleth started to grow as it should have grown, and not until the old town was vacated and moved to its present location, to give room for the mining of the Spruce mine, did Eveleth come into its own. But now it is a beautiful and proud city, with enough of the best ore on the Range surrounding it on two sides to continue it as the most steady, prosperous, and longest lived city on the Range, by a margin of many years."

Village Presidents.—The succession of presidents of the Village of Eveleth, from 1894 to 1902, in which year Eveleth became a city, was as follows: 1894-95, Marvin Van Buskirk; 1895-96, H. L. Darms; 1896-97, W. V. Caldwell; 1897-98, Marvin Van Buskirk; 1898-99, Chas. Jesmore; 1899-1900, P. E. Dowling; 1900-02, Chas. Jesmore.

Eveleth Becomes a City.—A petition was circulated in the village in January, 1902, by certain residents, who desired to advance the status of the place, which had reached a state of development that entitled it to a place among the cities of the state. The petition was delivered to the county commissioners on January 13th, and sworn to by Patrick McClory, Eric Gastrin, John A. Healy and Mather Prettner. Hearing of arguments for and against the chartering of the village was set for February 7, 1902, by the county commissioners. On March 4, 1902, they issued a certificate, ordering election to be held on April 1st. The voting showed that a majority of the residents wished the change of status, brought into effect, 98 voting in favor, and 55 against.

So, Eveleth became a city, Charles Jesmore becoming first mayor. There was no further change in status until 1913, when, as the result of an election, held on October 7, 1913, a new city charter was adopted, and the city government changed to what is known as the commission form. The mayor and four commissioners assumed direction of, and responsibility for, city affairs. The council, in 1920, consisted of: Victor E. Essling, mayor, with direct responsibility for the departments of Public Health, Sanitation, Police, and General Welfare; Robert Meyers, commissioner in charge of the department of Accounts and Finances; William Morrey, commissioner in charge of department of Parks, Public Grounds, Buildings, and Fire Protection; D. A. Murray, commissioner in charge of department of Waterworks and Sewers; Andrew Anderson, commissioner in charge of Streets and Alleys. Anthony Van Buskirk is city clerk.

Mayoral Succession.—Chas. Jesmore, 1902-03; Mike Maxwell, 1904-05; Chas. Jesmore, 1906-07; M. B. Maxwell, 1908; W. J. Smith, 1908 (M. B. Maxwell having died), 1909, 1910; J. S. Saari, 1911-13; J. J. Gleason, for portion of 1914; J. S. Saari, 1914-17; E. H. Hatch, 1918-19; V. E. Essling, 1920.

City Hall.—The present city hall has been in use for many years. It was built in 1906, at a cost of \$20,000. The architect was W. T. Bray, of Duluth, and the contractor, Edward Jackson. The cornerstone was laid June 16, 1906, and the hall was at first fitted so as to serve the purpose of police and fire departments on ground floor, and the second floor was allotted to the several other city purposes. When the Fire Hall was built, the quarters in City Hall, vacated by that department, were at once taken over by other departments.

Auditorium.—The Auditorium, which also is the armory, is a community building of distinct usefulness. It was erected in 1912,

at a cost of \$35,000. The main hall is 68x72 feet, and is provided with opera chairs for 780 persons. The stage is 50 feet wide. There are club rooms, shower baths, kitchen and dining room. The building is open at all times to the free use of all local associations that may have need of its hall for free gatherings. In the basement is a rifle range. The auditorium is in keeping with the community-hall spirit that was engendered by the leveling of class distinctions during the war, but it gives Eveleth this distinction—that it was projected before the time when the shock of war demonstrated that currency is but a symbol; that the world goes forward only by the good will, confidence and fellow-feeling of its peoples.

Recreation Building.—The Recreation Building is another indication of the community spirit that manifests itself in Eveleth. It was built in 1918, at a cost of \$125,000. There are two main floors, the first being devoted to the winter sport of curling, and the second to indoor skating in the winter, and to various athletic games at other times. The institution is a municipal enterprise, and the membership



CITY HALL, EVELETH

of the Eveleth Curling Club embraces all classes in the city. The city did its work thoroughly, engaging, as director, Robert Dunbar, curling champion of the Northwest.

Masonic Temple.—In October, 1920, the Eveleth Masonic bodies dedicated a new Masonic Temple, having elaborately remodeled a somewhat historic building for that purpose. The Masonic Temple, which stands at the north end of Adams Avenue, was until 1910 outside the city limits. The building was originally built by the township administration. W. T. Bray was the architect, and Harry Pearson, of Duluth, the contractor. Construction began on August 20, 1906, and the building was ready for occupancy on December 20th of that year. The cost was \$10,000, and, until it came within the city limits, the building served as the Missabe Mountain Township Hall. Other quarters were eventually found for the township administration, and the building passed to the local Masonic fraternity at a satisfactory price. The furnishing of the old township hall, as a Masonic Temple, has been thoroughly, but tastefully, carried out, the handsome furnishings and exquisite interior decorations giving Eveleth a Masonic Temple of very high grade. One of the most active and enthusiastic Masons responsible for the housing of the local body

of that order in this magnificent center, was J. C. Poole, chairman of the building committee. Others associated closely with him in that work were W. R. Van Slyke and A. E. Bawden.

Transportation.—The city is served by two steam railways, the Duluth and Iron Range, and the D. M. and N. In early days, the D. and I. R. station was "on top of the hill, about three-quarters of a mile from the village, the D. M. and N. station being nearer the village." By the way, Mike Maxwell operated the first dray line in the village, and it was well patronized.

On January 4, 1910, the city passed an ordinance granting to W. H. and E. M. Prindle, "the right to maintain and operate motor railway lines * * * in and over streets and avenues of the City of Eveleth" for a period of twenty-five years. In due course thereafter, the street railway that connects Eveleth with Gilbert, on the east, and Hibbing, on the west, came into operation.



GRANT AVENUE, EVELETH. (BUSINESS LOTS ON THIS AVENUE WERE ORIGINALLY GIVEN AWAY, AS BONUSES, LATER TO BE WORTH FROM \$12,000 TO \$15,000 A LOT)

Banking.—Eveleth has three banks, the First National, the Miners National, and the Peoples State. The combined deposits, more than two and a half millions, indicates the wealth of the city.

The First National Bank of Eveleth was organized in 1900, with the following named board of directors: D. H. Bacon, G. W. Wallace, W. J. Smith, W. E. Harwood, and G. A. Whitman. The original capital was \$25,000, and the first officers were: George A. Whitman, president; and Walter J. Smith, cashier. In 1901, the private banking firm of O. D. Kinney and Company was absorbed, E. B. Hawkins joining the directorate of the First National. A cash dividend of 100 per cent was declared in 1910, and, by unanimous consent of the stockholders, was used to increase the capital to \$50,000. In 1920, the bank had a surplus of \$25,000, undivided profits of \$15,000, and deposits of about \$1,000,000. Present directors are: Geo. A. Whitman, R. J. Mitchell, Peter Peterson, Thomas H. Davey, R. N. Cornwall, W. P. Chinn, and Dr. C. W. More.

The Miners National Bank of Eveleth was incorporated in 1903. Its original capital was \$25,000, and the following-named people of Eveleth and vicinity were its principal organizers and first officers: Walter J. Smith, president; Jas. A. Robb, vice-president; R. H. Pearce, cashier; C. W. More, F. W. Bullen, N. B. Maxwell, R. R.

Bailey, J. C. McGilvery; Jas. A. Robb, and W. J. Smith, directors. Its capital is still \$25,000, but its development is indicated by its surplus, which now is \$36,000, there being also undivided profits amounting to \$3,620.66. The present directors and executives are: Chas. B. Hoel, president; Jas. A. Robb and J. C. McGilvery, vice-presidents; L. E. Johnson, cashier; J. C. Poole, Jas. A. Robb, J. C. McGilvery, Albert Roher, R. M. Heskett, L. E. Johnson, and C. B. Hoel, directors. The Miners National Bank of Eveleth stands in good place among national banks of Minnesota, and gets its due proportion of banking patronage in its sphere.

The Peoples State Bank of Eveleth was organized on July 2, 1918; with capital of \$25,000. The first officers were: J. S. Saari, president; C. R. McCann, vice-president; Joseph A. Quinn. These three, with Sam Seigel, Peter Peterson, J. J. Brince, and E. M. Moline,



RECREATION BUILDING, EVELETH. THE HOME OF CURLING AND INDOOR ICE SPORTS

formed the original directorate. The only changes since 1918 are: H. J. Coleman, cashier, in place of J. A. Quinn, taking that gentleman's place on the directorate also; and Edward Smith, director, in place of Peter Peterson. The capital is still the same, but there is now a surplus of \$12,000. The directors of the Peoples State Bank of Eveleth have good reason to be pleased with the development of the bank during the few years it has been in existence.

Public Library.—The Eveleth Public Library, one of the city's most elevating influences, is also one of the city's most artistic buildings. It was built in 1913-14, at a cost of \$30,000, half of which amount was contributed by Andrew Carnegie, of worthy memory. The library has already outgrown its quarters, and plans have been passed for its enlargement. The cost of maintenance in the first year was about \$8,500, and its circulation of books was about 45,000. When opened, on July 1, 1914, the library had 1,721 books, but in the first year of service was increased to 4,387 volumes, "acquired by

purchase and gift," and an inter-library loan gave Eveleth readers facility of collections from Duluth, Virginia, Hibbing, Chisholm and Two Harbors libraries. It was estimated that 43,872 people were "accommodated in the reading room of the library during the first 305 days of its operation," and that 2,463 men had used the smoking room. "The Sunday attendance has totaled about 6,784 readers," stated the same review, adding that "The juvenile department has maintained a steady growth, the children having borrowed 26,405 volumes."

According to the "Sixth Annual Report, for the Year Ending June 30th, 1920," the circulation has increased to 67,970 volumes, with corresponding increase in other phases of the work. The club-room, for instance, was used for 226 meetings during the year. The juvenile department had grown so much that the number of juvenile books on the shelves in 1920 far exceeded the total number of books owned by the library when it first opened.



PUBLIC LIBRARY

Credit for the gratifying growth of the library service has been earned by the library board, which has proved to be an active, alert and interested body, and by good direction of the library work by Miss Margaret Hickman, who has been librarian since the institution opened, in 1914. Mr. D. W. Freeman, who, until recently, was vice-president, has also given much time to the affairs of the library. The present library board is as follows: Dr. C. W. More, chairman; Solomon Sax, George McCormick, Mrs. G. E. Peterson, Miss Hilma Berg, C. B. Hoel, H. J. Coleman, Peter Peterson, and W. H. Harvey. Cost of maintenance is about \$15,000 a year, the city appropriation for the year 1919-20 being \$15,429.11. Books to the value of \$1,792.18 were purchased in 1920.

Church History.—Eveleth Church history began with the efforts of local members of the Methodist Episcopal society, which was the first to erect a church building in the village. The establishing of that church in the "old town" has been referred to earlier in this chapter.

The Methodist Episcopal Church was the only one built in "the old town." In about 1899, or 1900, a new church building was

erected in the "new town," Rev. R. J. Taylor in charge. The present Methodist Episcopal Church is at Adams Avenue and Monroe Street, Rev. I. J. Thorne, present pastor.

The Presbyterians early had a society in Eveleth. It is thought that the Rev. E. N. Raymond, who, for a few years, from 1893, was minister at the Virginia Church, held services in Eveleth, in 1895, or 1896, using the schoolhouse for that purpose. The First Presbyterian Church at Eveleth (the new town), was "moved over to Eveleth on logging sleighs, in 1899," from the Auburn location, where it had been used as a schoolhouse. It "broke away coming down the hill, but nothing serious happened," the early account further states: "It was used for two years at Fayal location, as a school, then moved to Eveleth for a church." The Presbyterian Church "was organized November 21, 1900, by Rev. S. A. Jamieson." The first elders were James May and John Urquhart. Early ministers were J. M. Todd and S. M. Marsh. Pioneer elders, George Turner and J. E. Rankin. "The church building near Fayal School was dedicated November 2, 1902." The present Presbyterian Church is situated on McKinley Avenue, near Monroe. Rev. Wm. Jobush, pastor.

The Catholic Church now has three church buildings in Eveleth: the Church of the Holy Family, corner Adams Avenue and Pierce street, Rev. Anton Leskovic; the Church of the Holy Conception, corner Jones street and Elba avenue, Reverend Elias, pastor; and St. Patrick's, corner Jackson street and Roosevelt avenue, Rev. D. P. Pratt, pastor. The Church of the Holy Family was built in 1900. "It stood all alone at that time." The Reverend Father Bilban "came from Virginia to minister," and later became resident priest. Reverend Father Hogan succeeded him, in 1903. The St. Patrick's Church was built in 1905, "for English-speaking Catholics." Reverend Father Floyd was one of the first pastors.

The St. John's Episcopal Church Society was "founded by Mrs. Caroline Barrett, and a few others of Episcopalian faith." The Rev. W. E. Morgan, of Virginia, was "instrumental in raising funds for erection, in 1905, of the first building, corner of B avenue and Pierce street. The Rev. Albert Carswell was pastor, in 1906. The present church is on the corner of Pierce and McKinley streets. Rev. James Ward is pastor.

The Swedish Baptist society built a church in 1900, and in 1906 had a membership of thirty-five. Rev. L. E. Peterson was then pastor. The present pastor is Victor E. Anderson, the church being on Adams avenue, between Hayes and Garfield streets.

Of the Lutheran churches (which now are the Finnish Lutheran, Adams avenue, near Monroe, Reverend Merijarki, pastor, and the Swedish Lutheran, corner Adams avenue and Pierce street, Rev. S. E. Johnson, pastor), the Finnish Church was the first to be established. That society "built on Grant avenue, near the M. E. Church, in 1900, soon after the town was removed up the hill." There was a Swedish Mission in 1906, in charge of C. O. L. Peterson.

The residents of Hebraic faith congregate at the Agudath Achim, situated at the corner of Jackson street and Adams avenue. M. Cohen is present Cantor.

Fraternal and Benevolent Societies.—There are many strong local organizations of fraternal orders, among them Masonic, Elks, Eagles, Moose, Odd-Fellows, Owls, Workmen, and Lady Maccabees; and many other benevolent societies of Swedish, Italian, Austrian, and

Finnish character. Available space does not permit present compiler to even briefly review the histories of these societies.

Public Parks.—Eveleth has three public parks, and the people in general realize the value of them, and appreciate the facility. The Central Park has an area of 6 acres, North Side Park has 6.5 acres, and Lake Park consists of about 200 acres, at St. Mary's and Ely lakes. Central Park is well fitted for such a use. It was purchased in 1912, and has been well improved under the direction of J. A. Spurrier, park superintendent, who has made it "one of the finest" in this part of the state. North Side Park "was donated by the town-site owners, when Highland Addition was platted, in 1910." This also is a very beautiful park, and greatly appreciated by the inhabitants. Lake Park has been allowed to remain more in its wild



CENTRAL PARK, EVELETH. (PUBLIC LIBRARY ON LEFT)

state, with the virgin timber preserved, where possible. A zoo is maintained at Lake Park, and the "holding of band concerts in Central Park has been a feature for a number of years."

Lakes and Summer Resorts.—Within easy reach of Eveleth are several beautiful sheets of water. Ely Lake is within two miles of the city. Long Lake and Horseshoe Lake are about five miles distant, southward. Six miles south is Half Moon Lake. There is good bass fishing in these waters.

Real Estate.—Eveleth real estate has never "boomed," but the city's growth since removal from original townsite has been sturdy. "Ground values on Grant Avenue, the main business street, range from \$2,500 a lot to \$5,000 for inside lots, and up to \$10,000 for corner lots." Residence lots range from \$350 to \$1,000.

Agriculture.—The development of outlying lands within the Eveleth sphere of trading is fostered by the city administration, and business organizations. "Much good land is available at from \$15 to \$25 an acre, according to location. Close-in wild land has been

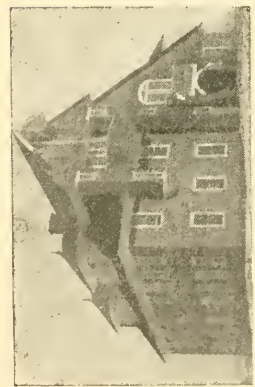
sold at \$40 an acre." The land pays well for development from its "cut-over" state. Potatoes are an excellent crop on new land, then a three-year rotation, oats or other grain, timothy or clover, and potatoes is recommended. Clover is practically a weed in St. Louis County, and in an average season it has been asserted that the yield is "in round figures \$100 worth of forage from an acre." Cleared and ploughed land in the vicinity of Eveleth "is worth not less than \$100 an acre." It is excellent sheep land, and the pioneer farmer, Wm. F. Haenke, has had surprisingly good results in sheep raising. To Eveleth belongs the distinction of being the first city in the Range country to establish a Farmers' Market, and "every year Eveleth holds a Farmers' Day, at which the products of the surrounding farms are displayed and prizes awarded." Much of the future prosperity of Eveleth lies in the proper development of surrounding agricultural land.

General City Improvements.—"More than 95 per cent of the streets of Eveleth are paved. Bitulithic pavement is the most common, with a few blocks of concreted block pavement. The total yardage completed with the six years to end of 1919 was 105,256, all of which is bitulithic on concrete base, excepting 14,241 yards of creosoted blocks on concrete base. The sewage-disposal system includes a septic tank, built in 1916, at a cost of \$20,000. There are ten miles of sanitary sewers and five miles of storm sewers, and the streets are kept clean by modern motor-driven flushing equipment. There is a detention hospital, and several other public facilities that indicate that Eveleth is a good place in which to live. The system of playground activities directed at the public expense is thorough and effective. The supervisor of playground activities, A. W. Lewis, is paid \$2,280 a year.

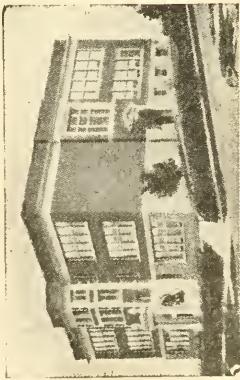
Publicity.—The Eveleth Commercial Club leaves no stone unturned that might uncover benefit to Eveleth. George A. Perham, present secretary, is an enterprising, experienced, and alert public official, and the club embraces all phases of Eveleth activities and interests. The present directors are: C. B. Hoel, president; John E. Manthey, V. E. Essling, vice-presidents; L. E. Johnson, treasurer; P. J. Boyle, J. C. Poole, E. J. Kane, J. S. Saari, J. G. Saam, and C. R. McCann, directors.

The local newspaper, of course, is a direct and ever-present means of publicity. The Eveleth periodical goes by the name of the "Eveleth News," and is a well-edited newspaper. Its history may be said to embrace all the newspaper history of Eveleth, for in it have been merged all the other papers ever published in Eveleth. The "Star" was the original Eveleth paper, and was published for many years by P. E. Dowling. George A. Perham founded the "Mining News" in 1903. It later became the "News," and was owned and edited by Mr. Perham from 1903 to 1909, when ownership and direction passed to David Yarin, of Mayville, N. D., who, one year later, sold to A. E. Pfremmer. In 1914 the ownership passed to T. H. Peterson and L. O. Magee, who conducted the consolidated papers, "Star" and "News," under the name of the latter, until 1915, as a private partnership. Since that year, the business has had corporate existence, the newspaper and printing business being incorporated under the trading name of the Eveleth Printing and Publishing Company. Mr. Magee was a stockholder and an active associate in the editorial direction of the paper until 1918, when he entered the United States military forces. In due course he reached France, and met his death

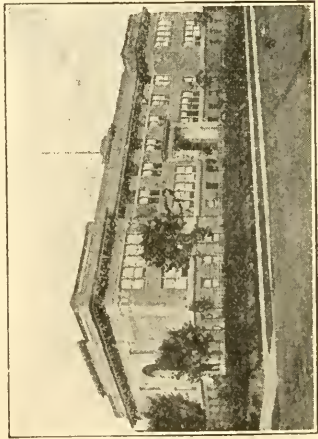
SCHOOLS OF EVELETH DISTRICT



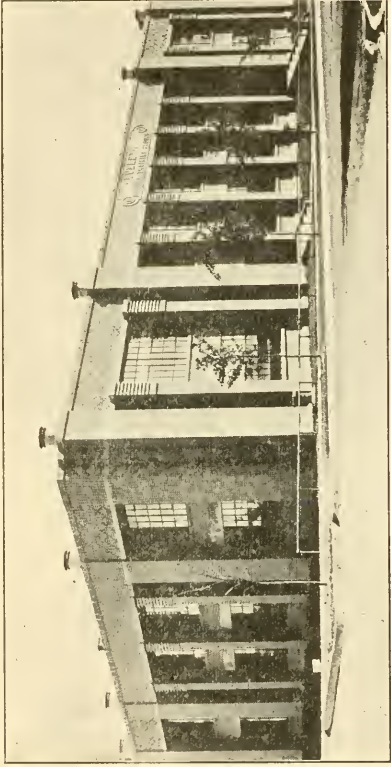
OLD FAVAL SCHOOL (DESTROYED BY FIRE IN 1911)



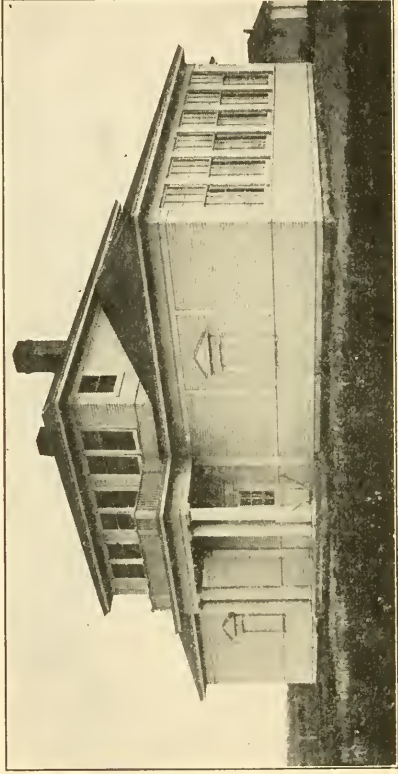
LINCOLN SCHOOL (BUILT IN 1912)



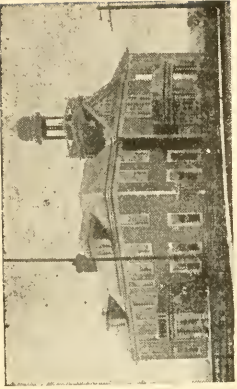
JUNIOR HIGH SCHOOL (BUILT ON SITE OF OLD HIGH SCHOOL)



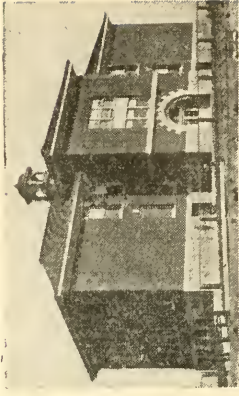
MANUAL TRAINING SCHOOL



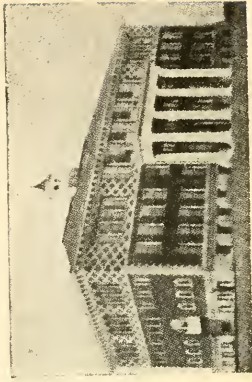
COUNTRY SCHOOL, SOUTHWEST OF EVELETH



SPRUCE SCHOOL (THE FIRST "REAL" SCHOOL BUILDING ERECTED IN EVELETH)



LINCOLN ANNEX (FORMERLY KNOWN AS THE ADAMS SCHOOL)



OLD HIGH SCHOOL (FIRST BRICK SCHOOLHOUSE. BUILT IN 1904. BURNED IN 1908)

on the battlefield, at Argonne Forest, on October 1, 1918. (Further reference to his national service will be found in the World War chapter of this work.) Since the departure of Mr. Magee from Eveleth in 1918, Mr. Peterson has been in full charge of the paper, as manager and supervising editor. The "News" is a seven-column weekly, all "home print," 8 to 16 pages; its circulation is about 1,350 copies weekly, and its advertising patronage is good. The company owns a good printing plant, having the latest typesetting machinery.

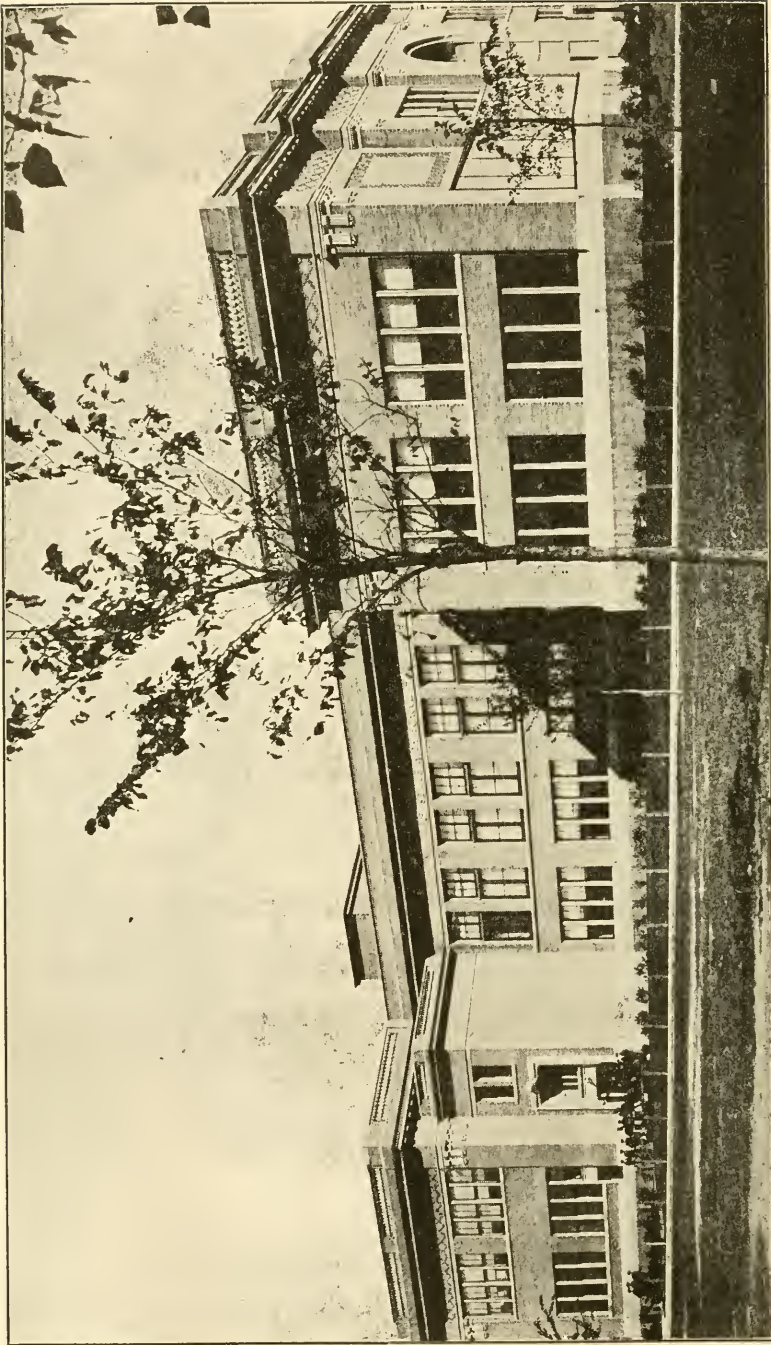
Cemetery.—The Eveleth Cemetery was established in 1910-12, J. H. Hearing and George H. Perham being those chiefly instrumental in securing the necessary land for that sacred purpose. In an ordinary community, such would not be a very difficult matter to negotiate, but in a mining community where all unexplored land is potentially valuable in mineral deposits, negotiations are more difficult to carry through.

Taxation.—To indicate the development of Eveleth, the following comparison is given. The taxable property, real and personal, within the village of Eveleth in 1895 was assessed at \$28,571. In 1919 it was \$17,303,737.

Population.—Another comparison, but not so striking, is in the census statistics. According to the original petition for incorporation 200 persons resided in Eveleth in June, 1893. In 1900, the population was 2,752; in 1910 it was 7,036; and in 1920 residents cognizant with the growth of the city in most of its phases in the preceding decade, were somewhat surprised to learn the federal census-taking only recorded 7,205 persons as then having residence in Eveleth. A re-censusing was suggested, but apparently was not made. However, with that population, Eveleth takes fifth place among the incorporated places of St. Louis County.

Old Settlers Association.—Reference to the society which, above all others, is pledged to devote itself mainly to the preservation of Mesabi range history, must not be forgotten. The Mesabi Range Old Settlers Association had its inception at Eveleth in 1919, Charles Jesmore being the most active promoter. An organization was affected at the county fair held at Hibbing in that year. First officers were: Chas. Jesmore, president; W. E. Hannaford, secretary; Frank Ansley, treasurer. There were several vice presidents, the endeavor being to elect one pioneer of each town to that office. Those elected included: Dudley W. Freeman, Eveleth; W. J. Eaton, Virginia; Joseph Haley, Hibbing; Fred Talboys, Aurora; George Smith, Mountain Iron; Frank Caldwell, Biwabik. The first annual meeting was held at Biwabik in August, 1919. Nearly 600 pioneers of the Mesabi range have now joined the society.

School History.—Last, but certainly not least in importance, comes a review of the history of Eveleth schools. Indeed, when a stranger first enters one of the cities of the Mesabi range, and views the magnificent school buildings, which are generally the outstanding landmarks of the place, he is forced to the conclusion that those responsible for the public weal in the Mesabi range have a proper appreciation to the importance of the community of an adequate system of education. Certainly, the future prosperity of the city depends in great measure upon the excellence, or otherwise, of its public schools of the present. Eveleth recognizes that; and so apparently do the directors of the principal mining companies. They have resisted increase in municipal taxation on many occasions, but have never seemed to adopt a niggardly attitude toward a levy for school pur-



HIGH SCHOOL OF EVELETH

poses. The school levy for Independent School District No. 39 (Eveleth) in 1919 was \$444,981.57, and some school districts have an even higher levy, the bulk of which is payable by the mining companies; yet it seems that the latter have always been ready to co-operate in the establishment of an even better educational system than can be found in other communities of even higher social status. To the public schools of the range go children of very many nationalities (thirty-nine being represented in the enrollment of one school district), yet they are afforded as fine schools as can be found almost anywhere in America. And the standard of education is equally high, the school districts having the financial means wherewith to attract into service the best public school educators of the country. Consequently, the children of the range communities, mostly children of hardworking, honest, but in many cases illiterate, parents, will be able eventually to pass out into the world, or into higher schools, well-grounded in academics, and possibly in vocational knowledge.

The first school established in Eveleth has been referred to earlier in this chapter. The little school erected in 1895 was evidently only for the smaller children. Those of higher grade used to go over to Virginia to school. And the Eveleth schools up to the year 1903 were under the direction of the Virginia District (No. 22 School District), Mr. John H. Hearing, of Eveleth, however, being one of the principal members of that school board. From 1903, Eveleth has been the administrative center of Independent School District No. 39, and, fortunately, the school history from that time to 1915 was compiled for, and published in, the Eveleth High School Annual for 1915. That review is the basis for the following.

It appears that in 1903, "Virginia had the greater part of population, but the southern end of the district (Eveleth) objected to have part in paying for the new building in Virginia." There was "some excitement," but eventually Eveleth separated, assuming \$13,500 of current debt, and 69 per cent of bonded debt. Independent School District No. 39 was then organized, having responsibility for public education in the whole of Fayal Township and in six sections of Missabe Mountain Township, a resolution passed March 22, 1903, by the county commissioners describing the new district as "all of township 57 n. of range 17 w., and sections 28, 29, 30, 31, 32 and 33, of township 58 n. of range 17 w."

"The first election brought into office J. H. Hearing, director, G. H. Dormer, treasurer, and W. J. Smith, clerk. They found themselves to be in debt, to the extent of \$35,000 to old district," and in possession of what is now known as the Spruce School, the "first real school building erected in Eveleth." It has been added to and repaired, and is still giving good service. They also had at the outset one other school building, the Fayal, a frame building, "built by Mr. D. T. Denton in a picturesque country clubhouse style." The new board found a deplorably overcrowded condition existent in the two schools, and immediately applied themselves to the task of remedying that condition. Martin Finucan was given contract to erect two small school houses. These became known as the Adams and Fayal kindergartens, and were erected at a cost of nearly \$4,000. They were only intended to serve a temporary need, but have been in almost constant use ever since, the enrollment increasing more rapidly than the school accommodation.

The first brick school house built became known as the high school. Construction began in the fall of 1904, and in the spring

work was resumed. It cost about \$48,000, and served as the high school until June, 1908, when it was gutted by fire. The present Junior High School now stands upon its site. The burning of the Fayal school house, on April 25, 1911, placed the district again in a very much overcrowded state, notwithstanding that the Adams school house, now called the Lincoln Annex, was built in 1908, and a new high school had been built. The Adams School was begun in October, 1907, when J. A. Roberts, of Duluth, secured the general contract. The building is of red brick, and of eight-room capacity. It cost about \$33,000. Bids for the building of the high school, to replace that burned in June, 1908, were opened at the October, 1908, meeting of the school board. Henry Henricksen secured the general contract, the total cost being about \$73,000, and for many years it was considered "one of the finest school buildings on the range." W. T. Bray was the architect.

In June, 1910, the form of organization changed. Mr. Hearing, who had fathered the school district and had given very much of his time to school matters since he first settled in Eveleth, removed to Duluth, and could no longer take part in local school administration. He was succeeded by T. H. Davey. Members of the new board of education were Dr. C. W. More, G. H. Dormer, J. J. Murnik, Albert Rohrer and H. S. Sherman.

A new school was built at Fayal in 1912, to take the place of that destroyed by fire in 1911, and it was thought that adequate provision for growth had been provided by making the capacity of the new school ten rooms, for 420 children. The old school building could only accommodate 200 children. The contractor was J. Donlin, and the total cost \$60,000.

The Lincoln school building was erected in 1912, bids for its construction being opened on April 1st of that year. It cost about \$75,000.

Educationally, Eveleth attained an unique distinction in 1914, when it opened its Manual Training School, "the first school building in Minnesota devoted entirely to boys' industrial subjects." It cost about \$60,000, and has drafting room, printery, mill shop, elementary wood-working, and many other industrial departments. The building is of Menominee pressed brick, and is supposed to be fireproof.

In 1918 another school building was added to the impressive group on Jones Street. The Senior High School is the third of the group, beyond the Junior High (wherein are the administrative offices), and the Manual Training schools. And soon will be added "another modern building, for use as a Grade and Girls' Vocational School, on a site to the north of the Senior High School."

"An open-air school has been maintained at Ely Lake during the last two summers. This school is composed of one school building and two sleeping cottages," and is intended for sickly children. There is a rural school in section 36 of Fayal Township, a rapidly-growing agricultural center.

Independent School District No. 39 now has eight large school houses and several smaller. The enrollment for the school-year 1919-20 was 2,992. Forty-one male and 101 female teachers were employed in that school-year, the average monthly salary of the former being \$180, and of the women teachers, \$146. School property was estimated to be worth one million dollars in that year. The present Board of Education is: J. M. Stearns, clerk; T. H. Davey, treasurer; Dr. C. H. More, chairman; James A. Robb, W. R. Van Slyke and C. B. Hoel,

directors. J. V. Voorhees, district superintendent of schools, assumed supervision of Eveleth schools on July 15, 1920. He came from Winona, Minn., with a good record as an educator, and executive, and he is maintaining, perhaps advancing, the standard of thoroughness demanded from principals and teachers of Independent School District No. 39. Thus will Eveleth schools maintain their good repute among range schools, which are equal to the best of their kind in the northwest, perhaps in the whole country.

A review of Eveleth school history would be incomplete and an injustice would be done, unless it included reference to the excellent work of Mr. B. O. Greening as school superintendent for more than a decade. He was appointed superintendent of Eveleth school district in 1904, and continued in that capacity until 1917, when he entered upon military service, being one of the first to leave Eveleth after war was declared. As to his work as superintendent, the following opinion is given by one who well knew the results obtained:

"Mr. Greening came here in 1904, as school superintendent, and continued in that capacity until 1917. * * * During the period in which he was in charge of the schools most of the buildings were constructed, and he organized, or laid the foundation for the junior college course we now have in connection with the school system of Eveleth. As an educator, Mr. Greening stood high among school men of the state, and much of the credit for the high standing now attained in our schools is due him; as an executive Mr. Greening was progressive and thorough, a good citizen always promoting things worthwhile."

CHAPTER XXIII

THE HISTORY OF HIBBING, MINNESOTA

The history of Hibbing, "the Place of Big Things," is a wonderful and holding story, a record of great doings, of wonderful achievements, and of immense wealth and possibilities—even from the beginning. Everything connected with Hibbing's history has been big. In the first place, the stand of timber was such that the lumbermen made money rapidly in logging it. The seekers for iron had a similar experience. They made great discoveries. Nothing small was possible in the Hibbing district. The explorers found such deposits that the mines subsequently developed have been the most wonderful of the many stupendous mines of the most wonderful iron range of America. Hibbing proved to be the center of the treasure country, the richest portion of the Mesabi Range. And, as she grew, she held to her original status of supremacy. Hibbing has excelled in most things, as will be appreciated by a reading of her history. She is a village, it is true—the "richest village in the world," by the way,—but she has forged ahead of all other communities of the Range country, in population and wealth, and is the richest incorporated place in the county—exceeding Duluth even in wealth, by almost as much as is the total wealth of the City of Virginia, Hibbing's nearest rival on the range. It can, therefore, be readily understood that her place in the state is that of a very important, very promising, and very aggressive city.

In the Days of the Timber Barons.—To appreciate the story of Hibbing fully one must have some knowledge of the earliest activities of white men in its vicinity. The story has grounding in the operations of the timber barons, the lumber kings, who became the land barons, and by sitting still soon had the "grubbing ore men" paying them fief.

Passing briefly over the earliest pre-settlement history, Northern Minnesota, until 1855, was the hunting ground of the Indian; and it was not until the seventies were almost spent that white men settled far from the shore of Lake Superior, at its western extremity. In the middle sixties and seventies some had passed over the eastern end of the Mesabi Range—in great numbers during the "gold rush" to the Vermilion in the sixties, and spasmodically in the seventies, hoping against hope that the lean magnetite formations of the Eastern Mesabi would bring a little money to the well-nigh empty pockets of Duluthians, after the panic of 1873 had taken away Duluth's first treasure, Jay Cooke. But very few had been in the middle and western parts of the Mesabi Range until the eighties; and those who did pass along the range, or touched parts of it, were mapmakers, geologists, or timber cruisers. Geologists, of course, had eyes mainly for mineral indications, but the cartographers and timber cruisers might be grouped, the mapmaking being in most cases incidental to timber cruising. Northern Minnesota was the land of white pine. St. Louis County had an especially heavy "stand"; and Stuntz township was, it seems, among the best areas in that respect. But nothing could be done until the government survey had been made and the vacant lands had been thrown open to entry, which was done in the seventies and early eighties. The period 1875-1884 was, perhaps,

the most active in land-office transactions, i. e., in the sale of pine lands to lumbermen. Pardee writes:

as fast as these vacant lands were thrown open to entry, two or three townships at a time, the pine-land crowd was waiting at the land office, with purse and scrip, to take their pick of the pine * * * The explorers, who had been crossing and recrossing the lands to be offered, came in with their estimates of standing pine, their rough maps showing what streams could be used to drive the logs and where the boom should be, and their rumors of iron. To which, since the cruiser was a bit of a seer and a prophet, the land men listened indulgently; but when he spoke of pine, they hearkened—for the cruiser knew. Iron was not in their books; buying land at a dollar and a quarter an acre, and holding it until the timber fetched fifty dollars an acre was profit enough for their modest desires * * *

Many of these bewildering prizes that Fortune thrust on the pine-land men were bunched in two fall openings, in 1875 and in 1882 * * * These were largely offered lands, sold under a law of 1854 (repealed in 1889) by which any lands that seemed especially choice were to be auctioned off at a minimum bid of \$1.25 an acre. More often than not that was the top price, for baronial truces were formed from time to time, each land man marking off his selection. Sometimes, however, there was lively bidding.

At the big sale in Duluth, in 1882, when lumbermen from all over the country were present * * * some feeling had risen. One group of big buyers, fearing the price would be run up on them, asked a young cruiser to put in a bid for a thousand acres they wanted. The lad made his bid. "That for yourself, George?" asked A. J. Whiteman * * * George gulped hard and admitted it was. "Then I'll not bid against you." "How many pieces are on your list?" asked one of the Pillsburys. "Twenty-six" the young man said, breathing hard. "Looks like a good deal for a cruiser," said the big lumberman, "but if all the rest will hold off, I will." And so, much to his confusion, the whole block was knocked down to the young man at his opening bid. When his principals heard it, they were so delighted that they had half a notion to give him an interest in the mineral rights—for all the country was under suspicion of value—but they compromised on a twenty-dollar bill. The same land contained seventy million tons of ore.

The Pillsburys * * * were buying pine lands in the country in 1875, sometimes at public sale, and often by soldier's additional scrip. An ordinary citizen who exercises his homestead right thereby exhausts it; but a soldier or his widow who failed to take all he might claim could have scrip for the remainder, good anywhere at any time. And it seemed as though every veteran had been taking up a homestead that left something coming to him. Anyway, the Pillsburys filed on thousands of acres at a uniform price of \$200 a parcel.

Well, years later, H. M. Bennett of Minneapolis came to them, saying he thought there was iron under some of their lands. Naturally, they were pleased to hear it, though they did not feel like spending money on an improbability. But they would give him a chance to prove it. If he could show up 100,000 tons of ore, he could have a half-interest in the mineral rights. With that contract in his pocket, Bennett went to John M. Longyear, of Marquette, an experienced explorer then operating on the Gogebic, offering him one-half of his half for all the ore he could uncover. They found some millions of tons, the Monroe, Glen, Pillsbury and a number more. These mines are paying the Pillsbury estate and the Longyear-Bennett partnership immense royalties * * * for the husks of a pine-land deal * * *

Likewise acquired by scrip and sagacity, the 50,000 acres of timber land of the Lorenzo Day estate, and the holdings of T. B. Walker and Pettit and Robinson and others * * * have turned out a number of good ore properties.

Fortune played many whimsical tricks. James McCahill, a carpenter and capitalist in a small way, loaned \$1,000 on a homestead up in the woods. The homesteader, tickled to death to get that much out of his claim, hurried away, thinking what a cute trick he had played, leaving McCahill to bemoan his folly and worry along under the carrying charges. Last heard from, the Shenango mine was paying him close to \$100,000 a year royalties on that abandoned homestead.

But the big prizes fell to a comparatively small group of men, most of them members of the Saginaw crowd, Wellington R. Burt, Ezra T. Rust, Elbridge M. Fowler, Clarence M. Hill and Aaron T. Bliss, the Wright and Davis syndicate * * * Simon J. Murphy, Morton B. Hull, of Chicago, William Boeing and W. C. Yawkey, of Detroit, and others, on whom Opportunity lay in wait, with a richly upholstered club.

In the heart of the Hibbing district is a solid body of ore two miles long, half a mile wide and a hundred million dollars thick, known as the Burt-Pool and the Hull-Rust, as the government line crosses it. Burt, former-governor and otherwise prominent in Michigan, followed the pine bargainers into the new country, buying in the same district from 1883 down to 1888. His best purchase was in the last year, when George N. Holland bought for him a few forties from Eaton and Merritt * * * and about 1,500 acres from the C. N. Nelson Lumber Company. Now the Nelson people, who had a confidence in mineral values that was hardly warranted by the developments up to that time, were reluctant to let the land go. But they happened to need the money just then, and so Burt bought the land, timber and all, for \$17,000. That was in 1888. Two years later, the first discoveries (on the Mesabi range) were made, and inside of five years Burt was leasing his mining properties at a rate that has paid from the Burt mine alone as high as \$250,000 a year.

The Hull and Boeing lands also shared in the capital prizes. In 1882, Hull and Boeing engaged with Marshall H. Alworth, a reliable Saginaw cruiser, to look up lands for them in the towns that were about to be opened. They would furnish the money on his judgment, and after they had been reimbursed, with interest, one-third of the profit was to be his, "in consideration for his services in locating and selecting these lands." He brought them several good tracts on which the pine yielded a profit, and at the big December sale they bought 7,500 acres. Their total outlay for the several tracts was \$22,500. Alworth's one-third, which cost him a summer's campaign, through woods and swamps, fighting mosquitoes * * * has made him a millionaire a dozen times over. These mines were in the group uncovered by Frank Hibbing in 1893. In a few months he showed up 10,000,000 tons—not one-tenth of the deposit—and sold for \$250,000 a half-interest in his mines, on which the lessees reckoned they could net a dollar a ton, on a guaranteed product of 300,000 tons a year (a million was nearer the actual figure).

Clarence M. Hill and Aaron T. Bliss paid about \$50,000 for some 11,000 acres picked up by F. R. Webber in 1887, scattered over a tract sixty miles one way and thirty-five the other. Most of the land yielded nothing but pine, maybe half a million dollars worth; but in four years they were making leases at twenty-five cents a ton for the ore in a few of the forties, and after the known deposits were disposed of they sold the remaining mineral rights, on a chance, for \$150,000.

High and low, the fairies scattered their favors. One poor cobbler homesteaded a forty, and, as soon as he got his patent, gave an option on it for \$30,000. He died soon after. It was more prosperity than he could endure.

Leonidas Merritt spent exactly \$41 in digging a testpit, and turned up a mine worth a million (Missabe Mountain).

But speaking of fairies whose favors were scattered so widely. The Wright and Davis syndicate had 25,000 acres near Swan River. In the hard times of 1894, they would have been glad to sell it for \$75,000. They kept it because nobody wanted it, and in a few years the Mahoning had developed on this land. In 1904, James J. Hill, coming into the ore market bought the Wright and Davis lands. "The Michigan people had offered it to Weyerhaeuser for \$3 an acre," says Hill. "I paid them \$4,000,000; it will yield \$600,000,000." As happy over it as a boy who has got the best of it, swapping jack knives.

Which narrative by Mr. Pardee gives the reader an intelligent idea of the fundamentals of Hibbing history. The timber barons were the land barons, and are the lords of the manor today. They, or their heirs, are still enjoying the favors of Fortune, without risk or labor. A feeholder, royalty taker, has an enviable existence. "The ore is found, and he may, therefore, sit at his ease; the mining company will mine it for him." If the mining company should fail, the feeholder need not worry. Another operator will "turn up." Meanwhile, "the ore will keep." As James J. Hill once said: "The ore won't burn up, and it won't go out of fashion." His treasure is moth and rust proof.

That was the happy psychology of the land baron, the feeholder. The tragic failures of Mesabi history have been among the operators, the mining men; the great fortunes yielded by the Mesabi have gone to the land barons, the feeholders, mainly.

Early Explorers.—Frank Hibbing was on the range from 1888, but until the end of 1891, or early in 1892, was to the eastward, it is believed. Captain LeDuc, a mining man, was in the vicinity of Hibbing in 1887, and found "drift ore and quartz on the surface" in many places, but he passed on to the westward. Other early explorers were more or less conversant with conditions and prospects along the range, and the Merritts who, from the early 'eighties, "hovered over the Range," and seemed to know "every foot of it," may be presumed to have stood upon the site of Hibbing long before E. J. Longyear cut his "tote" road through, to Nashwauk, in 1891. But it seems that the first to engage in actual explorations, that is, to establish a mining camp, within close proximity to what now is the Village of Hibbing, was Frank Hibbing. He was in township 59-14 in 1891, but several leases of land in the Hibbing district were granted to him late in that year, or early in 1892, so that the time of his coming to Hibbing may, with fair assurance, be recorded as 1891.

The first indication, in lease record, that Frank Hibbing had been in township 58-20, is lease of December 29, 1891, from Wellington R. Burt, of Saginaw to Frank Hibbing, giving the latter right to mine ore deposits found on "parts of sections 13, 20, 21, 23, 24, 28, 31, 32,, and 34 of township 58-20. This lease was transferred on March 17, 1892, to the Lake Superior Iron Company, and called for a 35-cent royalty, and \$6,000 advance payment. Another lease bears date of January 1, 1892, and is from George L. Burrows and Ezra Rust, of Saginaw, and Gilbert B. Goff, of Edenville, Michigan, to Frank Hibbing, the leasing being of lands in sections 4 and 5 of 57-21, at 30 cents a ton royalty. Another from Burrows and Rust to Hibbing, same date, leased seven forties in 58-21 and 57-21. These also were assigned to the Lake Superior Iron Company, on March 17, 1892. And at the same time that company received transfer of lease secured of Alworth and Trimble, from Foster Lumber Company of Milwaukee, of lands in 58-20, at the same royalty.

Burt-Poole Mine.—These activities of Frank Hibbing had incentive particularly in his discovery of merchantable ore on what was known at the outset as the Lake Superior mine, but eventually came into record as the Burt-Poole mine. "To Frank Hibbing," states an early record, "belongs the honor of discovering the first merchantable body of ore in the Hibbing District." The record continues: "In 1892, Capt. T. W. Nelson, working for Mr. Hibbing; discovered ore on the property known as the Burt-Poole, and the Burt bears the reputation of being the first shipping mine" (of the Hibbing District, presumably, seeing that it was not until 1895 that the first shipment was made). Winchell confirms the discovery of ore at the Lake Superior Mine in 1892.

The Lake Superior Iron Company was organized on March 15, 1892, by A. J. Trimble and Frank Hibbing, of Duluth; W. D. Vernam and William Munro, of Superior, and W. H. Buffum, of New York. The capital authorized was \$5,000,000, in shares of \$25 denomination.

The Lake Superior Iron Company became the operating company for many holdings of Hibbing, Trimble and Alworth, many leases being transferred to it during the next year or so. Among them were: Lease October 8, 1892, M. H. Hull to A. J. Trimble and M. H. Alworth, lands in section 2-57-21, in 12-57-21 and 13-57-21; lease February 23, 1892, C. L. Ortman to Frank Hibbing and M. H. Alworth, thirteen forties in 58-20, sections 11, 12, 13, 14 and 15; October 8, 1892, M. B. Hull to Trimble and Alworth, 11-57-21; same

date and lessor, to Hibbing and Alworth, section 14-58-20, and other leases sections 14, 15, 22 of 58-20. Further leases from Hull to Trimble were filed in 1893. In March, 1893, E. B. Bartlett, of Brooklyn, and C. W. Wetmore, of New York, come into the record. These promoters, in March, 1893, working with the Merritts, sought to effect a consolidation of the more important Mesabi mining companies, and an arrangement was made by them, on March 6, 1893, with the Lake Superior Iron Company, by which a one-half interest in the Hibbing group of mines was to be transferred to the new company, for \$100,000 cash, and a further \$150,000 in deferred payments over eighteen months, the promoters to guarantee that the Duluth, Missabe and Northern extension to Hibbing "would be in not later than September 1, 1893." The agreement was assigned by Bartlett and Wetmore to the ill-fated New York and Missabe Iron Company—the new holding company organized by these promoters, with the Merritts,—as was also assigned the Hibbing-Trimble contract of April 11, 1893, to them, covering seven forties in 31-58-20, leased by Lorenzo D. Day and J. W. Day to Hibbing and Trimble. The intricacies of the financial endeavors of Wetmore are referred to in the chapter that deals with the general history of the Mesabi Range, and need not be restated here. Suffice it therefore to state that the New York and Missabe Iron Company's assets eventually (in August, 1893) passed to John D. Rockefeller, and in November to the Rockefeller subsidiary formed to operate the mines. The importance of the Hibbing group is reflected in the name of the new company, the Lake Superior Consolidated Iron Mines, by the forming of which and the eventual merger into the subsidiary of the United States Steel Corporation (in 1901), Hibbing and his associates became millionaires.

The Lake Superior (Burt-Poole) mine development was placed under the superintendence of Capt. P. Mitchell, in 1893, when the Rockefeller subsidiary, the Lake Superior Consolidated Iron Mines, was formed, W. J. Olcott becoming general manager of all the mines. In 1894 the Lake Superior, or Burt-Poole, mine was being developed for underground mining, and Winchell stated that the basis of operations by the Rockefeller Company was "a 30-cent lease, and the profits * * * divided between the Consolidated and the Lake Superior Companies." In other words, Hibbing's original company still held a one-half interest in the property, or, to be exact, in the mining lease.

The Duluth, Missabe and Northern Railway Company reached Hibbing in the fall of 1893, but although there were several mines then in process of development, no ore was shipped from the Hibbing District until 1895, the Burt-Poole being the first to reach the shipping stage. Only 201,938 tons were shipped to 1900, but up to the end of 1919 the Burt is shown as having yielded 16,347,691 tons. This total covers shipments from the Poole Mine. There are today several Burt reserve mines, in Stuntz and Balkan townships, all controlled by the Oliver Iron Mining Company. They show available deposits of approximately 24,000,000 tons of ore.

Sellers Mine.—The Sellers Mine was opened in the same year as the Burt. The feeholder, M. B. Hull, in 1893, gave John M. Sellers mining right to much of section 6 of 57-20, lease of January 17th covering the n. half of nw. qr., on the basis of a 35-cent royalty, with \$7,000 cash advance; lease, April 5, 1893, was for n. half of section 6, on similar terms; and another lease of that date and terms referred to the sw. of ne. and nw. of se. of section 6. The first lease

was transferred on October 20, 1893, to the Sellers Ore Company, "a combination of Pittsburg furnace men." C. H. Munger became superintendent, and shafts were being sunk in 1894. Winchell noted, in 1895, that the mine then had "an unpleasant amount of water to contend with."

Up to 1900, the total quantity shipped from the Sellers mine was 188,102 tons, but the mine has been yielding fair quantities almost every year since that time, the total mined to end of 1919 being 8,952,358 tons. The property passed to the Oliver Iron Mining Company, present operators, and shows an available deposit still of about thirteen million tons. What is known as the Sellers Townsite mine, also an Oliver property, has an available deposit of 33,373,500 tons, to be able to work which is one of the reasons for the recent removal of part of the Village of Hibbing.

Mahoning Mine.—The Mahoning Mine was purchased from the Wright and Davis Syndicate, and the great property has been termed "the largest open-pit iron mine in the world." It probably is, in combination with the other adjoining mines, which, by the ceaseless shovelling of the many and tireless steam shovels, have become merged into one vast gaping chasm. One writer thus describes the chasm, and the activity:

Stand on an edge of an open pit near Hibbing. One looks across a gulf a quarter of a mile wide and deep enough to lose a skyscraper in its huge trough. As far away as Grace Church from City Hall Square (New York) in one direction, as far in the other as from City Hall Square to the Battery, a puffing steam shovel is gnawing at the steep purple bank, perhaps a dozen of them here and there nipping at the rim of the bowl. Each thrusts its dipper against the bank, its jaws creak, the derrick groans, and five tons of ore are swung over the waiting car. As the bucket lets go its burden, one can hear one dollar and twenty-five cents clink into the feeholder's pocket, while another dollar and twenty-five cents jingle in the till of the leaseholding company. Ten of these bucket-loads fill a fifty-ton car that looks, from the brink of the pit, like a match-box on spools, as it crawls on the bottom. Another car is warped into place and the steam-shovel again groans under its burdening wealth. All day long, all through the summer, these shovels are scooping up six, eight, ten thousand tons a day of fusible wealth.

Such activity has been going on for a generation, not only in Hibbing, but in all parts of the Mesabi Range, the excavations (of earth as well as ore) being approximately as much every three or four busy years as were accomplished in the whole of the work at Panama Isthmus. But at Hibbing, from the brink of the Mahoning-Hull-Rust Mine, the result of the ceaseless delving is impressively evident. The Hull-Rust-Mahoning open-pit alone has yielded more than eighty million tons of ore up to the present. That means, roughly, one hundred million yards of excavation, and probably another forty million yards could be added for original stripping; say, 150,000,000 yards of excavation, in all. The Panama excavation represented only 80,000,000 yards up to July 1, 1909, and it was then estimated that only another 100,000,000 yards would complete the work of cutting the canal. This comparison will give the general reader some indication of the stupendous work daily proceeding at Hibbing.

The Mahoning Mine was explored by W. C. Agnew, in 1894. The Mahoning Ore Company was formed, and the work of stripping the surface was at once begun. It was the first mine to be stripped in the Hibbing District. The original discovery by Agnew was in the ne. qr. of section 3, township 57-21, but soon the development extended to the north half of sections 1 and 2. The mine came into the shipping list in 1895, the ore going over the Wright and Davis

logging road, known as the Duluth, Mississippi River and Northern, to Swan River, where it connected with the Duluth and Winnipeg line, leading to the ore docks at Superior. By the way, strenuous objection was made by the Mahoning Ore Company, in 1896, to the proposed inclusion of township 57-21 in Stuntz township, Mr. Agnew explaining that township 57-21 "is very rich, if not the richest in mineral and timber lands in the county," and, to support his belief that an injustice would be done the mining company by the proposed annexation which would give the township supervisors right to tax the company, he instanced the case of the school fund. Large amounts were drawn from the company, in school levy for the Hibbing District, in which the Mahoning location had been placed, notwithstanding that the children thereof "must walk from one to two miles to reach the schoolhouse." However, the protest was ignored, and the Mahoning location, with township 57-21, came within the jurisdiction of Stuntz, the richest township in the state.

The Mahoning Mine shipped more than two million tons of ore in the nineties, when A. O. Beardsley was the mining captain, and up to the end of 1919, had shipped 29,618,759 tons. The mine is still under the direction of Mr. Agnew, though the Mahoning Ore Company has given way to the Mahoning Ore and Steel Company. R. N. Marble is the general superintendent, and the mine still has an unworked deposit of approximately 75,000,000 tons, including the several Mahoning reserve properties controlled by the same company.

Day Mine.—The Day Mine was explored in 1892 or 1893 by Frank Hibbing. It adjoins the Burt, and passed eventually to the Lake Superior Consolidated Iron Mines, subsequently coming into the control of the Oliver Iron Mining Company. It had yielded only 20,626 tons by 1900, and is credited with only 319,453 tons up to the end of 1919, though some ore from it is included in Burt Mine figures. There is still available a deposit of approximately six million tons.

Hull-Rust Mine.—The Hull and Rust Mines are owned, in fee, by the Hull and Rust families, the original landowners being M. B. Hull and Ezra Rust. The mining leases were the Hibbing, Trimble and Alworth, the mining leases passing to the Lake Superior Iron Company, and in turn to the Lake Superior Consolidated Iron Mines, and the Oliver Iron Mining Company, present operators. The Hull-Rust Mines entered the shipping list in 1896, under management of the Consolidated. It was then an underground mine. The separate figures for the Hull and Rust Mines are not available, but the combined shipment up to the end of 1919 was 51,848,910 tons. No other Mesabi mine comes anywhere near the Hull-Rust in tonnage shipped, or in quantity mined in one year. Within recent years the mine has given more than five million tons a year, the record being 7,665,611 tons in 1916. The available unworked deposit of the Hull-Rust and Hull Reserve Mines aggregates to the stupendous total of about 120,000,000 tons.

Penobscot Mine.—The Penobscot Mine was explored in the middle nineties, by Cheeseboro, of Duluth, and shipments began in 1897, Eddy Brothers and Company being then in control. It was an underground mine, and very wet. In fact, it had the reputation of being "the wettest in the Lake Superior Region, the inflow of water being about 5,000 gallons a minute." The superintendent was John A. Redfern. In 1901, the property passed to the Oliver Iron Mining Company, previous shipments having been 127,204 tons. Between 1903 and 1918, the mine did not yield a thousand tons, but 32,531

tons came from it in 1919. There is an available deposit of about eight million tons.

Agnew Mine.—The Agnew Mine was explored by W. C. Agnew and associates in 1901. The property was eventually leased to the Great Northern and passed to the Deering Harvester Company, which later became the International Harvester Company. That corporation still operates it, B. W. Batchelder being general superintendent of its Mesabi properties, and Martin Trehwella, captain at the Agnew. Shipments began in 1902, 45,582 tons. Total shipments to end of 1919 are 1,907,238 tons. About two and a half million tons are still available.

There is also the Agnew No. 2 Reserve, and the No. 3 Reserve, with deposits of about eleven million tons, in all, but these belong to the Oliver Iron Mining Company.

Albany Mine.—The Albany Mine was explored in 1901 by A. M. Chisholm, D. C. Rood, and A. Maitland, who leased it to Pickands, Mather and Company, who have controlled it ever since. It was operated by two methods, underground and open-pit, and first entered the shipping list in 1903, with 109,608 tons. Robert Murray has been identified, as superintendent and general superintendent, with Pickands, Mather operations in the Hibbing District since the early days. The Albany to end of 1919 yielded 4,831,974 tons, and there is still about as much available.

Cyprus Mine.—The Cyprus Mine was one of the discoveries of W. C. Agnew. He found it in 1901, and soon afterwards leased it to Joseph Sellwood and Pickands, Mather and Company. First ore shipped was in 1903, 121,818 tons. Total shipped to end of 1919, 1,780,986 tons. But the statistics show that only a further 50,000 tons are available. The mine was an open-pit from the beginning. It has reverted to the Sellwood interests again.

Forest.—The Forest was one of the mines of the Hibbing District in the first years of this century. It was explored by M. L. Fay, in 1902, and developed "as an open-pit milling proposition" by the Tesora Mining Company. The first shipment was in 1904, and the last in 1910. Total quantity shipped, 248,540 tons. Fee-owner is the Mississippi Land Company.

Laura Mine.—The Laura Mine was explored by the Fay Exploration Company, in 1901. The company sank a shaft, and began to ship ore in 1902, first year's shipment being 16,453 tons. In 1903 the lease was transferred to the Winifred Iron Mining Company. Eventually it passed to the Inland Steel Company, which corporation has operated the mine for many years. William Wearne, general superintendent, has been with the company since the beginning of their operations on the Mesabi Range. The ore from the Laura Mine, went, mainly, to the company's furnaces and steel mill at Indiana Harbor, near Chicago. The mine has yielded about an equal quantity yearly since 1906, and the total of shipments to end of 1919 is 2,548,300 tons, with about 2,000,000 tons still available.

Lectonia Mine.—The Lectonia Mine was discovered in 1900, by George H. Warren and associates. It was developed as an open-pit by Joseph Sellwood, the first shipment coming in 1902, 28,784 tons. There was a heavy overburden, and by 1909 more than 2,000,000 yards of overburden had been removed. Indeed, in some parts of the mine, it seemed more practicable to mine by underground methods. The property was acquired by the Inter-State Iron Company, and, although latterly it has been operated by the Lectonia Mining Company, both are subsidiaries of the Jones and Laughlin Steel Com-

pany, which corporation has controlled the property since 1905. In the fall of 1908 a shaft was sunk, and at that time an incline slope was also in operation. An electric hoist was installed, and the Leetonia was the first Mesabi mine at which that method of mining was instituted. E. S. Tillinghast has been the superintendent at the Leetonia since 1905. The total quantity mined to the end of 1919 was 6,924,545 tons, and there is still a deposit of about two million tons available.

Longyear Mine.—The Longyear is another of the Mesabi properties of the Jones and Laughlin Steel Company, and Mr. Tillinghast is superintendent of that mine also. It was discovered in 1901 by E. J. Longyear. The lease was assigned by him to the Columbia Mining Company, who transferred it to the Williams Ore Company, and that company sold it to the Inter-State Iron Company, present operators. It was developed as an underground mine, and the first shipment was made in 1902, when 22,788 tons were mined. From 1905 the mine has been dormant, with the exception of the year 1913, when 11,799 tons were shipped. The total quantity mined to the present is only 133,190 tons, but it is a good property, having about 5,218,420 tons available. The Longyear Reserve Mine, from which nothing has yet been mined, also has about 2,000,000 tons available.

Morris Mine.—There are three Morris Mines. They all belong to the Oliver Iron Mining Company, and all are in sections 31 and 32 of township 58-20. The Morris Mine was discovered by Duluth mining men in 1902, and soon afterwards leased to the Oliver Company. From the outset, the Morris was destined to be one of the big mines of the Mesabi. Its first year's shipment was the record for an opening year, being 1,070,937 tons in 1905. The next two years averaged almost two million tons, and altogether, the Morris Mines have yielded, to the end of 1919, 14,949,021 tons, and the available quantity is still about 20,000,000 tons. There was very little stripping necessary at that mine.

Nassau Mine.—The Nassau Mine was discovered by E. J. Longyear. It was leased to the Rhodes Mining Company, and later to the Nassau Ore Company, a subsidiary of the Pittsburg Iron Ore Company, which was organized in 1905. Capt. Alfred Martin was the superintendent. A shaft was sunk, and shipments began in 1907. The mine, however, only yielded 71,563 tons to the end of 1919, though there is a deposit of more than 3,300,000 tons proved. The property has passed to the Jones and Laughlin Steel Company.

Pillsbury.—The discovery of the Pillsbury Mine was one of the first E. J. Longyear made, on behalf of J. S. Pillsbury. The mine came into the shipping list in 1898. Eventually it passed to the Oliver Iron Mining Company. It had yielded 206,178 tons by 1900, and to the end of 1908, 1,640,265 tons. Since that year it has been idle.

Scranton Mine.—The Scranton Mine is one of the large mining properties of the Hibbing District, although, up to the present, it has only yielded 520,673 tons of its deposit of more than eighteen million tons. It was discovered in 1902, by A. M. Chisholm and associates, and as an underground mine was at first known as the Elizabeth. It was disposed of to the Lackawanna Steel Company, under which company the first shipment was made in 1904, 1,168 tons, the ore being hauled in wagons to Hibbing and there shipped in that year, "in order to comply with conditions of state lease." The mine has remained in the control of the Pickands Mather interests ever since, although nothing was mined between the years 1904 and 1910, and nothing has come from it since 1915.

Stevenson Mine.—The Stevenson Mine was discovered by E. J. Longyear in 1894, and leased eventually to the Stevenson Iron Mining Company, which seems to have been a company formed by Corrigan McKinney and Company. It is said that the mine "was named for Stevenson Burke, who was prominently identified with Corrigan McKinney and Company." At the outset, mining was by shaft, and the first year of shipment was in 1901, 56,031 tons. However, it was soon decided to strip the heavy overburden, and that work was begun in 1901. A review of Mesabi mining in 1902 stated that the Stevenson was "the largest thus far opened on the western end of the Mesabi Range." Mining operations at the Stevenson were then "carried on with steam shovels, there being three of them on ore bodies, besides two working on stripping." The property then was under the supervision of Amos Shephard, and the mining captain was Frank McCreary. Several million yards of surface were removed, and "the immense pit opened" was "one of the largest and most noteworthy of any on the Range, being one mile in length, while the extreme width is 800 feet." It is now very deep. Water became one of the main obstacles to mining, and in 1906 and 1907 shafts were sunk, primarily to drain the water, but incidentally to mine. One of the features of the mine was a suspension bridge, 815 feet long, to span the open-pit gully, and to provide means of getting from the location and offices to the shafts. G. E. Harrison was the superintendent from 1904 until the property passed, a few years ago, to the McKinney Steel Company, E. D. McNeil being now the general superintendent, and E. L. Cochran, superintendent. Altogether, to the end of 1919, the Stevenson Mine has given 13,945,402 tons, but its available deposits seem now to be very little.

Susquehanna Mine.—The first attempt to develop the Susquehanna mine was made in 1900 by E. Dessau, of New York. He failed and abandoned the lease. The property eventually passed to the Great Northern Railway Company, and was sub-leased by that corporation to the Buffalo and Susquehanna Iron Company. The mine was opened in 1906, and is one of the "big holes" that hem Hibbing in. The shipment in 1906 was 20,984 tons. Up to end of 1919 the mine yielded 6,324,358 tons. But the hole will be much bigger and deeper before the deposit has been exhausted, for there is still an ore body of about eighteen million tons to mine. The early superintendent was Bert Angst, and A. E. Wilson is now general superintendent. The property is now in the control of the Rogers-Brown Iron Company, a Chicago promotion.

Sweeney.—The Sweeney Mine was discovered by E. F. Sweeney and J. B. Adams. Leased to the Denora Mining Company, and later absorbed by the Oliver Iron Mining Company. The property has a deposit of about 1,800,000 tons, but has only yielded about 8,000 tons. It is interesting in one respect, in that "it has a very light surface" and should have been one of the first discovered, the ore being "but a few inches" below the surface in places, and located "on the old Grand Rapids road" which was travelled over for years by mining men without being suspected." It was not discovered until 1901.

Utica Mine.—The Utica mine is a Pickands Mather property, and it has yielded, to end of 1919, 3,999,524 tons. It was explored in 1900 by Thomas J. Jones and others, and leased to Pickands Mather. Under Robert Murray it was developed as an open-pit and as an underground mine, first shipment being made in 1902, 9,009 tons. There is an available deposit of about 2,700,000 tons.

Webb Mine.—The Webb mine was explored by P. H. Nelson in 1901. An underground mine was developed by the Shenango Ore Company, but shipments did not begin until 1905. D. C. Peacock was superintendent. Up to the end of 1919, the total quantity shipped was 1,524,746 tons. The mine still belongs to the same people, the Shenango Furnace Co., E. J. Maney being manager, and H. S. Rankin superintendent. It is a valuable property, having almost ten million tons of ore still available.

Great Northern Iron Ore Properties.—When the United States Steel Corporation was organized in 1901, "panic seized owners of mining property." They felt that they had lost their ore market. It is said that "one could have bought the whole of the Mesabi range (that lay outside the Oliver Iron Mining enclosure) for little more than the Dutch gave for Manhattan Island." But there were some independent operators and financiers who were more courageous. A few, who saw further, gathered up handfuls of these begging properties, and it "was not long before there began the first era of lasting prosperity the range had known." Independent steel manufacturers were in the market for ore, and the demand expanded amazingly.

The history of the Mesabi range indicates that "it has afflicted with additional wealth men already laboring under great fortunes." Lumbermen who bought these lands for a trifling price, for the timber only, found themselves "besieged by promoters who pleaded for leave to pay them a million or so for their discard. Rockefeller loaned a million and was recompensed by fifty. Carnegie, yielding to Oliver's entreaties, to buy something that cost him not a penny, was thereby master of the situation. James J. Hill bought a second-hand logging road to oblige a friend, and was introduced to an estate on which he once placed a value of eight-hundred million dollars."

Hill, it seems, was indifferent to ore until almost forced into it, by the Wright-Davis logging railroad purchase, by which, figuring haphazardly, he knew to be worth \$60,000,000, in ore values. But soon he took up the ore matter deliberately, and to the surprise of the steel men gathered in all the "odds and ends" they had passed by, and made the "odds and ends" into the "enormous assembly of ore" the Great Northern properties represent. In a few years, his holdings became almost as enormous as those of the Steel Corporation, which could not permit him to have such a weapon of raw material to "hold over their heads." To keep the supremacy for the Steel Corporation, to maintain a safe base in raw materials, the United States Steel Corporation were forced to come to James J. Hill eventually, and pay him a larger royalty than had ever been paid on Mesabi ore. The matter is dealt with in the general Mesabi Range chapter, of this work.

Going back to the beginning, A. W. Wright and C. H. Davis, of Saginaw, and John Killoren and M. H. Kelly, of Duluth, acquired at the early land sales about six thousand acres of timber land, much of it along the Mesabi range. They built a logging road from Swan River into the heart of their land, which was near Hibbing, and commenced logging. The Weyerhaeusers were their best customers, and eventually the Wright and Davis syndicate offered them what timber they had remaining, with the land as well, for a million and a half. The Weyerhaeusers thought it better to take the timber for \$1,300,000, and leave the land in the possession of Wright and Davis. Cut-over land was then worth from \$2 to \$5 an acre, where settlement was possible. That on 6,000 acres did not represent much, and

taxes were a small but certain liability. Still, cut-over land "beyond the pale of civilization" was not worth having. So the great timber barons took only the timber, forming a company to handle the logs. Wright and Davis still had the land, which they looked upon as a "white elephant," and even though there were certain discoveries of iron made, they could not get anyone to "nibble" at their holding when offered for \$3.00 an acre. So they held it, having no option. A few years later the Mahoning mine was developed on their land; then the Stevenson. In 1899, James J. Hill paid them \$4,000,000 for their land, and their railway.

He was quite satisfied with the transaction, knowing its potentialities, yet it does not seem that he was over-anxious to enter into mining operations himself. And had it not been for the formation of the huge steel corporation in 1901, and the consequent "flurry" among independent mining companies of the Mesabi range, it is doubtful whether he would have invested further in ore lands, even with a legitimate accessory, a railway. But when the deflation came, he saw his opportunity and bought Mesabi ore properties courageously, being quite content to hold them until the great steel corporation came to him, as has been elsewhere stated. The astounding leasing contract made by Hill with Judge Gary of the Steel Corporation in 1907, held until 1915, and while he drew enormous royalties during that period, incidentally, the steel corporation developed some important properties for Mr. Hill, leaving him much richer in mines when the contract terminated than he had been when it began.

That is the history of Hibbing mining in general, and it is a sufficiently sensational story to be fiction instead of fact.

Many of the important mines of the Great Northern have within recent years been taken over (on a royalty basis of course) by the Cleveland-Cliffs Iron Company, which has been operating on the Mesabi range since 1903, and in recent years has been finding employment for about 900 men. In 1919, a subsidiary corporation, the Mesabi Cliffs Iron Mining Company, was organized, to operate the leases from the Great Northern, the properties including the Boeing mine at Hibbing, the Hill and Trumbull mines at Marble, and the North Star at Taconite. The Boeing mine is being opened as an open-pit and milling proposition, and the Winston Deere Company began stripping operations in 1920. Previously, in September, 1919, the Mesaba Cliffs Company had begun to sink a shaft, for underground development of the property. The Hill and Trumbull mines, which adjoin, are to be operated as an open pit, though until taken over by the Mesaba Iron Mining Company no stripping had been attempted on the Trumbull. The Hill was one of the properties developed by the Steel Corporation during the leasing. The North Star was also opened by the Oliver Company. Altogether, James J. Hill did quite well by his introduction to the Mesabi range, through the initial transaction with the Saginaw lumbermen, Wright and Davis.

There are one or two other Hibbing properties worthy of mention, among them: the Kerr, which included the Sheridan, discovered by James Sheridan, in 1894, and now one of the Oliver properties; the Morton, a Pickands Mather mine; the Philbin, operated by the Oliver Company; and some inactive mines. But page space is unfortunately not unlimited, and more space has already been given to the recording of the important Hibbing mining history than had been originally planned.

MUNICIPAL HISTORY

When men first were drawn to township 57-20, they were attracted by possibilities in lumber. Some men saw only lumber; nothing else meant "bread and butter" to them. Such a cruiser must have been John Day, who, according to a well-authenticated story, published in the "St. Paul's Despatch," May 20, 1918, stood upon the site of Hibbing many years before it was settled, and actually knew that there was iron in the immediate vicinity—knew it without being in any way excited by the knowledge. The story is:

Twenty-five or more years ago, John Day, a land cruiser for the lumbering interests, stopped one evening, near sundown, to get his bearings. The country was new to him, and to his companion. Neither had ever been in that section of Minnesota before.

They decided to take their bearings, and so unslung their compass. But the instrument was crazy; the needle danced this way and that. It whirled round and round. It refused to perform its proper duties as a compass. Wonderstruck, Day and his companion, carefully moved the instrument to another place. But still it danced and whirled, and whirled and danced. Never in his long life as a cruiser had old man Day experienced a similar phenomenon. The two men cast anxious looks at each other, and then at the sun, which was rapidly sinking in the west. Here they were, lost in the great north woods, with a crazy compass.

Old man Day cursed softly to himself, and slowly scratching his head boxed the compass.

"Son" he said, turning a sorrowful face to his companion. "We camp right here. Build a fire."

He sat down on a log, lit his pipe and smoked for a while in silence. Then:

"Son, I reckon I've got it. There's iron round about here somewhere, and some day some tenderfoot is going to find it. But that ain't your business nor mine just now, and I don't reckon it'll be of any use in your time or mine, anyhow; so, after we've had a bite, we'll turn in and get away from here tomorrow."

And so they camped that night less than a mile from the mouth of the great Mahoning open-pit mine, which, until the past few years, was the greatest ore-producing property in the world.

Today, on the spot where old man Day stood, in impenetrable wilderness, stands the city of Hibbing.

Day was not the only man who, in the eighties, knew that there was iron along the Mesabi range. But there was little activity in logging, or in mining exploration, until Longyear cut a road "westward as far as Nashwauk," in 1891. The Wright and Davis logging operations had been proceeding since the late eighties slowly northward along their logging railroad, which started "at what was called Mississippi Landing, across from the old Duluth and Winnipeg railroad at Swan River Junction, eight miles east of the Mississippi." The railroad, however, did not reach the vicinity of Hibbing until 1894, according to Joseph Moran, who was a cruiser for the Wright and Davis syndicate at the time. And there was probably very little logging done until the railroad was near, whereas hot-footed on the heels of Longyear came mining explorers, in 1891. So that after the "tote" road had been cut through (and one seems to have been cut through all the way from Mountain Iron, where mining explorations were feverishly pursued at that time) there seems little doubt that logging became of secondary importance, excepting to the lumbermen. It interested the mining men only so far as logging was necessary to clear the timber from the land they wished to explore and develop. Yet, while mining was the direct and lumbering the incidental activity in the first years of Hibbing, the place was to an extent a lumber camp for some time after Frank Hibbing began to explore for iron, late in 1891, or early in 1892. Soon, the Hibbing

district had many little exploration camps, and with the coming and going of interested mining men, a central community, not very regularly delineated, came into evidence in the vicinity of the spot later chosen by the Hibbing townsite projectors. The community, without legal authority, came to be known as "Superior," because of Frank Hibbing's first find, the Superior mine, presumably.

The original landowners of the site of Hibbing are stated to have been Martin B. Hull, Rudolph Ostman and Marshall Alworth. All were purchasers of timber land in the range townships in 1882, although in 1892 M. H. Alworth was also identified with Frank Hibbing and A. J. Trimble in mining explorations. The land had become so potentially valuable in minerals by the time Hibbing and Trimble thought of platting a townsite that it was impossible for them to purchase outright the land they wanted for townsite purposes. They had to be content with a leasehold, and so it happened that the village of Hibbing eventually was termed, "The Town on Wheels," and ultimately was destined to be actually raised onto wheels and transported to a new site, two miles or so distant, the land upon which it had rested and developed for a generation being especially important to, and needed by, the landlord and mining company, seeing that for a depth of two or three hundred feet the townsite was all iron ore, of high grade, probably a hundred million tons of it.

Platting the Townsite.—The original townsite of Hibbing was platted by H. L. Chapin, a civil engineer, in the spring of 1893, for Frank Hibbing and A. J. Trimble, leaseholders. The original plat embraced, according to the subsequent petition for incorporation, "Lot five (5), and the se. qr. of ne. qr. of section 6, in township 57 n., range 20 w." The plat was "designated as the town of Hibbing" and "on the fifth day of June, 1893, duly approved and certified by the Plat Commission of * * * St. Louis County," and "on the sixth day of June, 1893, duly filed in the office of the Register of Deeds * * * in Book F. of plats."

Conditions at that Time.—C. M. Atkinson, editor of the "Mesaba Ore," wrote in 1902 some interesting "Early Day History of Hibbing," gathering his material, in part, from John B. Conner, a pioneer settler. He begins:

From the time Mr. Longyear completed the connecting link of the road in from Swan River, there were comings and goings and, with the announcement of the discovery of iron ore, many people came in here with the intention of remaining with the new camp. New mining camps had sprung up all along the range, and many of them had been seriously overdone, and the overflow, looking for a new world to conquer, came here. Some of the early travelers are here yet, and mighty good citizens they are too. After a time a considerable "town" of shacks and tents came up, from no one knew where, and the little settlement in the wilderness was known as "Superior."

Additions were made to the village from time to time. Hibbing and Trimble, of Duluth, secured interest in iron lands here and nearby, and Mr. Hibbing, having full faith in the future of this end of the range, finally decided to make a town and call it Hibbing—a name good enough for anybody, or any town.

Accordingly, he selected the townsite, started a crew of surveyors at work, and the announcement of the birth of a husky robust infant was recorded in the court house at Duluth in June, 1893.

The struggle for existence was a most fierce one, and that every man in town was not discouraged and quit the "diggings" is something to be wondered at, as one stops to look back at the sore trials that beset the pioneers of what is now the leading village of the Northwest. Virginia was then the center of attraction of the whole range, and when Hibbing was announced it was made the laughing-stock of the whole country.

That conditions were rigorous for the pioneers of Hibbing may be well imagined. It was almost inaccessible. The railway had not reached it in 1892, and the journey along the "tote" road from Mesaba Station, the nearest railway point, was well-nigh unbearable. The traffic, along the dirt, and in the worst spots corduroyed, mountain road to Mesaba Station in 1891 and 1892 was exceptionally heavy, there being innumerable mining camps needing supplies, with mining equipment as well as provender, and the road was at time almost impassable. The further to the westward the mining camp lay the harder the conditions, and Hibbing at that time was almost the farthest westward. During those first years of the nineties, Captain A. H. Stevens, who later joined Oliver in mining work, had about thirty horses employed constantly in hauling supplies westward from Mesaba Station, and to make a "round trip" between that point and Hibbing seven days were needed. Today, the distance could be covered, by auto, in a few hours at most. The freight rate from Mesaba Station to Hibbing was six cents a pound, and mining companies had the preference. Frank Hibbing paid \$100 a ton for hay.

The hardships were made even harder in 1893 by the almost universal depression. As the year advanced, money actually was not to be had, and what work was not absolutely urgent was postponed. Where work was found, payment was usually "in kind," food being the most acceptable. Much of the exploration work was continued on "grub-stakes," and one of the modes of payment in currency was in "clearing house certificates." That state of affairs prevailed notwithstanding that, from August of 1893, the great John D. Rockefeller, was in command, to all intents, of the mining activities of Frank Hibbing and his associates. What would have happened in Hibbing had the great financier not taken hold at that time is hard to conjecture. It is quite certain however that at that time Hibbing, Trimble, and Alworth had little or no money. Atkinson quotes Conner as stating that:

The winter of 1893-94 was very dull; there was little or no work of any kind going on. The "jumping lumberjacks" were paid anywhere from \$6 to \$12 a month, and were compelled to accept due bills, payable the following January. The discount on this paper was from 25 to 50 per cent, and jobs were exceedingly hard to get even at that figure. Therefore, inducement was not great to work in the woods, and there was very little exploring going on. A few men were being employed by W. C. Agnew, for the Mahoning Company, and it is history that Mr. Agnew created for himself the title of "The Working Man's Friend." He employed all the men he could make room for and paid them from \$40 to \$60 per month. After pay-day, a Mahoning miner was looked up to with respectful awe in Hibbing, and the less fortunate ones speculated on whether he could buy a railroad, a line of steamships, or go to Europe for an extended vacation. Hibbing at that time was a mere handful of buildings on the townsite proper, but there were all kinds of shacks, picturesque, grotesque, and otherwise, in all directions. They were occupied for the most part by men who did not know where the next meal was coming from. In the early morning, a person might stand on the west end of Pine street (that being the only street in town) and not see another man. Between 9 and 10 o'clock the shackers would begin to crawl out, and from that time on could be seen a continuous string of men coming in from all directions. That was the army of "shackers" who lived in the woods on all sides of Hibbing. The tract of land west of First avenue was then known as Cedar Dale.

First Business Men in Hibbing.—The first boarding house "of any note" in Hibbing was that established by Patrick Slattery, though, somewhat earlier, "a mining-camp shanty was run awhile by Joseph Stewart." "Prior to August, 1893, all there was of Hibbing" stated Mr. Atkinson, "was what was called the Hay Market, located north

and northwest of the present power plant." Murphy Brothers, it appears, "had the first general store established in Hibbing; it was housed in a tent on the lot where later stood the saloon of Ed. LaChance." James Gandsey was the second to open business, having a grocery store. He was a grocery man in Hibbing for very many years. The first to open an "exclusive dry-goods store" was the firm of O'Leary, Bowser and Day. In 1920, Mr. Day was still conducting the same business at 208 Pine Street. Berdie also was one of the early general-store dealers of Hibbing.

Petition to Incorporate.—The petition to incorporate the platted portion, and also quite a considerable additional acreage, in all about 2,560 acres in townships 57-20 and 57-21, was circulated in June, 1893. It was signed by 89 persons, the first to sign being John Meehan. The petition stated that a census had been taken on June 6, 1893, and disclosed that there were 326 persons then resident upon the land for which corporate powers were sought. Petition bore date of July 7, 1893, and it was filed with the county auditor at Duluth without delay. On July 11, 1893, the county commissioners approved, and ordered that election to make known the will of the majority of the inhabitants, be held on August 15th next, at the office of the Lake Superior Mining Company. Dennis Haley, Ed. Champion and D. Dugan were appointed inspectors of election. Frank Hibbing was deputed to see that election notices were properly posted, and testified soon afterwards that he had posted notices in five places: at Lake Superior Iron Company's office; at the Trumble Sawmill; at the Lake Superior Iron Co.'s shaft house; at Brown's hotel; and at Bradley's store. The election was duly held, and 106 votes were cast, 105 being for incorporation.

First Election.—The way was thus clear, and the commissioners ordered election of officers to be held on August 30, 1893, at the same place. The outcome was that J. F. Twitchell, who seems to have been unopposed, was elected president of the village, receiving 176 of 176 votes cast. The other first officials chosen were also almost unanimously elected. They were: John McHale, J. D. Campbell, and T. N. Nelson, trustees; C. T. Robinson, recorder; Dennis Haley, treasurer; Ed. Champion and G. L. Robinson, justices of the peace; John Meehan and Patrick Harrington, constables.

Regarding the first election, and the outcome, Mr. Atkinson wrote:

The first election of the new village of Hibbing was a special, held August 8, and J. F. Twitchell was elected president, without opposition. Mr. Twitchell at that time was timekeeper, storekeeper, and cashier for Granville and Sullivan, the contractors who were doing construction work on the extension of the Duluth, Missabe and Northern railway, from Wolf to Hibbing. The ticket elected however did not suit the fancy of the shackers.

The Shackers' Union.—They decided to organize a "union" for self-protection. No time was lost, and the union was soon organized, with Robert F. Berdie as president, and J. B. Connor secretary. As there was not thirty cents in the whole bunch, a treasurer was deemed an unnecessary luxury. The object of the union was a most worthy one, being to fill the elective offices of the village with men who would pledge themselves to have village work done by the day, instead of by contract (some of the work was done by the year).

Second Election.—Drawing on the time of the regular election, a caucus was duly called in "Germany Hall," a small double-log cabin, in use by Mr. Sellers in exploring the land now occupied by the Sellers mine. This camp was situated near the former office of the Minnesota Iron Company, and was one of the very first buildings erected in Hibbing. The caucus was called to order, and the man who was not a member of the Shackers Union was hard

to find * * * There was no opposition to the names presented, and the following village ticket was speedily placed in nomination: R. F. Berdie, for village president; J. B. Connor, for recorder; James Geary, D. C. Young and John McHale, trustees; D. Healy, for treasurer; John F. Meehan and W. F. Dalton, for constables. The opposition ticket was: J. Fred Twitchell, for president; C. F. Robinson, for recorder; Burton Hurd, J. D. Campbell, and James Geary, for trustees; D. Healy, for treasurer; John E. Meehan and John McHale, for constables. The Shacklers elected their ticket, with the exception of Mr. Berdie for president and Mr. Dalton for constable.

Mr. Twitchell, however, did not continue in office for long. His policies probably met with opposition; at all events, he soon resigned, and James Gandsey succeeded him as president before 1894 was far spent.

Pioneer Hotels.—Continuing John B. Connor's narrative Mr. Atkinson wrote:

The winter of 1893-4 was very dull * * * There were three hotels in the town that winter, the Cofferger, the Brown, and the Cosmopolitan, and James Dillon had a restaurant, located where the New York restaurant now stands. The Hotel Superior was commenced that winter.

The Cosmopolitan hotel was owned by Dorsey and McKinney. Dorsey was one of those freehearted fellows who could not see anyone go hungry if he could help it, and, as a result, his business partner was often taxed to the limit to keep things going. The dining room of the Cosmopolitan was about 24x40 feet, with three tables extending the full length of the room. Dorsey would throw open the door, and announce dinner as follows: "Take it"—in a voice that penetrated the depths of Cedar Vale. That was the signal; and the jam at the tables made light of the opening of an Indian reservation in Oklahoma * * * In less than an hour, everything eatable had vanished from sight, and Dorsey would say confidentially to his partner: "There was about half-a-dozen money guys in that bunch." It was a common occurrence to see hanging over the Cosmopolitan every Friday or Saturday the following notice, printed in large letters: "No more stiffs wanted—this place is closed." The hotel had a bar-room in connection, and Dorsey would take in enough money over the bar in a few days to buy a ham and a sack of flour, and, receiving a grape-vine telegram a few days later, announcing the intended visit of a few strangers, he would promptly declare the Cosmopolitan open for business again.

Besides the hotels, however, there were eight saloons in Hibbing in 1893. They were those conducted by Churchill and Sullivan, Eugene Brown, John Munter, J. D. Campbell, Thomas Shank, John Bruce and James Geary. One incident of the earliest year is referred to by Mr. Atkinson thus:

In the "woolly" days of the town "Duff" Campbell, now of Duluth, occupied a tent on Pig Tail Alley, wherein he conducted a first class sample room. It is hinted that he manufactured his own hardware and varnish. * * * As is usual in all new mining camps, there were many "hangers-on," who were no good to themselves, or anyone else. Duff had a number of these customers, and one, more aggressive than the others, pestered Mr. Campbell unrelentingly. After the usual request for "just one more, for a bracer ye know," Mr. Campbell handed the vagabond ten cents and told him to go and buy a rope and hang himself." He did so. "That was the first suicide in Hibbing."

Another reminiscence repeated by Mr. Atkinson is to the effect that:

W. C. Barrett was the first wholesale beer agent. The goods (of Fitter's celebrated stock) came overland from Mountain Iron, hotter and frothier than * * * after the long jolt. But we drank it, smacked our lips, and said it was good; probably because whisky was cheaper at that time.

And yet one more of Mr. Atkinson's reminiscences connects with "the Trade." He wrote:

There is a difference of opinion as to the first ball held in Hibbing. Several of the very old-time swell-set declare that the first dance antedated that held in the "new bank building" by several months, and that it was held in a tent, which was located near where the Center Street School building now stands. A keg of beer was on tap for refreshments * * *, and it is

recorded that the weather was so cold that the "snout" of the keg froze up solid, and about half the fun was spoiled.

First Franchise.—The first franchise granted by the village of Hibbing was to Messrs Hibbing and Trimble, who organized the Hibbing Light and Water Company. The ordinance under reference is No. 8, which was adopted on February 27, 1894. When it became known that Hibbing and Trimble would soon be laying water-mains, the poverty-stricken and unemployed residents of the village felt that relief was at hand, in work for the water company. But they were doomed to disappointment. The contract for the laying of the mains and erection of supply tank was placed with Fairbanks, Morse and Company, which company imported men to lay the water-mains on Pine Street and Third Avenue. As Mr. Connors described the happening, to Mr. Atkinson:

A long, gimlet-eyed, red-headed, seven-foot gasbag named Hammer, from St. Paul, was brought in by the construction company to superintend the work. Mr. Hammer ignored the Shackers by bringing his own crew of workmen along with him. Hammer was up against no less than a dozen physical encounters a day at the start, and he finally armed himself with a two-faced ax, for protection. However, the work was completed, and was the means of bringing some money to the famishing town.

First Bond Issue.—Arising out of the first franchise granted came the first bond issue. Ordinance No. 10, following resolution adopted by the village council on April 30, 1895, made provision for the issuance of bonds to the extent of \$11,400, so that the village might purchase the water plant of the Hibbing Light and Water Company, for \$9,700, and make certain extensions to the service at an expense of \$1,700.

It was therefore not long before that valuable public utility became municipally owned, at little expense. As a matter of fact, Frank Hibbing had to all interests, loaned the village the sum necessary to establish the waterworks, having apparently never intended to hold the franchise for his personal profit.

Improvement in General Conditions.—Although the "Shackers" were disappointed because of their failure to get work on the waterworks contract, conditions soon began to improve, even though conditions were "dull" throughout the whole of 1894. Mr. Atkinson wrote:

About this time (completion of the waterworks contract in 1894), Frank Hibbing advanced \$3,000 to the country, for the purpose of building a road, from Hibbing to the Mahoning mine. That caused a decided flurry in the financial circles and every man boasted of the wave of prosperity that had at last struck the town. Of the construction of the Mahoning road we give the telling to Mr. Connor, who was there at the time:

"There are not many of the old-timers who worked on that road now (1902) with us, although I can name a few: Thomas McMillan, J. J. Stuart, proprietor of the Hibbing Hotel; Dan Murphy, and myself. Poor old Trucky, who had a blacksmith shop at that time also worked on the road, and carried in five picks daily to be sharpened at night, thus increasing his daily earnings to \$2.00, which was 50 cents more than the rest of us made. I remember Peter McHardy, the lumber dealer, bemoaning his ill-luck, because he was laid up in bed with a fever, and could not get out to make \$1.50 a day, by working on the road."

First Barber.—Hibbing was certainly improving, in general tone and prospects, and by the summer of 1894 a barber, A. C. McArthur, appeared in Hibbing, and resolved to stay. He established his shop at the spot where later stood the Crystal restaurant. He was followed by James Van Mere. Maurice Hosteller later "opened a shop in the

Hotel Superior, and in a short time erected the building on Third Avenue" later occupied by John Orr and Company.

Some of the Original Happenings.—One of the most interesting "first" happenings, perhaps, was the tax levied, for all purposes, in the village of Hibbing for its first municipal year, 1893. The total assessed valuation of taxable property then was \$31,318, and total tax was \$963.03. One is able to get a quick appreciation of the enormous growth of Hibbing since that year by knowing the figures for recent years. The county "Tax Notice for the Year 1920," shows that the taxable value of Hibbing property in 1919 was \$84,603,682, upon which the total taxes for that year were \$4,670,123, which is more than one-fifth of the total revenue of the county. Add the Stuntz township tax, \$1,570,510, to that of Hibbing, and it is clear that Hibbing district yields more than one-fourth of the revenue of the whole county. And St. Louis county is by far the largest tax-payer in the state.

Interesting other first happenings are tabulated by Mr. Atkinson. It appears that:

To Mr. and Mrs. Edw. Champion belong the honor of being the parents of the first child born in Hibbing. The child was a boy, and was named Philip. He did not, however, live.

Mrs. York was the first woman to arrive in Hibbing; she afterwards became Mrs. William Wills. (By the way, Joseph Moran claims that "Mrs. Champion, wife of James Champion, engineer, was the first white woman to reach Hibbing; that she came in on horseback, and that it was hard to state which was horse and which was rider, the mud was so thick over them).

Mrs. Charles Gourdet was the first person who died in Hibbing. There was no cemetery at that time, and the coffin was carried along a path connecting the embryo village with Leighton's lumber camps, east of town. In the woods, about forty rods off the trail, a cemetery was staked off, and the grave is yet (1902) to be seen at the east end of Superior street, Pillsbury.

The first man who died here was James Dixon; he was the father of Miss Jennie Dixon, of the telephone exchange.

The Hibbing News * * * was the first newspaper of Hibbing.

John Bergman, later a prosperous business man of Duluth, was a member of one of the early village boards of trustees, and when a motion to install an electric lighting plant came before the board, Mr. Bergman moved that the "lection lamps be placed under the table." A motion to "adjoin" was then made and carried.

D. C. Rood was the first resident physician and surgeon.

Hibbing's first postmaster was John Murphy.

The first depot was a D. M. & N. box-car.

John E. Meehan was the first policeman.

J. Fred Twitchell was the first real-estate agent.

Murphy brothers had the first hardware store.

John Daigle had the first restaurant, and he "made considerable money."

The first religious service was conducted by Reverend Mevel, who found his way in here from Cloquet.

F. E. Doucher was the first lawyer.

The first drug store was established by J. H. Carlson and J. O. Walker. Carlson later was the head of the Carlson Mercantile Company, and Walker went to the county auditor's office in Duluth.

The first man arrested in Hibbing was "Paddy, the Pig"; he stole a ham from Grocer Gandsey, and hams were worth something in those days.

Ed Lehman was the first contractor and builder.

Mrs. Reynolds, now Mrs. Casey, was the first wash-woman. She made money later in real estate.

Malcolm Noble was the first miner injured in the district. A bucket fell fifty feet in the shaft at the Sellers mine, striking him on the head. The injury was a bad one, but Mr. Noble weathered it.

James Dillon was the first drayman. On his dray was a sign which read: "Pioneer Drayman." James Dillon is reputed to have moved one Hibbing family six times in one year "on an advertising contract of \$1.00 per." He did well in business.

The first fire occurred on the morning of February 20, 1894, when the Coppinger Hotel was burned.

The pioneer ball in Hibbing took place on January 24, 1894. The party was held in the "new bank building" now (1902) occupied by W. J. Ryder's furniture store. Tickets were placed on the market at \$1.50 each, and it cut even the pioneer swells to dig up \$1.50 in those days. But the dollar-fifties were forthcoming readily enough, when it was seen that there was no help for it, and everybody went. And everybody had a jolly time. The floor managers were J. F. Twitchell, G. G. Robinson, Dan McFadden, Mrs. J. J. Stuart, and Miss Celia Gandsey.

The first banking institution started in Hibbing was the Bank of Hibbing, which later became the Lumbermen's and Miners' Bank.

Early Mails.—It seems that the mails came in over the trail from Mountain Iron in the early days before Hibbing was a railroad town. There was no regular system of mail-carrying, but occasionally a young man would come through, and for the carrying would be paid "for the delivery of each letter."

First Post-Office.—The first post-office was established in the store of Murphy Brothers, said store having a tent for protection against wind, rain, and yeggs. The tent was on First Avenue, but before the winter came, the store and post-office were housed in a stronger shelter, a frame building on Pine Street.

Abundance of Game.—In the hard times of the first year, 1893, it indeed was fortunate for the "shackers" that there was an abundance of game to be had. R. F. Berdie was responsible for the statement that, at that time, "it was nothing unusual to step out and in a few minutes kill, with a club, enough partridges to last a family a day or so." Mr. Berdie also told "of a monster bull moose that he saw standing in the street, near where the office of the 'Mesaba Ore' was later located."

The Coming of the Railway.—Hibbing became a railroad station in the fall of 1893, even though the first depot was only "a D. M. & N. box-car." All depended on that vital transportation connection, and had it been a normal year, instead of one in which all industry was gasping—in all parts of the country—in an endeavor to recover from the stifling effects of the world-wide money shortage there would have been great rejoicing in Hibbing when the railway actually came. There were many perplexing obstacles to overcome before the short spur of steel track, from Wolf Junction could reach Hibbing. Lack of money stopped the work for months, and with the financial difficulty overcome, in August, 1893, there was still an uncanny natural obstacle that for a time baffled the engineers. "Work was delayed considerably by a sink-hole just one mile east of the present depot. The sink-hole was the most stubborn ever encountered in road-building in the Mesabi country. The track would be worked up to a level at night, and in the morning it would be ten feet below." However, the obstacle was finally overcome, and "Jack Dorsey, landlord of the Cosmopolitan Hotel, drove the last spike that connected Hibbing with the outside world."

Hibbing Fire Department.—Hibbing organized a fire department in the summer of 1894. At the outset it was not much more than "a bucket brigade," because funds with which equipment could be bought was not to be had. Frank Hibbing, to help on the village, had undertaken to bear the cost of putting in a water system, that being an urgent necessity for reasons of health. And he was approached for funds to establish the fire brigade, but could not handle that expense also, until an opportunity came, early in 1895, to acquire cheaply the fire-fighting apparatus of a decadent Mesabi place, the village of Merritt, near Biwabik. Hose cart and hose were purchased, and to receive it a pole and tackle was erected at the corner of Pine and

Second avenue. On the morning of July 4th, 1895, the pole was struck by lightning, "and shattered to its very foundations." R. F. Berdie was the first fire chief, and had part thus in the beginning of a municipal department of which Hibbing is most proud. In 1920, the total valuation of the Hibbing fire equipment, not including the water system, hydrants and real estate, but merely the legitimate fire-fighting equipment, was \$165,449.90. Cut off the 165 and you probably have the maximum figure paid to the village of Merritt for the original second-hand equipment.

Hibbing in 1895.—One writer, who visited Hibbing for the first time in 1895, described the place as follows:

In those days Hibbing lacked much of being a "right smart place." * * * It was only a step from hotel to swamp, muskeg, or an outcrop of rock. Many of those steps, too, had to be taken over a couple of planks, instead of a cement sidewalk. Archie Chisholm was cashier in a dinky little bank, limited in personal purse, but with a soul rich in hope. W. P. Mars, now an official in a wholesale hardware firm of international importance, then conducted a retail hardware here and did much of the heavy work with his own hands. On that visit I met John A. Redfern. It was a warm sunny day and he was setting a new boiler at the Penobscot mine, garbed in a red undershirt that harmonized with his perspiring face and his rather vivid head of hair.

In those days, Hibbing certainly was an ugly duckling. The U. S. Steel Corporation had not yet been organized, and Victor L. Power was wearing knee trousers, playing hookey, and thinking over whether he had better be a sailor or a soldier.

Notwithstanding appearances, conditions were brightening for Hibbing in 1895. Atkinson writes:

The coming of the summer of 1895 brought brighter prospects with it. The D. M. & N., which had established its depot building at what was then the south end of Third avenue, and did considerable track-laying, which gave needed employment to the people. The Lake Superior Consolidated Iron Mines * * * began preparation to open several mines, and that gave the future a brighter tint than it ever had before. Property along Pine street began to come up a little, and lots advanced in price from almost nothing to \$300, in some instances. The Itasca Mercantile Company purchased the lots it now (1902) occupies, at the corner of Pine street and Third avenue, from Ole Hagerson, paying \$750 therefor. The same lots cannot be had today (1902) for twenty times that sum. The year 1895 saw the opening of several iron mines, and the town began to grow.

The City Hall was erected in 1895, and the village became a place of dignity when in the winter of 1895-96 Frank Hibbing so far showed his confidence in the future of Hibbing as to build "the first hotel of first-class character erected on the range."

The Opening of the Hotel Hibbing.—The Hotel Hibbing was opened on February 22, 1896, and "it was an event that interested the people of the entire range." Atkinson writes:

The Hotel Hibbing was opened with a grand ball on Saturday, February 22, 1896. Excursion trains were run from Duluth and all of the range towns and our good neighbors drove across country from Grand Rapids to join in the festivities. The reception committee was: F. Brady, F. H. Dear, Frank Hibbing, P. F. Eagan, James Gandsey, Garry Graham, W. L. Honnold, M. H. Godfrey, James Geary, J. B. Beethold, A. M. Chisholm, Dr. D. C. Rood, C. H. Munger, Dr. G. N. Burchart, P. Mitchell, and Dr. M. H. Manson. The floor committee of the memorable ball was Wm. H. Wright, D. McEachin, F. E. Halbert, A. H. Sicard, C. F. Sheldon, W. L. Selden, and Thomas J. Godfrey.

The Hibbing, until quite recently, when it became necessary to remove the lower end of town to the new townsite at South Hibbing, was the more exclusive of the two leading hotels of Hibbing. But it, and the other hotel, the Oliver, would, in any event, be hope-

lessly outclassed by the four-story fire-proof structure that was in process of erection in the fall of 1920 at South, or new, Hibbing. The Androy Hotel, a palatial hostelry of 162 rooms and 100 baths, promises to excell all hotels in the county, even including the Spaulding of Duluth.

However, such a structure was not even the subject of the craziest dream of even the most optimistic Hibbingite, of the '90s.

Hibbing for Long Literally a Mining Village.—As a matter of fact, Hibbing for very many years was a mining village, a place wherein mining was supreme, and where all other considerations were secondary. Hemmed in as she was by mines on three sides of her, and actually not owning the ground upon which she stood, her position, as a municipality, and as a place of homes, was not an enviable one. The attitude of the mining company was that the people were there because of the mines; which of course was true. They argued, or thought, that the people without the mines, without the employment the mines gave and the money the mines circulated, would starve; consequently, the comfort and interests of the people must be subordinate or secondary to the interests of the mining companies. And when it became necessary to blast, for instance, within dangerous proximity to the home of the people, the people must make the best they could of such conditions, which were unavoidable. One writer, who may have been perhaps, somewhat too graphic in his description, pictured the condition in the following words:

You sit with your little family around the table, partaking of the humble repast your daily pittance allows you. Suddenly a mighty roar and blast shakes everything in view, and a few seconds later there comes crashing through your roof, or windows, the upheaved rocks and debris, endangering your lives and the lives of your loved ones. Picture the condition as a daily occurrence. Likewise imagine yourself walking upon the public streets of a town and then be suddenly forced to flee for safety into shelter, from similar causes.

Put yourself in the place of a merchant, having erected a suitable building for your use, to wake some day to see the yawning abyss right at your door, with the hungry maws of the steam shovel tearing away at your streets. And this is just what happened here.

Such a condition has been duplicated, in respect to caving, in quite recent years in the great city of Scranton, Pennsylvania, where cavings have dropped buildings, or parts of buildings, without warning, 20, 30 or 40 feet into the bowels of the earth. But at any time in early, or in modern, times such a state of things is deplorable. It held Hibbing down for many years, just as similar conditions in Scranton, Pennsylvania, resulted in an increase of only 3 per cent in its population during the last decade. However, most wrongs are righted eventually. Unreasonable conditions cannot prevail for long. But the righting of Hibbing's wrong came by an unusual sequence of events. The condition at Hibbing in its early years, and the ultimate remedy were referred to in the "St. Paul Despatch," of May 29, 1918, thus:

In the early days, open-pit mining encroached upon the town of Hibbing from all sides, and the clatter and roar of the steam shovels and the blast of explosives filled the air day and night. The din resembled at all hours a miniature battle of the Aisne.

With each and every blast, the rocks and shale had a most unpleasant way of coming down through one's roof, or giving one a sudden attack of heart failure, by falling in one's immediate neighborhood. Hibbing was being literally blasted off the map. But nobody complained. It was expected as a matter of course—an hourly occurrence. It was iron, and Hibbing was iron. The iron and the blasting went hand in hand, and there could be no complaint.

But Fate had written that things were to change. Down near the edge of Sellers' open-pit mine lived a Swede named Iver Lind. Lind owned a span of Kentucky mules. These animals, lean and angular, powerful and stubborn, were Lind's choicest possession. Long ago they had become accustomed to the din of the dynamite and the steam shovel.

One morning Lind was harnessing his mules, preparatory to starting his day's labors. Half harnessed they were, and Lind was sweating and swearing over their stubbornness, congratulating himself, withal, upon owning such a perfect span when, suddenly the whistle in the Sellers' mine blew a warning note.

A blast was due. It was too late for either Iver or his mules to get to shelter.

Bang. The blast tore loose. It sent a barrage of stones and gravel high in the air. * * * One of the descending rocks struck one of Lind's mules.

This was something to which the mule had never become accustomed. With a kick and a bray he broke loose. The bray filled the air, while the kick found lodgment in Lind's anatomy.

Iver rose full of wrath. First, the mules and then the mining company was to feel the weight of his anger. Into the barn, with accompanying blows and curses, went the mules. To the office of power went Iver.

At once the Swede wanted to start injunction proceedings against the Sellers' Mining Company. The ensuing action affected only Lind's property, but its results were far-reaching.

It started a legal battle in Hibbing which extended over several years, and attracted and aroused the interest of the entire country.

Here are some of the results of the suit, and the resultant injunction:

- a. It cost the mining companies several million dollars, they now admit.
- b. It paved every street in Hibbing.
- c. Likewise, in every street it installed a white-way.
- d. It woke the people of Hibbing up with a start.
- e. It brought them a clearer realization of a number of problems affecting their welfare than they ever had before.
- f. It roused the Hibbing spirit, and that sustained the people of Hibbing through one of the most trying periods in the history of the town.
- g. It put thousands of dollars into the pockets of the people, who now are disposing of their holdings on the "north forty."

It is the best thing all round, that ever happened to Hibbing, and everybody realizes it now.

And so, with an injunction growing out of a kick of a mule, peace, comparative quiet, and much prosperity, came to Hibbing.

The Outstanding Figure.—The outstanding figure in this period of Hibbing's history, this period of evolution—it has been called revolution—undoubtedly was Victor L. Power, "who worked his way through the mines as a blacksmith" and thus knew mining conditions almost as well as he knew Blackstone and state law, when he took up the legal fight for the people of Hibbing against the mining companies. He has been termed: "Hibbing's Fighting Mayor," and again: "Little Giant of the North," and in the years of litigation, so strenuously prosecuted by the mining companies until they came to the realization that human rights, the right of life and limb, are pre-eminent, Attorney Power demonstrated his ability at the legal bar.

He has many enemies—that much may be inferred; every forceful successful man is envied; indeed, the man who never made enemies, never did anything worth envying—but Victor Power is undoubtedly the outstanding figure in the municipal history of Hibbing, and Hibbing has been wonderfully transformed since he became mayor, in 1913. Quoting from a campaign statement recently issued by the "Power Administration," it appears that extraordinary development has come to Hibbing since 1913. The statement reads, in part:

Victor L. Power's first service as a village official began in March, 1912. At that time Hibbing was a ragged village of only 8,250 souls. Today, the population has increased to 15,082.

When the so-called "Little Giant of the North" first became president of the Village of Hibbing, there were only one and a half miles of pavement; today there are fifteen miles. In addition, there are twenty-six miles of graded and gravelled streets. In 1912 there were not more than seven miles of concrete sidewalks; today there are twenty-two miles. Then full account must be taken of forty miles of water mains and sanitary and storm sewers.

* * * a beautiful park system has been developed. First came Mesaba Park, in the very heart of the village, with greenhouse, grassy lawns, shrubbery, flowers, rustic seats and a bandstand. It was a small, but very attractive, breathing place. * * *

Then came Bennett Park, 61 acres in area and developed at a cost of \$300,000, as artistic as anything ancient Greece ever possessed * * * neat fences, * * * driveways, * * * bandstand, * * * White-way, * * * conservatory, * * * refectory, a swimming and wading pool for children, apparatus * * * for children's games, and fifteen out-of-door picnic stoves for the use of picnic parties. Athletic Park, embracing 20 acres, improved at a cost of \$20,000 * * * for baseball, basket ball, * * * a warming house for winter skating, and other features. * * *

* * * a public library building that cost \$250,000. * * *

* * * a complete new water system, at a cost of \$750,000.

An up-to-date electric power and municipal heating plant * * * the admiration of engineers of international fame; its cost was \$1,300,000. A municipal gas plant * * * \$289,000; and a city incinerator, cost \$55,000.

* * * a detention hospital, finished in 1920, at a cost of \$35,000. * * *

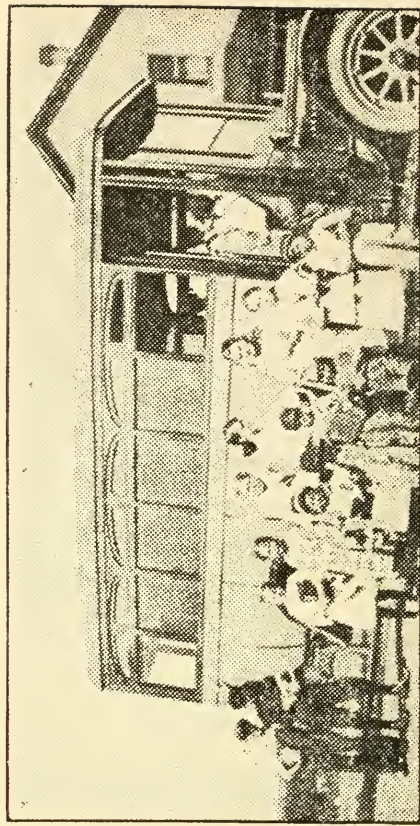
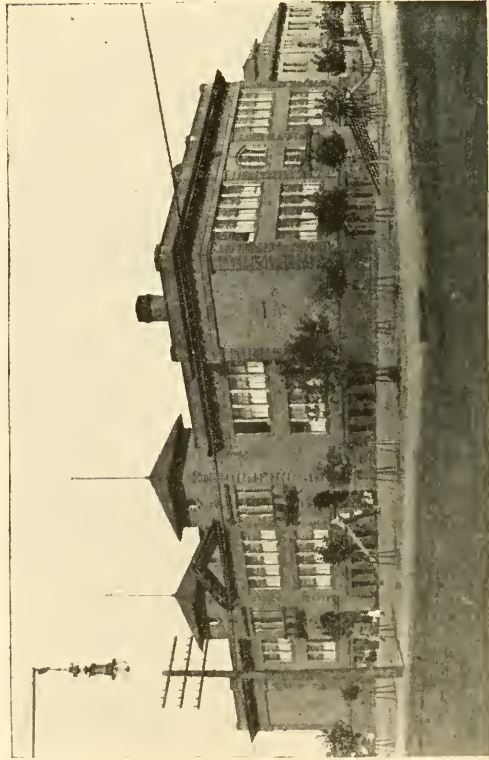
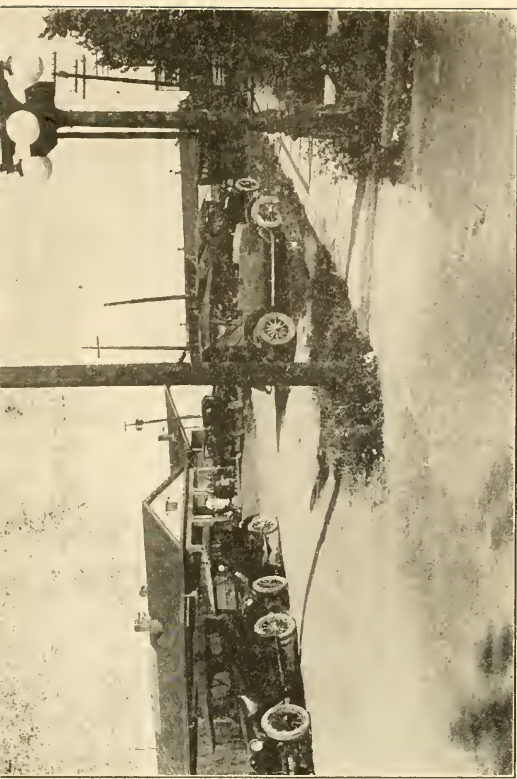
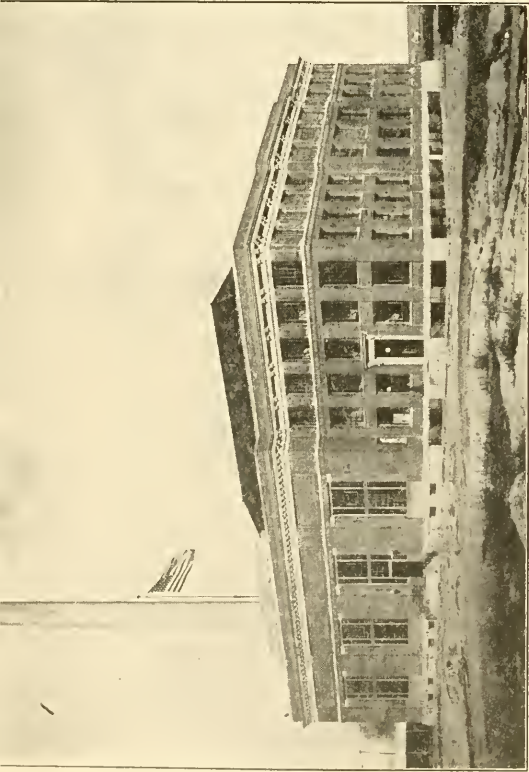
* * * a newer, bigger, and carefully-planned town (on the new town-site) South Hibbing.

The most recent aim of the Power administration is to bring into operation a city form of government, which "will bring in much out-lying territory, and make a city of about twenty square miles." Certainly, the advance of Hibbing during the years of the Power administration has been rapid. And, fundamentally, Victor L. Power seems to be obsessed by the desire to institute public improvements which will bring to the realization of the alien people who have been attracted to the district by the opportunity of work (which it must be admitted is lucrative) in the mines, that their lot in America is not merely a day of toil and a night of domestic squalor. The wonderful schools of Hibbing and other range places, and the parks, libraries, and suchlike provisions have their effect. Hibbing is no longer a "mining camp"; it is a metropolitan, cosmopolitan city, in which the horny-handed miner may, and does, hold his head high, and provide for his family a typical American home. Hibbing has changed. Not many years ago "Hibbing, as a town, looked little better than some of the mere mining camps, ramshackle and tough in exterior, and with housing conditions of a kind that put the blush of shame on the slums of our biggest cities." Today Hibbing is an object lesson in what is possible in "the Melting-Pot of the World."

Of course, all the credit is not due to the Power administration; the mining companies are deserving of part. Without the co-operation of the mining companies, such advancement would be impossible, and it will probably be admitted that they have gone "more than half-way" in recent years—since they reached the point where they appreciated that the mining company did not have supreme jurisdiction over all the affairs of the miner that life and limb have right of place even before the vital interests of great industrial enterprises. New Hibbing is a convincing demonstration of the good that comes by union of classes, by co-operation of employer and employee. All prosper; and accomplish marvels.

There is little more space available, so the remaining historical records must be briefly stated.

Annexations and Additions.—The Pillsbury addition was the first made to the boundaries of the village of Hibbing; that comprised forty



UPPER LEFT—THE \$1,000,000 POWER PLANT, NEW HIBBING; UPPER RIGHT—MARKET DAY AT HIBBING MUNICIPAL MARKET;
LOWER LEFT—THE WASHINGTON GRADE SCHOOL, HIBBING; LOWER RIGHT—HIBBING'S TRAVELING LIBRARY, THE FIRST IN
MINNESOTA

acres, adjoining the original townsite on the south. It was platted in 1896. In 1902 another forty acres, known as the Southern addition, was brought within village limits; it lies next south to the Pillsbury addition. In 1910, Hibbing sought to annex the townsite of Brooklyn, and election was held on April 19, 1910. Brooklyn was added to the village, and Ansley's addition came in 1916. Alice came into the village in 1913, including Koskiville and Sunnyside, and on September 13, 1919, the se. qr. of ne. qr. of 57-21, adjoining Alice came in to provide the site for New Hibbing, where the other additions known as Central, Sargent and Eastern additions, belong to the Oliver Iron Mining Company.

Village Hall.—The first city hall was built in 1895. It was replaced in 1909 by an imposing block of pressed brick, with Bedford stone trimmings, the three-story structure costing \$135,000 and providing quarters for all municipal departments. New quarters, it seems, is to be provided in the new Hibbing.

Public Library.—In 1907 Andrew Carnegie was approached and promised to donate \$25,000 toward the cost of establishing a public library. The building was constructed, and opened in 1908. Its cost, including site, was \$35,000. Improvements since made, in 1917, at a cost of \$100,000, give Hibbing a public library better than any other on the ranges. The library had about 23,000 volumes to open its circulation with. In 1920, it had 8,414 active borrowers, and the circulation for the year was 171,032 books.

The original librarian was Miss Margaret Palmer, who came to be recognized as the "Dean of the Range Librarians." Latterly, Miss Dorothy Huilbert has had charge of Hibbing library. Mainly through the initiative of Captain Wm. H. McCormack, Hibbing soon established a unique library service. Its "traveling library," a circulation of books in outlying locations by means of a bus, was instituted in 1910, and has been the subject of many magazine articles since that time. The service is a praiseworthy and appreciated one. Miss Charlotte Clark is the "traveling librarian," and the bus serves 25 mining locations in an area of 160 miles. A gong announces the arrival of the "Traveling Library," and it is heard in each location once a week, summer and winter. Hibbing also has two branch libraries.

Oliver Club.—The Oliver clubhouse was an appreciated community service. It was built by the Oliver Mining Company, at an expense of \$20,000, for the use of its employees, and their friends, and was equipped with many of the conveniences of a modern city clubhouse.

Banking History.—The first bank organized and established in Hibbing was the Bank of Hibbing. It was merged into the Lumbermen and Miners Bank, in 1894, A. M. Chisholm being the first cashier of the latter bank. A bank known as the Security was founded in the nineties, and conducted business for some time, but was absorbed by the Lumbermen's and Miners', which remained a private banking house, owned by A. D. Davidson, A. D. McRae and A. M. Chisholm. In 1901 the First National Bank of Hibbing was organized, to succeed the Lumbermen's and Miners'. Its original capital was \$25,000, but it subsequently was increased to \$50,000, and it now has a surplus of more than \$60,000. The original officers of the First National were: A. D. Davidson, president; A. D. McRae, vice; F. S. R. Kirby, cashier. The present officers are: S. R. Kirby, president; Dr. D. C. Rood and Pentecost Mitchell, vice presidents;

Lewis C. Newcomb, cashier; L. O. Kirby, John A. Redfern, and R. L. Griggs, directors.

The Merchants and Miners State Bank was incorporated on December 31, 1903, and opened for business on February 1, 1904. Its original capital was \$25,000, and its first officers were: J. F. Killorin, president; A. M. Chisholm, vice president; L. G. Sicard, cashier. It prospered, and on September 1, 1909, increased its capital to \$50,000. Since 1916, Gust. Carlson has been president, and the present vice presidents are G. L. Train and B. M. Conklin. The succession of cashiers of the institution is as follows: L. G. Sicard, A. W. O'Hearn, J. L. Lewis and A. L. Egge, present cashier. The business of the bank is, it is stated, about five times more than it was in 1904.

The Security State Bank of Hibbing was organized on February 9, 1911. Its original capital was \$25,000, and its first officers: Hans C. Hansen, president; H. P. Reed, vice president; W. R. Spenceley, cashier. Mr. Hansen did not qualify and C. A. Remington was elected as the "first acting president." The capital of the institution has never changed; the only change in official roster was the election of H. C. Hansen, as president, in 1919, and the addition of Emil Salminen, as assistant cashier. Deposits are near \$800,000, and there is now a surplus of \$5,000.

There is now a fourth bank, the Hibbing State Bank, which was organized on November 10, 1919, and serves the people of South Hibbing. First officers were: H. P. Reed, president; W. J. Ryder, vice president; E. G. Hoskins, cashier. The capital is \$25,000 with surplus of \$5,000.

Hospitals.—Hibbing has three hospitals. The first to be established was the Rood. Dr. D. C. Rood came to Hibbing in 1893-94, and soon established his hospital which served the village and the mining companies. In 1898 Dr. H. R. Weirick came to Hibbing, and ever since has associated with Dr. Rood in the hospital service. In 1920, the new Rood Hospital at South Hibbing was completed at a cost of \$350,000. It is by far the finest hospital on the range, and the same two physicians, Drs. Rood and Weirick, head the medical staff. They have had enviable part in the development of the community, also during the last 20-25 years.

The Adams Hospital was first opened in June, 1902, by Dr. B. S. Adams, and provided accommodation for fifteen patients. The hospital has developed considerably since that time.

Hibbing in addition has a detention hospital owned by the municipality. It was completed in 1920, at a cost of \$35,000, and "is the only hospital in St. Louis county, if not in all Minnesota, that has a receiving ward for tubercular patients."

Churches.—The pioneer church activity has already been referred to. The first church services, it appears, were held in Murphy Brothers' store. The religious meetings were of union character. There are ten or more strong church societies in Hibbing today, all with church buildings, the largest being the Methodist Episcopal.

The Catholic church was early active in the pioneer village. Fathers Joseph F. Buh and Mathias Bilban were the early attending priests, being in the village in 1894. The first mass was offered up on January 27, 1895, by Rev. C. V. Gamache, and for the next three years mass was held in the city hall. The first Roman Catholic church was built in 1897, but not completed until 1900, the first resident pastor being Rev. C. V. Gamache. Unfortunately space in which to enter into details of church history is not available. The Church of the Blessed Sacrament, the oldest Catholic church of

Hibbing, has the largest membership of any church society of the village. Rev. James Hogan has been pastor since 1911. The Church of the Immaculate Conception, of which Catholic church Rev. Raphael Annechiarico is pastor, is attended by Italians and Southern Europeans, generally.

The Presbyterian church has one of the strong memberships of Hibbing churches. Present pastor is Robert von Thurn.

The Episcopal church maintains its dignity and service, and its church building adds to the beauty of modern Hibbing. Present pastor is R. A. Cowling.

The Grace Lutheran has a substantial church at South Hibbing. Pastor is Rev. Walter Melahn.

The First Methodist Episcopal church, the largest in Hibbing, is on Sellers Street, and has a very strong membership. The Methodist church society dates back, in Hibbing history, to the early years of pioneer struggle. Present pastor is H. W. Bell.

The Swedish Methodist Episcopal church has a strong membership. Its present pastor is Rev. C. M. Carlson.

The Immanuel Swedish Lutheran is in charge of Rev. G. P. Williams; and Our Saviour's Lutheran, at South Hibbing, is the pastorate of A. E. Baalson. There are also two Finnish Lutheran churches, which together have a larger membership than any other Hibbing society. There is also a Norwegian Lutheran.

Then there is the Union church, at Alice, the Christian Science church, and the Jewish Synagogue. Certainly, in church attendance, and religious observance, Hibbing has long since passed out of the category of a "mining camp." She has, of course, in all things, and there are just as many devout men in Hibbing as in the average eastern city of like size. Possibly the people of Hibbing are even more liberal and loyal in the support of its church societies than is the general experience in other places.

The New Power Plant.—Hibbing has a "million-dollar" power plant. The magnificent plant built in 1919-20 at new Hibbing was estimated to cost \$900,000. It was decided upon in 1918, when it became evident that the original site of Hibbing would be needed soon for mining purposes. In any case, a plant would have soon been necessary, the existing plant having become inadequate. So it was decided to build "for the future," in new Hibbing. Contract was awarded in April, 1919, and the plant completed in September, 1920. Technical description cannot here be given, but it should be stated that the completed plant as it stands is a credit to its designer, Charles Foster, who is general superintendent of the Hibbing Water and Light Department, and supervised the construction. There is not a finer municipal power plant in St. Louis County, it is claimed.

Parks.—Conrad B. Wolf became superintendent of parks in 1913, the year in which Victor L. Power became mayor for the first time. Both made themselves evident by accomplishment of great things. Wolf has had all he has asked the village administration for, and has had the hearty co-operation of the mining companies in his plans of city betterment, and so has been able to establish a system of parks that must be an inspiration and a pleasure to the people of the place. The parks have been elsewhere referred to herein, but tribute must be paid to the planner. By his work in Hibbing, Mr. Wolf has come into good repute throughout the country among park superintendents, and landscape architects in general. His task was an exceptionally difficult one, owing to the severity of the climate, but he has brought

color, fragrance and beauty to the village, and pleasure to the children. The people of Hibbing should get good return for all the money invested in the park system.

Commercial Club.—Hibbing is fortunate in having an unusually alert business body. The Commercial Club is making Hibbing very evident in other parts of the state, and neighboring states. Its energetic secretary, S. V. Saxby, has the hearty co-operation of almost all the business people of the place, and especially of the officials of the association. The officials of the Commercial Club are: R. W. Hitchcock, president; C. C. Alexander, E. A. Bergeron, E. W. Coons and John Curran, vice presidents; S. V. Saxby, secretary; A. L. Egge, treasurer; C. C. Alexander, E. C. Eckstrom, C. V. Chance, S. C. Scott, O. G. Lindberg, F. A. Wildes and G. H. Alexander, directors.



BIRD'S-EYE VIEW OF BENNETT PARK, HIBBING, 1915—AFTER FIRST YEAR OF WORK UPON IT

Newspapers.—The Hibbing "News" was established in 1899, as a Hibbing paper, although as a range newspaper its age can be increased five years, for it was in the spring of 1894 that C. A. Smith issued his first number of "The Ore," at Mountain Iron. It was intended to cover the whole of the range, and at that time Mountain Iron was, perhaps, the most important place. But with the great development of mines at Hibbing the center of activity changed, and in 1899 the owners of the "Ore" decided to move their office to Hibbing. There the paper became "The Mesabi Ore and Hibbing Daily News," and so it remained until 1920, when it became a daily, a successful morning paper, the only morning paper of the range, by-the-way, and in consequence enjoying a good circulation throughout the range. Claude M. Atkinson, a gifted and original writer, acquired the paper in May, 1899, and with his son, Marc M., has conducted it ever since.

Another early paper was the Hibbing "Sentinel," Will A. Thomas, editor and proprietor. The paper was in existence in 1899, the "Sen-

tinell" plant having been "hauled overland from La Prairie by Wm. McGrath. Publication of the "Sentinel" was discontinued in the fall of 1899, but resumed in July, 1902.

The "Tribune," which of late years has been an evening journal, was founded in June, 1899, and in the early years was a weekly publication. It was originally owned, it has been stated, "by a stock company, whose manager was J. Waldo Murphy." Another record is to the effect that in 1902 the plant was owned by H. C. Garrott, of Eveleth, and that the editor then was Theodore C. Surdson. Early identified with it as partners were T. C. Congdon, druggist of Hibbing, and F. G. Jewett, pioneer dentist of the village. A. E. Pfremmer was the sole owner of the paper in 1906, when R. W. Hitchcock, present editor-owner, acquired a part-interest in the journal. With the retirement of Pfremmer in 1910 Mr. Hitchcock became sole owner. The "Hibbing Daily Tribune" has a good circulation, and covers the afternoon field well.

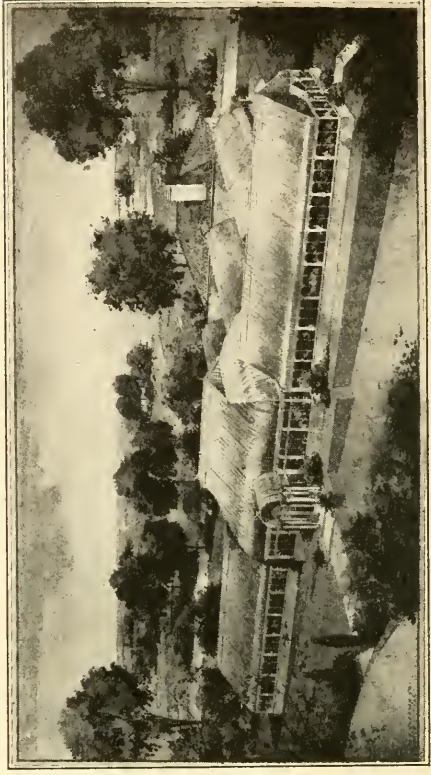
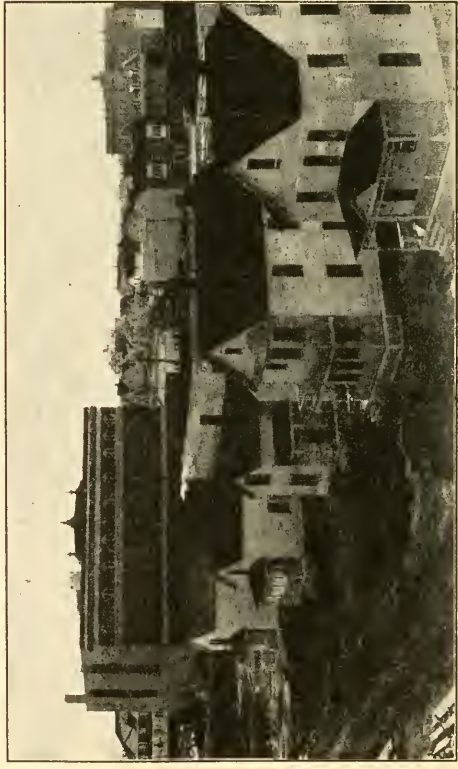
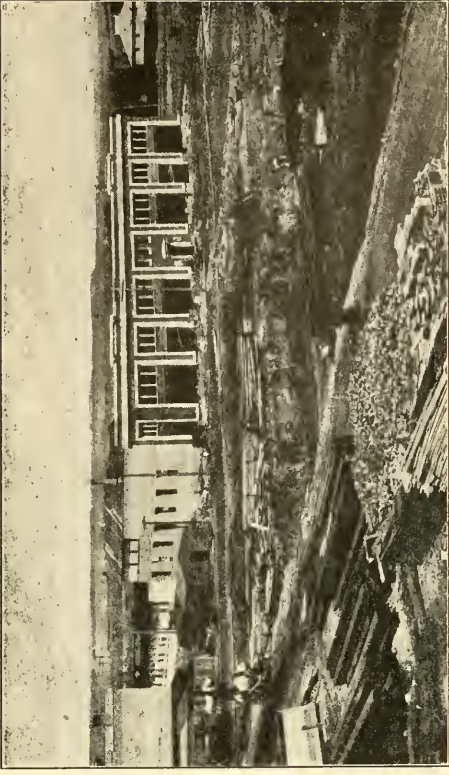
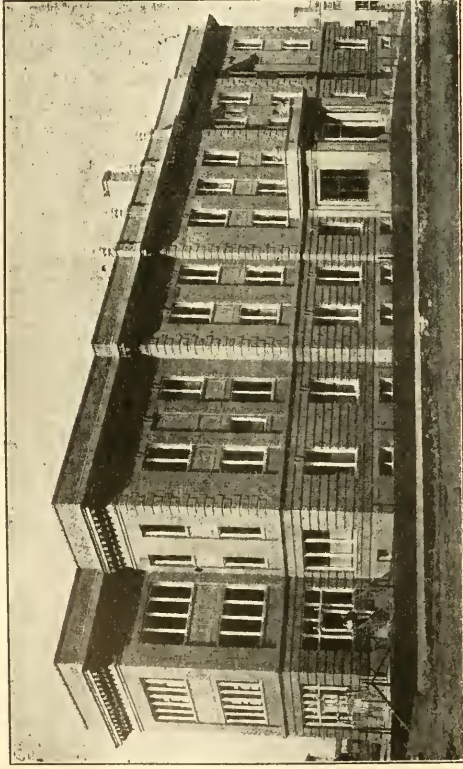
Another local paper of merit established recently is the "Gopher Labor Journal," a weekly, founded by W. T. and C. J. Lauzon, at South Hibbing in 1919. W. T. Lauzon became sole owner in March, 1920, Sandford A. Howard, an experienced newspaper man, coming to Hibbing to assume editorial direction of the paper. Recently from the Gopher Printing House came a well-written and elaborately-illustrated booklet on Hibbing, "The Old and the New."

Transportation.—Hibbing has two railroads, and a wonderfully efficient motor-bus service along the range. And in addition, an electric trolley system that brings all the important places of the range within an hour of Hibbing. The motor-bus service, owned by the Mesabi Transportation Company, is an instance of how rapidly worth-while things are developed in that country. The Mesabi Transportation Company was organized on January 1, 1916, to operate a line of motor buses between Hibbing and Grand Rapids. At the outset, the company had five busses, the officers of the company being the drivers. In 1920 they were building a \$75,000 garage at South Hibbing to house its twenty-three White and Studebaker buses; and they were averaging seven thousand passengers daily, and maintaining a service "as regular and reliable as a good clock." The officers of the company are: C. A. Heed, president; C. E. Wickman, vice president and manager; E. C. Ekstrom, secretary; A. G. Anderson, treasurer, and R. L. Bogan, director.

Court House.—The magnificent District Court House at Hibbing is one of the finest buildings, probably the finest, in old Hibbing; and it is far enough away from the point of mining to be sure of its present site for many years. It was built in 1911, so as to give to the western part of the Mesabi range within St. Louis county a service equal to that established in Virginia, for that part of the range, in 1910.

Hibbing ere long hopes to have a Federal building.

War Record.—Hibbing's war record was a meritorious one. Its young men went into the fighting forces, as has been recorded elsewhere; its women formed a powerful Red Cross chapter; its miners put even more "steam" into their work; and its people, rich and poor, combined to give to the limit of their means to the various war funds. If the Lake Superior district represents 8-10ths of America's ore supply, and the Mesabi produces more than all the other ranges combined, then Hibbing's part in the providing of the raw material with which to make the shells and the ships was by no means insignificant.



UPPER LEFT—THE NEW ROOD HOSPITAL AT NEW HIBBING; UPPER RIGHT—MESABA TRANSPORTATION GARAGE AT NEW HIBBING, IN COURSE OF CONSTRUCTION; LOWER LEFT—THE ANDROY HOTEL (162 ROOMS, 100 BATHS) AT NEW HIBBING. (DWELLINGS SEEN IN FOREGROUND WERE ALL REMOVED FROM OLD HIBBING); LOWER RIGHT—THE \$100,000 PUBLIC CONSERVATORY AT BENNETT PARK, HIBBING

when one realizes that from one alone of Hibbing's open-pits, the Mahoning-Hull-Rust, came about 9,000,000 tons of the 40,000,000 tons won for the world and the allies from the Mesabi Range in 1917.

Moving of the Village.—While it is erroneous to state that Hibbing as a whole is being removed, it is proper to assert that all buildings on the original townsite will have to be removed. The removal will be undertaken gradually, and even when completed, about two-thirds of what is known as the "old town" will remain undisturbed, the Pillsbury and another "forty" not being needed by the mining company. The Minneapolis Daily Tribune, of May, 1920, stated:

For twenty years it has been common knowledge to the townspeople that the ore body in the east, west, and north sides of the original townsite of Hibbing extended under the principal business section. * * *

For the last ten years the most densely populated district of Hibbing has been surrounded by open pits, making it impossible for the town to expand. The northerly extremity extends out thumb-like and somewhat like a plateau, some of its buildings being perched on the edge of a wild gorge, hewn deep into the earth. Since the original townsite was laid out, the mines have steadily encroached on it, the Sellers' from the north and east, and the Rust from the west.

The Oliver Company * * * had already acquired the right to the minerals under part of the town by lease, in 1899, and two years ago began to buy the surface rights. It paid \$2,500,000 for them, and today owns the majority of the lots and buildings in an area of more than eight city blocks.

After these purchases were made, it became necessary to acquire a new location for that part of the town that had to be transplanted. One mile away was the Central Addition, owned by the mining company, and here is to be the "New Hibbing."

The first buildings moved from the original townsite to the new addition, in September, 1918. All frame buildings in good condition have been transferred. * * *

The moving of the buildings had to be done by steam log haulers and tanks (traction engines) of the caterpillar type.

The Central Addition is growing very rapidly. Since last September sixty-two buildings, dwellings, and three store buildings have been moved onto the site, and twenty-four new buildings have been built. * * *

* * * Within another year, the mining company officials say, there will be little left of what was the original business section of Hibbing.

Recently fifteen persons residing in the southern end of the business and residential district, the Pillsbury and Southern Additions, and in the township of Stuntz, just outside the village, began an action against the Oliver Company, the Town of Hibbing, and the Mesaba Electric Railway Company, to enjoin the town from disposing of its property in the original townsite, enjoining the vacation of streets, enjoining the railways company from removing its tracks, and enjoining the Oliver Company from doing certain things which would permit the mining of the northerly forty acres.

They suggested that the Oliver Company purchase their property, but it has no interest in the ore underlying the Pillsbury or Southern Additions. The application for a temporary injunction was argued November 28 and 29, and was taken under advisement.

An issue of the "St. Paul Dispatch," that of September 8, 1920, stated that \$20,000,000 was being expended in the removal of the town and the building of the new. Other estimates place it at \$18,000,000. And the "Hibbing Daily News," of July 4, 1920, thus tabulated the cost incurred in removal and new construction:

New business buildings	\$3,000,000
New hotel and hospital.....	1,000,000
New power and heating plant.....	1,000,000
New homes, already constructed or under construction	1,000,000
New school buildings	2,600,000
Water and sewer mains	650,000
Street grading	450,000
Recreational building	750,000
City hall	500,000

Depot and railway improvements.....	\$ 500,000
Warehouses	500,000
New homes and apartments to be built by the Oliver Company for its employes.....	1,800,000
Office buildings, Sargent Land Company, and Meridan Iron Company	500,000
Interurban line improvements	100,000
County Fair Grounds	250,000
Municipal Athletic Park	25,000
Additional boulevarding	50,000
Other civic improvements	2,500,000
	\$16,950,000

which is quite a "big construction bill for a little village of fifteen thousand." It would be "big" in other places than Hibbing, where dimensions, no matter how "big," bring no surprise to men who know Hibbing's history. Hibbing started "big," and always will be.

Schools.—The biggest, most astounding, feature of Hibbing is its schools. The new high school at South Hibbing, the cost of which is expected to pass \$2,000,000 will, probably, be the finest high school in the state, indeed in many states, because not many public school districts have the means with which to provide such a costly school. There is no doubt that educators of eastern parts of the country would look with amazement at the range schools, if they paid a visit to this part of the country. And they would look with envious amazement at the salaries drawn by the teaching staff of a range school. The superintendent of Hibbing District receives a higher salary than any other public school superintendent in the state, it has been stated.

Hibbing's school history begins with the first school session, held in the pioneer village in 1893, when Miss Annie McCarthy had the use of the upper floor of J. H. Carlson's store building, on Pine street. In 1894, the first school building was built, and at the time it was thought that they were planning well ahead of requirements in building a four-roomed schoolhouse. But the building problem has always been a serious one in Hibbing, where the enrollment outgrows the schools almost before they are ready for occupation. "A building that was thought to be ample for several years' growth would be filled to overflowing almost before it was fully completed." The following grade buildings have been erected within the last nine years: A twenty-room building, costing, with equipment, \$150,000; four four-room buildings, costing \$20,000 each; one eight-room brick building, costing \$40,000; two four-room frame buildings, built on leased sites * * * at a cost of \$18,000 each; two two-room frame buildings, costing \$15,000 each, and five one-room buildings. In addition, there is the large Central high school building, the Lincoln, built in 1912, at a cost of \$350,000. But notwithstanding this costly building program, there was serious overcrowding in some of the Hibbing schools in 1920. In South Hibbing fourteen classes were held in store buildings, and the kindergarten in the fire hall. In the main school it was found necessary to take the enrollment in sections, and to use the basement rooms.

Relief will come with the completion of the present building program, which includes a large school and the \$2,000,000, or \$2,600,000 high school and junior college. Hibbing, by the way, has the third-largest junior college west of the Alleghenies and east of the Rockies. The high school growth has been from 73 to 650.

The enrollment for the Hibbing district in 1893, perhaps, reached the tens, but did not get far into it; the enrollment for the school-year 1919-20 was 4,080. The teaching staff grew from one, in 1893,

to 181, in 1919-20, ninety of the latter being graduates of college or university. Average salary to male teachers in that year was \$244; to female teachers, \$152. School property then included sixteen frame school houses, and six of brick, the whole valued, in county statistics, at \$1,127,501. In addition there is an enrollment of more than 500 in the parochial schools. The school district has an assessed valuation of \$135,000,000, and therefore can always command the funds needed for its proper administration. The school tax for the year 1919-20, in the Hibbing school district was \$1,129,915.96, and for the year 1920-21 the tax will be more than \$1,400,000.

Mr. C. E. Everett, of the Hibbing school board, in his remarks before the graduating class of 1920, on June 17, 1920, gave an interesting and concise review of educational progress in the district. In part, he said:

The Hibbing School District, legally called Independent School District No. 27, of St. Louis County, covers six townships and eight sections of another. It is twenty-four miles long at its extreme length, and twelve miles wide at its widest point. It consists of such locations as Stevenson, Carson



NEW HIGH SCHOOL AND JUNIOR COLLEGE AT NEW HIBBING, FINEST SCHOOL BUILDING IN NORTHERN MINNESOTA; COST MORE THAN \$2,000,000

Lake, Kelly Lake, Kitzville, Mahoning, Pool, Webb, and Addition of Alice, and Brooklyn, besides the City of Hibbing. It was organized in 1898 as a common school district, and in 1908 as an independent district. It comprises 224 square miles.

There are seventeen location schools, having * * * from one to ten rooms. Two school buildings are under construction at the present time, the grade school, Cobb-Cook building, consisting of twelve rooms, and one High school and Junior college.

Buildings, however, do not make a school, and Hibbing is noted for its corps of instructors. Grade teachers with the same qualifications are paid the same salary as High school teachers. Many of our grade teachers are university, as well as normal, graduates. We believe in obtaining the best possible qualified teachers for every department of our schools.

Every student, beginning with the fourth grade, is taught some form of manual training, cooking and sewing, physiology, hygiene, and civil government have been included in the curriculum for next year, beginning with the seventh grade.

Twelve hundred and fifty children are transported each day into the town schools. The location schools offer work through the third grade. Above the third grade, the pupils are transported to town schools, where they enter departmental work. Departmental work gives each pupil an opportunity to have a special instructor to each subject. The sixty-minute, or hour plan is used. The first thirty minutes is used for recitation, the second thirty minutes for supervised study. Pupils are put in classes according to the mentality of the child, so that each child may get character and pace work which he is able to do.

Pupils who are transported into the town schools have the privilege of using the soup kitchen, feeding 250 a day free of charge, or cafeteria for hot lunches at cost price of food materials.

The school has one teacher giving her entire time to working in the homes of the non-English-speaking people, doing Americanization work. The health of the school children is not neglected. Two nurses give their entire time working with school children, and one doctor has, in the past. The board recently hired a dentist to give his full time to school work.

The members of the Hibbing school board, the Independent School District No. 27 of St. Louis County, in 1920, were: C. E. Everett, Hibbing, clerk; Frank Andley, treasurer; T. J. Godfrey, chairman; Dr. F. W. Bullen, W. F. Kohagan, R. Ray Kreis, directors; C. C. Alexander, superintendent. The last named is recognized as



A CONCRETE-FLOORED BUILDING MOVED SUCCESSFULLY TO NEW HIBBING—THE OLD COLONIA HOUSE, ON ITS WAY TO NEW SITE, THERE TO BE RENOVATED AND RENTED TO SCHOOL BOARD AT \$500 A MONTH, FOR USE AS TEACHERS' APARTMENT HOUSE

one of the most capable educators of the state, and the Hibbing system has been described as "Out-Garying (the famous) Gary."

And the certainty is a good field in the Hibbing district for the fullest and most capable work of the most able educators. In Hibbing school last year thirty-nine nationalities were represented, Americans predominated of course, but attending school were: 759 children of Swedish origin, 393 Clovanian, 257 Servian, 200 Norwegian, 933 Italian, 186 German, 320 French, 918 Finnish, 256 Croatian, 417 Austrian, and smaller numbers of other nationalities. In very many cases, the children acquire American ways and speech before their parents. In many cases, the children go to school by day, and the parents are just as enthusiastic students by night, and while the parents are in school the school administration sees that their children are cared for in the home. It is a very enlightened system, producing good results for the town and nation. There was an enrollment of

more than 600 adults for the night-school sessions in the Hibbing district in 1920.

Population.—Hibbing, on June 6, 1893, had a population of 326; in 1900 the federal census figures for Hibbing were 2,481; in 1910, 8,832; in 1920, 15,089. It has passed all the communities of the range territory.

Mayoral Succession.—The presidents of the Village of Hibbing from the beginning have been: J. F. Twitchell, 1893; J. F. Twitchell, and James Gandsey, 1894; James Gandsey, 1895; R. L. Griffin, 1896; J. A. McIntyre, 1897; A. N. Sicard and E. J. Longyear, 1898; T. Waldo Murphy; 1899; James Gandsey, 1900; John A. Redfern, 1901; W. J. Power, 1902; Frank H. Dear, 1903; W. J. Power, 1904; Peter McHardy, 1905; Frank Ansley, 1906; H. R. Weirick, 1907-12, and Victor L. Power, from 1913 to the present.

Now the historical review must close. Enough has been written to indicate that Hibbing has had a great past, and promises to have a great future. Its citizens have the spirit to keep it ever moving forward; and they certainly have the money to help them.

CHAPTER XXIV
HISTORY OF THE CITY OF VIRGINIA
"QUEEN CITY OF THE MESABI"

By reason of its geographical position fundamentally, but for other reasons also, the city of Virginia rightly is termed the "Queen City of the Mesabi Iron Range." She has since the 'nineties been the centre, the metropolis, of the range, one might say of the ranges, for she is recognized as the business metropolis of the Vermilion as well as the Mesabi range. Hibbing is becoming increasingly conspicuous, and is notably aggressive, but the general impression a stranger in Virginia gets of things municipal, social and civic is that Virginia is, and long has been, the established leader among the communities of the range territory.

Mining.—As is the case of course with all communities of the Mesabi range, the history of Virginia begins with mining explorations, and it is therefore proper to review the history of mining in the Virginia district before writing about civic affairs.

Among the early explorers of the Mesabi, those that are known to have passed over and noted the Virginia "loop" and suspected its mineral value in the 'eighties, were members of the Merritt family, David T. Adams, and John McCaskill. It is hardly possible now to decide who was the first to begin actual explorations, in the way of test-pit sinking. One record indicates that "the first exploratory work (in the Virginia group) was done on the Ohio" by a company in which Dr. Fred Barrett, of Tower, Thomas H. Pressnell, of Duluth, and others were interested. Winchell states that "the first pit in ore in this township, 58-17, was sunk on the southeast quarter, northeast quarter sec. 8, by Captain Cohoe, and discovered ore at a depth of thirteen feet. This was in March, 1892, and was the Missabe Mountain mine." It is generally supposed that the first ore discovered in the Virginia district was at the Missabe Mountain mine, but David T. Adams writes:

In the winter of 1890-91, I made a trip into township 58-17, in the interests of Humphreys and Atkins and myself, and camped for ten days on section 4 * * * north and east of the present city of Virginia. During my ten days' stay in that township I located every deposit of ore in the Virginia hills, from the Alpena and Sauntry, in section 5, down to the Auburn, in section 20, and I brought back the minutes with the deposits well marked, including the minutes of the lands where Virginia stands. All of the lands containing deposits that could be acquired in some way were acquired by Humphreys, Atkins and myself, including the lands upon which stands the city of Virginia.

In the spring of 1891 I engaged the services of John Owens, then of Tower, to erect exploring camps on the nw. qr. of the nw. qr. of section 9, now the Commodore, which was the first exploring camp built in township 58, range 17. Explorations on this property ensued, with Mr. Owens in charge of the men, and in the second test-pit, of a series which I had located to be sunk, the first ore in this township was discovered. A little later, I discovered ore on the s. half of the sw. qr. of section 4, now the Lincoln mine, but the discovery was in the low lands, and, on account of the water, the work, was abandoned for the time being.

The next discovery in that township was made by the Merritt Brothers, on the ne. qr. of section 8, now the Missabe Mountain mine, and the next discovery was by me, on the sw. qr. of the nw. qr. of section 9, now the Lone Jack. Next following were the Norman mine, by Louis Rouchleau; the Minnewas, by the Merritts; the Rouchleau Ray, by Louis Rouchleau; the Moose, by John Weimer; the Shaw, by Gridley and Hale, and the Auburn, by Cap-

tain N. D. Moore. Meantime, Frank Hibbing reported a discovery of ore on the w. half of the sw. qr. of section 31, of 58-20. These discoveries were made in rapid succession and furnished undisputed evidence of the existence of vast deposits of iron ore in the taconite formation, and the great possibilities of the Mesabi range, and did more to establish the Range solidly in the minds of the people throughout our country than all that was said and done previous thereto. It then became everybody's game, and everyone for himself, to do the best he, or they, could in acquiring options and raising money for developments, and explorations along the range became general. In the meantime Captain Edward Florada, who was left in charge of the explorations on the Cincinnati when I started work at Virginia, took an option on the Missabe Mountain from the Merritt brothers, and succeeded in interesting the late Harry Oliver in the option. The entry of Mr. Oliver on the range further stimulated explorations, and thereafter proved the nucleus of the Oliver Iron Mining Company.

Another record reads: "The first ore actually discovered in the district (Virginia) was on the Missabe Mountain mine, now known as the Oliver, by Captain John G. Cohoe." Supporting that statement, Mr. Fred Lerch, who has resided in Virginia since 1892, writes: "The first ore discovered in the Virginia district was by Capt. John G. Cohoe. He was conducting exploration work at Biwabik." Captain Cohoe, by the way, was sent to Biwabik in August, 1891, and in ten days "had ten pits in ore" at the Biwabik mine. He might possibly have gone over to the Virginia district soon afterwards.

Captain Florada was a mining man of experience in the Michigan ranges at the time ore was discovered on the Mesabi, and presumably was in the Biwabik district in 1891. However, a review written in 1909 of his activities in Minnesota mining includes the following paragraph regarding his part in pioneer mining in Virginia district:

In 1892 he turned his attention to prospecting on the Mesabi range, where a few deposits of ore had been recently located. Here he met the late Henry W. Oliver, by whom he was engaged to locate and open an iron mine. A series of brief investigations on the part of Mr. Florada sufficed to convince him that the property now known as the Missabe Mountain mine was what he was seeking, and he proceeded to strip and develop the same, in which he retained an interest for several years.

The same 1909 publication makes the statement quoted below, as to the coming of John Owens to Virginia:

Early in 1892, Mr. Owens went to Virginia, and engaged in exploration work for Mr. A. E. Humphreys and associates. He took charge of a force, which by test-pitting located the famous Commodore mine, then known as the New England.

Another, and an earlier review of Mesabi mining states, regarding the Commodore, or New England, mine:

The Commodore mine * * * has the distinction of being the first property in the Virginia group on which actual development work was done. It was explored in 1891-2 by A. E. Humphreys and associates.

So that the records are somewhat conflicting. The fact is, all the prospectors were more concerned in finding and developing ore properties than in keeping the historical record correctly, in those exciting and strenuous early years on the Mesabi. So, we will now pass on to brief reviews of the individual mines of the Virginia district, beginning with the

Missabe Mountain Mine.—This mine is situated on "indemnity school lands belonging to the state." The first pit on the property was sunk on the se. qr. ne. qr. of section 8, by Captain Cohoe, "and discovered ore at a depth of 13 feet" in March, 1892. Captain Cohoe was employed by the Merritt brothers, who had secured the mineral lease

from the state, on a royalty of 25 cents a ton of quantity mined. Fred Lerch gives the information that Captain Cohoe "located the southeast corner of the quarter section * * * took three hundred paces to the north, three hundred paces to the west, and located his testpit, which encountered ore at a total expense of \$35, a remarkably cheap discovery, when one considers that the Missabe Mountain mine originally had about sixty million tons of ore, worth today about \$100,000,000." However, the Merritt brothers "had their hands full;" they had more ore "in sight" than they knew what to do with, which perhaps explains why they were willing to let a proved mine in that early day of the Mesabi pass to another. They leased, or sub-leased, the property to Henry W. Oliver, through Capt. Ed. Florida, on the



OLIVER'S FIRST VENTURE IN MESABI MINING—THE MISSABE MOUNTAIN MINE, VIRGINIA, SOON AFTER STRIPPING OPERATIONS BEGAN

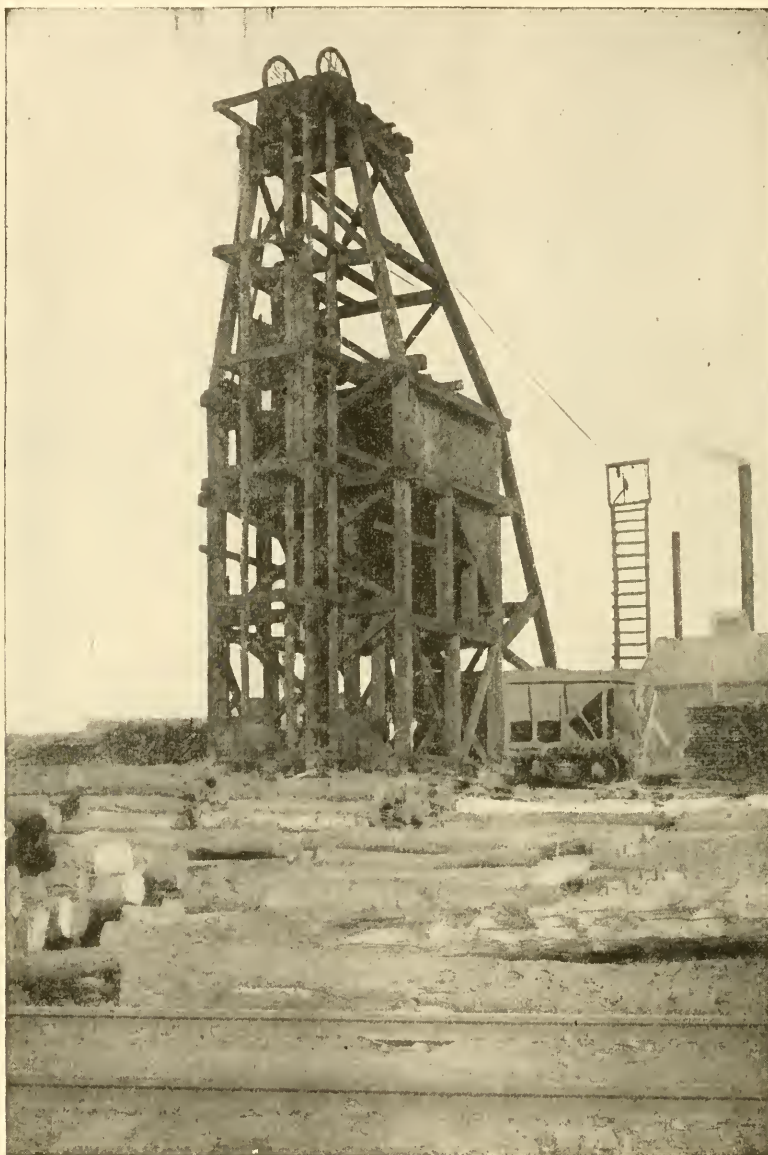
basis of 65 cents a ton royalty, 25 cents of which would have to go to the state. That transaction was the making of the Mesabi, for Henry W. Oliver became interested in Mesabi ore at the opportune moment—at the time when the peculiarities of the Mesabi ore made it problematic whether it would eventually prove to be worth anything at all to the finders. Oliver had furnaces of his own, was well known to steel men, had the co-operation of Frick, and so was able to push past the obstacles that might have made other steel men become indifferent to Mesabi ore, and refuse to exert themselves to adapt their furnaces to the peculiarities of the raw material. Oliver was "in it" and he just had "to go through with it": he had to make his mining investment good. He did so, and incidentally made the Mesabi, becoming by far

the largest operator on the range. (See Chapter XVIII, reviewing the main epochs of Mesabi mining history.)

One record states that the Missabe Mountain mine was found "a few months after the Biwabik discovery." The Biwabik mine was proved in August, 1891, by Captain Cohoe, who also sank the proving testpit at Missabe Mountain mine. Missabe Mountain Iron Company was incorporated by the Merritts on January 27, 1892, the capital being \$3,000,000, and the incorporators Leonidas and John E. Merritt and K. D. Chase. On March 2, 1892, the company was granted a state lease, No. 59, on the usual royalty basis presumably. It has been stated that the Merritts expected "to spend \$150,000 in exploration" on the Missabe Mountain property, but that "they actually spent only \$41." How it happened that Henry W. Oliver, a steel manufacturer of Pittsburgh, made the journey to the Mesabi range at all, at a time when only local speculators were "grubbing around," must it seems be attributed to his interest in national politics. He happened to be "present at the nomination of Harrison (for the presidency) in 1892, and as he was in Minneapolis he made a side trip to the new Mesabi range, the fame of which was being noised among ore men. From the nearest railroad station on the Duluth and Iron Range it was thirty miles across country to the new field, a fearful trip, to be made in a buckboard, through swampy woods, over corduroy roads, churned hub-deep with the hauling of many teams. With Mr. Oliver were George T. Tener and C. D. Fraser, also of Pittsburgh, among the ablest of his lieutenants whom he was even then gathering about him. They visited the Cincinnati mine, at that time the nearest to a mine on the Mesabi. * * * They lodged at the Cincinnati location, and then Tener and Fraser, in their misery, refused to go another foot. Oliver went next day to the Missabe Mountain Iron, and was so impressed with its possibilities that he leased it forthwith on a 65 cent royalty." The leasing agreement was a good one for the Merritts; it gave them a little ready cash, with more soon to follow, the lease of August 1, 1892, calling for an advance cash payment of \$75,000 by Oliver to the Missabe Mountain Iron Company, \$5,000 upon signing of lease, \$45,000 in equal monthly installments over the next three months, and the balance before operations began in 1893, in which year Oliver was to mine 200,000 tons. The lease was to run to January 1, 1903. Oliver was not a wealthy man, but he "caught the fever" when he reached the range, and risked the future. He was a good business man but somewhat speculative. A mutual acquaintance, meeting a friend of his while traveling, once asked: "Is he rich or poor this year?" Oliver had experienced many vicissitudes in the course of his business career; "he had made and lost fortunes." When he invaded the Mesabi, it is said he was "fairly rich." A year later, when the mine was shipping, he was "desperately poor." And in the "Pittsburgh group are men today who remember how the Missabe Mountain shipped 300,000 tons in 1893 without a cent." Still in that year nobody seemed to have money, and men on the mining range considered themselves fortunate if they were "grub-staked."

After securing the Merritt lease to the Missabe Mountain mine, in August, 1892, Oliver went on quickly with his plans, and on September 30, 1892, the Oliver Mining Company, with an authorized capital of \$1,200,000, was incorporated, the principal promoters being H. W. Oliver, H. R. Rea, G. E. Tener, E. D. Reis, C. D. Fraser and Edward Florida, the last-named having been given charge of mining operations. How Oliver drew into co-operation with him the most powerful steel men of America is told in the Mesabi general chapter.

In 1894, in consideration of "very large output," a minimum of 400,000 tons a year, Oliver was able to get the Lake Superior Consolidated Iron Mines, John D. Rockefeller's mining subsidiary, which had succeeded to the Merritt interests on the Mesabi, to reduce the royalty to 25 cents, with, presumably, an additional 25 cents for the



YAWKEY MINE

state treasury. The first year of shipment was 1893, when 123,015 tons were mined. In 1894 the output was 505,955 tons, the Mountain Iron and Missabe Mountain mines standing well out from the other twelve producing Mesabi mines of that time. Regarding the Missabe Mountain Mine, in early 1895, Winchell wrote:

Including the 1 cent tax, the income to the state from this mine has amounted to \$163,532.20 in two years. This mine has been developed and its wonderful record made, under the direction of Capt. Ed. Florada and Capt. A. J. Carlin. A greater depth of ore has been proven here than at any other point on the Mesabi, a vertical drill hole 320 feet in ore having failed to pass through it.

One need not wonder why, with such evidence before them, mining men were enthusiastic in the early nineties, as to the future of Mesabi mining.

Captain Florada was not the man who introduced the steam into Mesabi mining, but it was he who first demonstrated its great value in Mesabi operations. Bridge's "The Inside History of the Carnegie Steel Company" makes reference to the astounding work of the steam shovel at "the first Mesabi mine secured by Mr. Oliver, pointing out that 5,800 tons of ore were mined and loaded into cars by one steam shovel in ten hours," and that the output for one month was 164,000 tons. Continuing, he wrote:

This was the work of only eight men. Three such machines * * * mined from its natural bed 915,000 tons of ore during the season of 1900, working day-shift only.

Still, notwithstanding that it was the second-largest shipper in the first year, the Oliver Mining Company had only taken about three million tons out of Missabe Mountain Mine up to the end of 1917. The mine resumed its old activity in 1918, however, and by the end of 1919 the total quantity mined had reached 5,368,615 tons. Still, the present rate of production could continue for many years, for there is about fifty-five million tons still available. F. R. Mott is general superintendent, and W. A. McCurdy, superintendent.

Commodore Mine.—A. E. Humphreys, and his associates, including Atkins and Adams, "secured a lease on what were known as the Nelson lands, belonging to the C. N. Nelson Lumber Company, of Cloquet." As before stated, the explorations were directed by David T. Adams, with whom was Neil McInnis, and it is said that "ore was shown up on the Ohio and the Commodore within a few days after the first discovery on the Missabe Mountain."

"It was explored in 1891-2, and at that time known as the New England" Mine, stated one record. Humphrey's company, the New England Iron Company, subleased the property to James Corrigan on November 11, 1892, on the basis of 55 cents royalty, with a first year's minimum of 50,000 tons. The operations were in the hands of Corrigan, Ives and Company at the outset, the firm later becoming Corrigan, McKinney and Company. In June, 1893, the property passed to the Franklin Iron Company, Franklin Rockefeller being president of that company, and Thomas Goodwillie of Iron Belt, Wis., secretary. There being a heavy overburden, the mine was worked by a shaft, and in 1893 exceeded the minimum, 65,137 tons being mined. Whether the operation by the Franklin Iron Company was merely "a working agreement," or not cannot be decided from the papers now available. The Commodore and Franklin mines, which adjoined, were both in 1894 under the superintendence of Capt. John Harris, and Winchell recorded that they were then "owned and operated by Messrs. J. Corrigan, P. McKinney and F. Rockefeller." The Franklin property however "became involved financially," and passed into the possession of John D. Rockefeller, and was later acquired by the Republic Iron and Steel Company, which corporation still owns the Franklin Mine. The Commodore Mine, however, passed to Corrigan, McKinney and Company, under the superintendence of E. D.

McNeil, who in 1907 started the heavy task of stripping the overburden. The mine is still owned by the McKinney Steel Company, and E. D. McNeil is still general superintendent.

The Commodore mine has yielded 6,421,911 tons, to end of 1919, having been consistently operated since it became an open-pit. It is now, however, near the end of its proved supply.

Franklin Mine.—The Franklin mine was opened in 1893, in which year 46,617 tons were shipped. The Franklin Iron Company seems to have been handicapped financially and eventually the property passed from Franklin Rockefeller to John D., his brother. The former was so hard-pressed for ready money in 1893 that, according to Fred Lerch, analytical chemist of Virginia, he could not meet, on due date, an account of \$250 but then had to ask Lerch Brothers to accept a note, payable in sixty days, for the amount. The Franklin, with other mines, including the Union, Victoria and Bessemer, passed ultimately into the operation of the Republic Iron and Steel Company, present operators. C. T. Fairbairn was manager of the mining interests of the Republic Iron and Steel Company in 1907, and Capt. Wm. White general superintendent of the Franklin group. In 1919 the Republic company's mining affairs, which had reached out to the westward and now included several important mines of Kinney and Nashwauk districts, are directed by Francis J. Webb, with T. A. Flannigan, general superintendent. The Franklin mine has yielded 2,241,761 tons, to end of 1919, but seems to have reached nearly to the end of its available deposit.

Union Mine.—The Union mine was opened in 1900, and in four years shipped 296,424 tons. There was idleness for a few years, and then for some years the output was not appreciable. In 1912, however, more than 200,000 tons came from the Union, which ever since has maintained that volume of production. To end of 1919 the total of shipments was 2,278,229 tons. At present rate of production the proved deposit will be exhausted in a few years.

Victoria Mine.—The Victoria was opened in 1893 by Corrigan and Rockefeller, passing to the Republic Company eventually. No ore was shipped from it until 1906, and the total up to end of 1919 was only 637,300 tons, with very little still available.

Bessemer Mine.—The Bessemer was opened also in 1893 by same parties. It is not now on the shipping list. The last shipping year was 1915, when 49,459 tons were mined, the property having yielded altogether 1,238,540 tons.

Ohio Mine.—The Ohio mine was one of the first to show activity, if not the first to produce ore. It was probably already certain to the promoters that ore was in the property when they, on January 7, 1892, formed the Ohio Mining Company, of \$1,000,000 capital, to mine it. Identified with the promotion were: James E. Campbell, of Columbus; E. D. Sawyer, of Cleveland; W. J. Hilands, of same place; C. F. Nestor, of Lancaster, Ohio; R. S. Munger, M. R. Baldwin, T. H. Pressnell and J. K. Persons, of Duluth; S. R. Ainslee, of Chicago, and Fred Barrett, of Tower. The last-named was the pioneer newspaper editor of both ranges, having conducted the "Vermilion Iron Journal" for some years before founding the first Mesabi Range newspaper. He, however, was enthusiastically prospecting on the Mesabi range almost from the beginning of mining at Mountain Iron. Regarding him one writer stated:

Those were the days of many prospective millionaires, and Dr. Barrett fondly imagined that he was one of them. Although he died without reaching the goal of his ambition, he was richer than any mere money-grubber

that ever lived, for he possessed a wealth of human kindness, an inexhaustible fund of humor, and one of the noblest hearts that ever beat in sympathy for others.

The compiler may, perhaps, be pardoned for so diverting. As to the Ohio mine, Winchell wrote in 1895: "Leases and sub-leases have been made and forfeited upon this property, and its exact status at present is unknown to the writer."

It seems that two parties had a lease to the property, and both subleased to the Ohio Mining Company. S. R. Ainslee, of Chicago, leased to the Ohio Company on March 29, 1892, at a royalty of 25 cents. And on June 13th, following, James Sheridan and John B. Weimer, who seemed to have established some right to the property, leased it to the Ohio Company at 65 cents, with 150,000 tons minimum, and \$15,000 advance royalties. Trouble seems to have followed the promoters. On March 31, 1894, the decree of court forfeited interests of Sheridan and Weimer in Ohio Mining Company's lease, "in default of lease of June 24, 1892."

Weimer, however, was, from the beginning, involved in the attempt to exploit the mine. They found the ore, but before mining decided to strip the property. Before they could complete that work, the money panic of 1893 set the Ohio Company on the inactive list. John B. Weimer had undertaken the stripping contract, but he failed—for a like reason. Then followed the years of deflation, the period in which Mesabi ore could not be mined at a profit. Eventually, it became evident that small independent companies could not live, and the Ohio stock was swept into the Rockefeller holdings, passing eventually with his other property to the U. S. Steel Corporation's mining subsidiary, the Oliver Iron Mining Company. The mine has only been worked spasmodically. Up to 1900, 540,514 tons had been mined; in 1900 the output was 172,597 tons; but no more was mined until 1905. Eight hundred thousand tons was worked in 1907, but since that time the mine has only been worked during one year, 1916, when the shipment was 23,665 tons. It must therefore be considered as one of the reserve properties of the Oliver Company, there being about four million tons still available.

Lone Jack.—The Lone Jack mine adjoins the Ohio. The property was owned originally by Alonzo J. Whiteman, of Duluth, who seems to have leased it (or sold it) to John T. Jones and D. T. Adams. Another account states that it "was owned by A. J. Whiteman, who sold it before iron was discovered. A lease was taken by David T. Adams, James Foley and associates, who explored it and soon found ore." The Merritts also were interested in it originally, a lease passing from them to N. D. Moore and J. F. Foley, thence through Humphreys to Lone Jack Iron Company. The Lone Jack Iron Company was formed July 24, 1892; the incorporators were A. E. Humphreys, George E. Milligan and Arthur Howell; and the capital was \$500,000. Two inclined shafts were sunk preparatory to mining by Captain Foley, but the properties were brought into the Merritt group to be consolidated, when the Merritts were struggling to extricate themselves from their financial difficulties. They failed and their options passed to Rockefeller. The properties also eventually became his, by purchase from D. T. Adams and others. Eventually, the Lone Jack came under the control of the Oliver Iron Mining Company, present owners.

Less than 200,000 tons have been mined since 1900, and there is still as much in the mine as has been taken from it. The available deposit is 2,329,356 tons; the quantity mined is 2,206,292 tons.

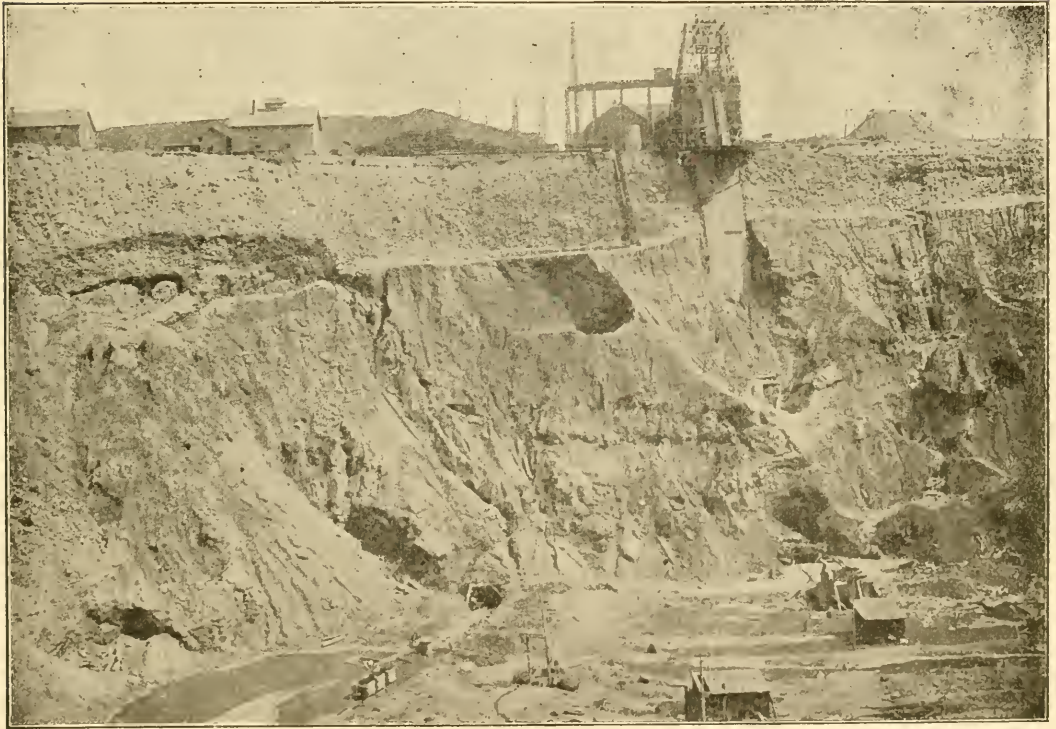
Lincoln and Higgins Mines.—The Wyoming Iron Company was formed on April 22, 1892, with a capital of \$300,000. The organizers were Frank Cox, S. W. Eckman and W. F. Gore, and the result of their operations were the Higgins, Tesora and part of the Lincoln. The company sub-leased the ne. of nw. of sec. 9-58-17 to John T. Jones on a royalty of 50 cents and 25,000 tons minimum.

John T. Jones and his associates explored the Lincoln, which adjoined their Commodore property. Later they disposed of their lease to the Inter-State Iron Company, the mining division of the Jones and Laughlin Steel Company. The mine, however, did not come onto the shipping list until 1902, when 87,908 tons were shipped. It has been continuously operated ever since, averaging about 250,000 tons a year, at which rate there is enough proved ore to last for about another seven years. C. T. Fairbairn was the mining manager when shipments first began, Thomas Pellew succeeding him in 1906. They were working four shafts in 1907, and it was then the best equipped underground property in the district. The Lincoln still belongs to the Interstate Iron Company, Mark Elliott being general superintendent and J. H. McInnis, assistant general superintendent.

The Higgins mine passed to the Oliver Mining Company in 1897 or 1898, Capt. John Gill becoming superintendent for the Oliver Company in 1898. The mining was somewhat more difficult than at some other mines, at the Missabe Mountain for instance. The first shipment from the Higgins was made in 1904. The surface was stripped and the mining carried on both by milling and by steam shovel, although owing to the steep grade the ore mined by steam shovel was not taken direct from the mine but dumped through a chute, and then hoisted in the shaft. About a million and a half tons have been taken from the mine, and about eight million tons still remain.

Norman Mine.—The Higgins Land Company was the original owner, paying \$1.25 an acre, in 1887, for 11,661 acres on the range. The right to explore and mine was sold to Louis Rouchleau, the lease being of July 11, 1892, from F. W. Higgins, of Olean, to Louis Rouchleau, who sub-leased to the Minnesota Iron Company. The company opened the mine in 1894, and "was the second to adopt the 'milling' method" of open-pit mining, the process being to strip off the overburden and mill the ore down through a winze into cars in the mine, from which the ore was dumped into skips and hoisted. The first superintendent was Capt. John Armstrong. By the end of 1898, 421,132 tons had been shipped. Eventually the mine passed, with the consolidation, into the control of the Oliver Iron Mining Company, but with the exception of a few thousand tons in 1907, nothing was mined from the Norman from 1898 until 1908, when the Oliver Company worked it "in connection with the Lone Jack, Ohio and Oliver (Missabe Mountain)." The Norman was a very deep and narrow mine, and as the open-pit mining proceeded furiously (as it did in 1908, 1909 and 1910, the three years averaging a million tons a year), the mine developed the appearance of a deep gully. The feeholders were concerned at the method of mining, and brought suit to set aside the lease, alleging that the Oliver Company was "wasting the ore, and hurting the mine." A compromise was effected, much to the financial advantage of the feeholders, it is believed. The lease was to expire on March 31, 1913, and just prior to that time a much richer ore bed was discovered beneath the other. The total shipment to end of 1919 was 6,481,788 tons.

Rouchleau-Ray Mine.—The Rouchleau-Ray mine is one of the great mining properties of the Mesabi. Not a ton has yet been taken from it, but the proved deposit is 23,953,707 tons. F. T. Higgins and Giles Gilbert were the feeholders, and mining right was granted to Rouchleau, of Duluth, the Rouchleau-Ray Iron Land Company being formed. The deposit was proved, to an extent, but no attempt was made to mine the deposit, probably because of the money panic of 1893, and the flatulency of market in 1894 and 1895. On November 20, 1895, however, the Rouchleau-Ray Land Company, together with feeholders, gave H. V. Winchell an option to purchase the mine for \$1,125,000. For a ninety-day option \$125,000 was paid, and it tran-



AUBURN MINE, 1902, AS IT APPEARED THEN, AND AS IT STILL IS, NOT A TON OF THE TWO MILLION TON DEPOSIT HAVING SINCE BEEN MINED

spired that the interested party was the Lake Superior Consolidated Iron mines, then owned by John D. Rockefeller. "Just before the option expired, the company asked for an extension of time, which was refused." That meant the saving of a few hundred thousand dollars to Rockefeller, for about a year later he purchased the property for \$750,000. The mine, of course, passed with the other mining property of John D. Rockefeller, to the Steel Corporation in 1901. It has since lain dormant in the control of the Oliver Iron Mining Company.

Auburn Mine.—A mile to the southward of the Norman is the Auburn, which was originally known as the Iron King. The property was explored by Nat Moore, for A. E. Humphreys and others. Soon it was leased by the Minnesota Iron Company, on a 30-cent basis,

and "under the direction of Capt. George W. Wallace became an example of the best results that could be obtained from the milling process." The Auburn was considered in 1894 to have "one of the finest plants and locations on the range." In 1894, 110,809 tons were shipped. Nothing has been mined from the Auburn since 1902, and up to that time a total of 2,143,028 tons had been shipped, leaving still available 1,793,917 tons. It is a reserve property of the Oliver Iron Mining Company.

Other Important Dormant Mines.—The history of several other important mining properties in the Virginia district is similar to that of the Norman and Auburn, in that there are enormous deposits available, but unworked. The Great Western and Great Northern properties were partly explored by the Merritts; the Great Western Reserve belongs to the Oliver Company and is considered part of the Auburn; not a ton has been mined of 5,108,305 tons available. The Moose is another Oliver property from which nothing has been taken of the proved deposit of 8,688,651 tons. From the Shaw, adjoining, nothing has been mined of 5,703,195 tons available. The Minnewas mine has given 68,084 tons of its 11,313,710 deposit. The Sauntry has a deposit of 18,573,108 tons, and not a ton of shipment is listed, while another undeveloped portion has a reserve of 6,628,395 tons, according to the Minnesota School of Mines statistics. From the Alpena mine, classed on the shipping list as the Sauntry-Alpena mine, and including shipments from the Sauntry mine, 9,193,272 tons have come since the two mines were first opened, and there is a reserve of about three million tons. These mines all belong to the Oliver Iron Mining Company, or are leased to them.

The "Moose" was first explored by A. E. Humphreys. Later John B. Weimer secured an option on it and made further explorations but lost it. The property was afterwards sold for \$400,000 and was cheap at the price.

The Shaw, adjoining the Moose, was one of the earliest exploitations. The Shaw Iron Company, capitalized at \$3,000,000, was organized on December 19, 1891, by D. W. Scott, J. E. Davies and R. H. Palmer. It was a Merritt promotion, the first officers being: D. W. Scott, president; A. R. Merritt, treasurer; A. J. Tallow, secretary; Alfred, E. T. and C. C. Merritt, and H. T. Hildebrand, directors. Their operations, however, did not reach the producing stage, and that has not yet been reached by their successors.

The Minnewas Mine was explored by Louis Rouchleau, and developed as an underground mine by Captain Cohoe and Capt. Phil Scadden in 1893, in which year 13,858 tons were shipped.

The Sauntry.—The Sauntry property was explored "in the early days by a man named McDonald, for the Musser-Sauntry Lumber Company, of Stillwater. It was later sold to the Oliver Iron Mining Company for \$750,000, and in the spring of 1900 stripping operations began, William Montague being then superintendent, and Otis Wasson, captain. "After considerable overburden had been moved, the work was discontinued, and the property has been idle since" stated a 1907 review.

The Alpena.—The Alpena adjoins the Sauntry. It was explored by Capt. M. L. Fay, for the Yawkey interests, "who sold it to the Steel Corporation."

The Minorca.—Captains M. L. Fay, J. H. Pearce and Harry Roberts discovered ore on the Minorca in 1900. They afterwards sold the lease to Pickands Mather and Company, "the first two receiv-

ing \$30,000 each, and the latter \$65,000." The mine was opened in 1901, and became a shipper in 1902. Captain Joseph Roskilly was in charge. The mine was worked steadily until 1915, at the end of which year there was only an available deposit of 25,000 tons. Nothing has since been shipped and Pickands Mather and Company have given up the lease.

Larkin Mine.—This mine, as the Tesora, was explored by Capt. M. L. Fay, and the Tesora Mining Company was formed to operate it, Captain Fay and W. H. Yawkey, the fee owner, constituting the company. They sank a shaft in 1906, with the intention of mining the ore, but an opportunity came to lease it, which they did to the New York State Steel Company, the mine then being changed in name to the Larkin, under which name it has since been known. Mining began in 1906 and ended in 1913, a total of 204,837 tons being mined. No further quantity has been proved up.

Onondaga.—The Onondaga mine, a small property, was operated by the Republic Iron and Steel Company for six years, which ended in 1913, but only about 200,000 tons have been mined.

Columbia Mine.—The Columbia mine, north of the city of Virginia, was explored for A. E. Humphreys and his associates in 1900. They sold the property, or the lease, to the Inter-State Iron Company. A shaft was then sunk, and shipments began in 1901, but mining had to be abandoned because of "the great volume of water encountered." Another attempt was made in 1905, but only 1,500 tons had been mined when mining ceased. Nothing has since been done with the property which eventually, presumably, will be made to yield its four million tons deposit. The Inter-State Iron Company still controls the property.

Quantity Still Available in the Virginia District.—It has been stated that there must be at least three hundred million tons of ore still unworked in the Virginia district, and the probability is that when that quantity has been mined more will still be available. Mining cannot be claimed to be carried on to the limit of production at present, but from the Virginia group in 1919 about 2,500,000 tons of ore were shipped.

Mining is not the only industry of Virginia, by the way, but it is undoubtedly its mainstay.

MUNICIPAL HISTORY

Growth of the "Queen City."—Virginia was "nothing but a dense and untracked forest in 1892"; in 1920 it was the fifth city of the state. In 1892 its bank deposits were almost nil; in 1920 they were \$4,300,000. In 1893 it had the use of one room for school purposes; in 1920 the cost of one school only, of the fourteen owned by the Virginia school district, was about \$1,500,000. There are as many teachers today in the Virginia schools as there were pupils in 1893. In 1892 there was one little portable sawmill; in 1920 Virginia could be proud of the fact that within the city limits is the largest white pine mill in the world. In 1893 about 230,000 tons of ore were shipped; in 1920 about two and a half million tons were mined, at which rate of shipment the ore deposits already proved in the Virginia district will last, probably, for more than another one hundred years. Virginia had one building for public purposes in 1893—church, lecture hall, concert room, community center; today there are a dozen substantial church

buildings, some millions of dollars worth of school structures, a \$275,000 courthouse, a \$60,000 library, four theatres, a "sky-scraping" office building, a \$100,000 opera house, and a couple of good hotels. Virginia hadn't a foot of paved highway in 1893; in 1920 she had more than sixteen miles of paving and twenty-six miles of sidewalk. In 1892 the total assessed value of Virginia was \$4,640, upon which the total levy was \$38.05; in 1919 the total valuation of the city of Virginia was \$16,873,834 and the total taxes \$1,525,394.59.

By these outstanding comparisons may be gauged Virginia's advance to metropolitan status in little more than a generation.

The Beginning.—Mining developments in the "Virginia Loop" of the Mesabi range during the spring and summer of 1892 made it quite evident to the mining explorers that a communal centre must soon develop near the mines. While in the first excitement and uncertainty of mining exploration, little thought was paid to more than emergency shelter, but with the ever-increasing discovery, and the rapidly-increasing number of men engaged in the preliminary, the matter of townsite, and the advantage that would accrue from the promotion of one, soon demanded consideration and recognition.

Planning the Townsite.—One alert group of explorers and promoters, those associated with A. E. Humphreys, early came to that opinion, and proceeded to select and to secure the most favorable site for a village. These men were A. E. Humphreys, David T. Adams, John Owens, G. W. Milligan, Frank Cox and Neil McInnis. Several other mining men, among them O. D. Kinney and George W. Buck, were interested in helping the project forward, but the men directly concerned in the promotion of the townsite company were Humphreys, Adams, Milligan, Eckman and Cox. The Virginia Improvement Company was organized by these men on July 12, 1892, the company being capitalized at \$50,000.

Finding a Name.—Regarding the early planning of Virginia David T. Adams writes:

It would seem to some people an easy matter to arrive at a name for a townsite in that country, especially at a time when the entire country was in its natural state and covered with timber, but, foolish as it may look, it seemed hard for the promoters to decide among themselves. Each proposed a different name, and insisted that their's was the only one, and before a name was agreed upon considerable dissension arose among the promoters. I had previously selected the place for the townsite; the idea was mine from the first. I engaged the services of M. E. Cook, an engineer of Duluth, to survey the townsite. I had everything done in my own way, and there was no complaint from the promoters, and for these reasons I thought I was entitled to the sole right of giving it a name. I proposed the name "Humphreys," in honor of A. E. Humphreys, but the name was rejected. I believe Mr. G. E. Milligan stated that, as the town was in a virgin country, and the first to be platted on the range with any prospective future, a name at least suggestive of the virgin country should be found. After two or three days of deliberation, I believe I suggested the name "Virginia," thinking it an appropriate name that would answer all purposes, as it would still be in honor of Mr. Humphreys, as Virginia was his home state, and would also be suggestive of the country. Hence, the name "Virginia" was finally agreed upon. Thereafter, on July 12, 1892, the Virginia Improvement Company was organized by myself, G. E. Milligan, A. E. Humphreys, Frank Cox and S. W. Eckman, and the original plat of Virginia was filed for record, on September 13, 1892. Then the lots were ready for sale.

Sale of First Lots.—We rented a vacant storeroom in Duluth, hung up a large plat on the wall, with maps showing the deposits of ore which had been developed up to that time around Virginia, and where others could be found, and then advertised the lots to be sold at public auction. The sale took place, with Captain Carr, of Charleston, West Virginia, as our auctioneer, and the first lots sold in the townsite of Virginia were sold that way.

The first lots on the townsite were sold at "prices running from \$300 to \$400 per lot." The timber "was slashed out along what is now Chestnut Street * * * and a few rough buildings erected that fall." The work of clearing the townsite was in charge of John Scott.

At about the same time the Virginia Light and Water Company was organized by Messrs. O. D. Kinney, A. E. Humphreys and George D. Buck, by which early promotion it seems clear that the projectors believed that the town planned would soon develop into a place of importance and of profit to holders of public utilities.

Petition to Incorporate.—In September, 1893, a petition was circulated among the people resident in the district and it was signed by forty-four men. The petition was addressed to "the County Commissioners of the County of St. Louis, State of Minnesota," who were "prayed" to approve of the necessary legal formalities being taken to effect the incorporation of land "regularly laid out and platted" and as shown on the plat filed in the office of the Registrar of Deeds on the 13th day of September, 1892. The petition stated that census taken on September 14, 1892, showed that "on said day the resident population of said territory so sought to be incorporated was found to be 181;" and the petition asked that the proposed village be designated as the village of "Virginia." The signers were Richard O'Neal, M. J. Grady, John Hoy, Dougal Johnson, John Byrne, Mike Hines, Geo. Morris, John Gibbins, Pete Johanson, Ole Sattos, John Nossorn, Isaac Koski, Frank Neddon, Ole Anderson, George M. Rees, J. R. Humphrey, H. Vanhorn, Hugh McMahan, P. J. Foley, Chas. Johnson, Thomas Huartson, William Bradley, James Hill, John Haley, James Ryan, Alex. Cain, Louis Rood, Fred Rossom, Will A. F. Williams, Joe Elliott, N. A. Beatty, Tom Short, John Thorsby, John Graham, John Elfstrom, Peter Elfstrom, G. A. Peterson, James Graham, Peter Berglund, Nupifti Jappila, Wm. Harvey, Chas. French, Robert McGruer, P. W. Scott.

The regularity of petition, and accuracy of its statements were vouched for by P. W. Scott, Thomas Short and Robert McGruer, on September 19, 1892, on which day the paper appears to have been presented to the county officials.

Petition Granted.—At the October session of the Board of County Commissioners the petition was considered and approved; whereupon the county commissioners ordered election to be held, to ascertain the will of the residents, on the 12th day of November, 1892, "at the store building of E. C. Burk, situated upon lots numbered 32 and 33 in block 21 of the Town of "Virginia," according to the recorded plat thereof." P. W. Scott, Thomas Short and Robert McGruer were appointed "to preside as inspectors at such meeting and election." Notices of Election were posted "at the sawmill and boarding house of J. E. Sher, situated in block 9 on Wyoming avenue; * * * at the office of the Virginia Improvement Company, on lot 32, in block 19, on Chestnut Street; * * * at the store of E. C. Burk; * * * at the Hotel of Nels Anderson, situated on lot 15 in block 26 on Chestnut Street; * * * at the office of Nigro and Librock, situated upon lot 8 in block 24, on Chestnut Street, all in Virginia." The meeting, or preliminary election, was duly and regularly held, and sixty-five ballots were cast, sixty-four being "For incorporation; yes," and one "no."

First Election.—Accordingly, the county commissioners ordered an early meeting of voters, so that village officials might be elected, and the incorporation completed. The election was held on Tuesday,

December 6, 1892. The following-named residents were elected to constitute the first village administration: John Owens, president; Howard Filegal, George Liebrock and John F. Towell, trustee; John F. Burke, recorder, and Neil McInnis, treasurer.

Virginia a Railway Station.—One day after the election took place Virginia was, on December 7, 1892, given the facility of railway connection, the spur of the Merritt railway, the Duluth, Missabe and Northern, being completed from Wolf Junction to Virginia on that day. Thereafter, the growth of the village was very rapid.

Growth had been almost impossible before, because those who wished to reach the place "were compelled to travel to the west along 'tote roads' which were almost impassable" all the way from Mesaba station, a stopping place on the Duluth and Iron Range railroad. It was the only point on a railroad from which any of the Mesabi expeditions could start, and there was such a tremendous rush of exploring parties, and such a heavy traffic developed by their operations, that in the early nineties the only corduroy road became almost impassable. In the late summer of 1892 the Duluth, Missabe and Northern reached Mountain Iron, which made the road much shorter for the people of Virginia; still that road soon reached the state in which it was a hardship to have to walk or ride along it, and much traffic was impossible. So it is possible to "imagine the joy that abounded when the first sixteen cars of miscellaneous freight reached Virginia on the afternoon of December 7, 1892. Part of the freight brought in by the first train was the machinery for the waterworks plant." A little later the Duluth and Iron Range Railroad also reached the city.

First Frame Store Building.—Tradespeople began to flock in, and temporary buildings gave place to "some of more substantial character." "Every line of retail business was soon represented." "One of the first frame buildings was put up by the Maas Hardware Company, on the northwest corner of Chestnut street and Central avenue."

First Sawmill.—One of the great inconveniences experienced by the early settlers was the lack of lumber for building purposes. The only means by which it was possible to get any lumber at all was by "importing it from other places," at considerable trouble and expense. However, this was soon partly remedied, John Owens bringing in a small portable mill, which he placed "on the shore of Virginia lake," near where the Primary school building later stood. John Owens had many tasks to do at that time, and in the sawmilling business he took into partnership a man named Robert McGruer, who operated the mill, which was soon working at full capacity. Even then, it could not cope with the demand for lumber, and when the place really began its first spurt, in the fall of 1892, the little mill could not hope to cope with the requirement. However, relief was in sight, for it appears:

The first of October, 1892, the news was heralded throughout Virginia that Finlayson and Company, of St. Paul, had purchased 50,000,000 feet of pine in the vicinity, and had decided to erect at once a large sawmill on a site leased from the Virginia Townsite Company. This meant the employment of at least 100 men in the sawmill itself.

It does not seem, however, that this larger mill was "at once" erected, otherwise it probably would have met the same fate as Owens' mill, which was destroyed in the fire which also destroyed the village of Virginia, in June, 1893. The Finlayson mill was in existence and operation in 1900, when it was also burned, at the time of the second razing of the city. For some years prior to its destruction in 1900,

however, the Finlayson mill was in the possession of Moon and Kerr.

A Distinguished Early Visitor.—W. J. Olcott, who later took over the direction of the mines owned by Rockefeller, and eventually became president of the Oliver Iron Mining Company stated, in 1908:

I remember my first visit to Virginia, in 1892, when there was only one small log building there, and that was on the hill near the Missabe Mountain mine. Some people reported before I made the trip that the ore on the Mesabi range was no good, and would never be merchantable. However, I went on horseback from Mesaba station, on the D. & I. R., through to Hibbing, took my samples from test-pits, and found high-grade ore.

He probably never expected that near the log hut at the Missabe Mountain mine would grow the fifth city of the whole state within a generation.

First School.—Although School District No. 22 was not organized until February 1, 1893, there is record that a term of school was held "in the winter of 1892-93" and that eighteen children attended the school in that term. The school-house "was a one-roomed frame building," heated by wood stove, the fuel "to feed it being chopped off the timber on the lot."

A school history, written in 1904, makes the following statement regarding the first school:

"There had been a school, taught by Sarah Gleason, from March, 1893, to June of the same year, in Herman Nicolou's house, which house was later burned. It was located on lot 7, block 20."

Conditions That Prevailed in Early Virginia.—There was no church building in Virginia before the fire of 1893, but Crockett's Opera House, which was one of the first halls to be built on the range, was available for any public meeting. It went the way of all other burnable property in Virginia in 1893. In the winter of 1893, a two-story frame building was built by William Hayes. It became known as Hayes' Hall, and in it were held all public meetings, and indoor gatherings, church services, minstrel show, dog fights, socials, bacchanalian carousals, and gambling events. On the ground floor of Hayes' Hall the village barber had his shop, fronting the sidewalk; the central rooms were used as a saloon; and in the rear were gambling dens, it appears, while "back of that was the Enterprise office." The upper floor was, seemingly, unfinished, the floor being of loose boards. Here, the public meetings were held. At one end "was a platform on trestles"; the trestles, however, were beer kegs. When church service was held "beer kegs were rustled together" in sufficient number to provide seating with planks. The first minister of the Gospel to hold services in that environment was, it is said, a Presbyterian, who came from Tower, the Rev. E. N. Raymond, a worthy pioneer minister, who knew the Greek Testament well, but knew men just as well. The story has it that when he first came in, on a Saturday evening, he saw several groups of men, all much engrossed in games with cards. He stayed with them for an hour or so, and actually "took a hand." Before he left, the men had "warmed" to him, so that when he invited them "upstairs to church meeting next day" many promised to come, and it seems "all the men attended."

It was not an unusual occurrence in those early days for a miner to "ride up to a saloon bar on horseback;" and when the village streets were graced with lamp-posts, it was not uncommon to see a line of drying clothes hanging between posts on Chestnut Street. That was the period in which Virginia was what some people still

imagine mining villages of the Mesabi range must be. But the period, fortunately, was soon over, and the civic dress and social standard of Virginia of today are as well ordered as an eastern city of very much longer establishment might expect to prevail.

Fire Department Organized.—Albert E. Bickford was one of the men who saw Virginia through her "pioneer stage of crudity," and helped it through, if one may judge from the fact that he has been city clerk for twenty-two years. He was not long in recognizing that the greatest danger was of fire, there being such a stand of resinous timber around the little village. He organized a volunteer fire company on March 10, 1893. C. W. Musser, in his "Virginia in the Great State of Minnesota," writes, regarding it:

* * * in March, 1893, * * * nearly every able-bodied man in town assembled in the rear of William Hayes' saloon, and organized Virginia's first fire-fighting squad.

The first chief was E. W. Coons; the first secretary, P. J. Ryan; and the company was no doubt of service in the following June, though they could not save the village. The Virginia Fire Department Relief Association was organized in May, 1895, and is a strong fraternal and financial body.

The First Fire.—The first check Virginia was destined to experience was in June, 1893, when it was "swept off the map," or at most had no more visible property above the surface than the twisted and half-molten remains of what hardware their residences, now ashes, once contained. The "Virginian," industrial edition, of August 30, 1907, reports the catastrophe as follows:

By June 1, 1893, Virginia had become the most important town on the range. There were over fifteen developed mines in the vicinity of the village, and the town had a population of almost 5,000 people. But in the midst of the season of growth and prosperity came a blow which was a severe check upon the development of the town. On Sunday, June 18, 1893, a terrible bush fire was raging southwest of the village. It was a very hot day. Everything was dry and parched as it possibly could be. A strong southwest wind had begun to blow, and this drove the flames directly towards the town, and forty minutes after the first shanty in the outskirts of the village had begun to burn there was nothing left of Virginia, the metropolis of the range. No doubt this catastrophe discouraged our early citizens and many of the faint-hearted left the town never to return, but there were others who had the bravery, the pioneer strength, hope and spirit, that caused a larger and more beautiful Virginia to rise from the ashes of the old.

It was a disaster, a catastrophe, but not a holocaust, as that word is generally understood; it was not a calamity like that which came to Hinckley in the same year, or like that which swept property and life from many parts of Northern Minnesota in 1918. Property was gone, but Virginians still lived, and it was only a question of time before she would recover. As a matter of fact, the recovery was quick, notwithstanding the hard times of that year. And times certainly were hard.

Depression of 1893.—The depression experienced in Virginia in 1893 was, by the way, not in the slightest degree caused by the forest fire, though such incinerating of their possessions made the hard times harder to bear. But the money stringency was a national, indeed a world-wide, condition. The full force of it was felt about mid-summer, when the state of things, financial, in Duluth was tragic. On the range, there was even less money. Clearing House certificates were in places the only currency. In Virginia, instancing one case only, things must have been desperate. The Lerch brothers had come

to the range, with good connections, in December, 1892, and soon had as much ore analyses to make as they could handle. But work did not bring them money. The Oliver Mining Company owed them about five hundred dollars for chemical analyses made, and had to confess itself unable to pay until "new blood was injected into the company." "Times were so hard in the winter of 1893-94" that George Lerch "accepted a position in St. Paul, making brick for the St. Paul and Duluth Railroad Company." But even that did not bring the money he thought he might be able to send to his brother in Virginia, who had remained there to "hold onto" the business. Indeed, the railroad company could not pay him at all "until the following spring." However, through the winter Fred Lerch went on with the making of analyses, but when he had reached the realization that he "owed for ten weeks board, and saw no way of paying it," he became ashamed, took an ax, and "went batching" in the woods, staying there until he had chopped enough to barter for a bushel of potatoes.

Other men had experiences similarly precarious. Common labor brought only \$1.10 at the mines—the few that were being then operated—and payment oftener than not was in kind.

However, as with all things, time brought a change. The national and local state purse improved, and there was soon a very visible improvement in the village of Virginia.

First Telephone Company.—Virginia soon had advanced so far in metropolitan conveniences as to have telephone service. In 1894, Messrs. Talboys and Campbell, of Eveleth, strung a wire from their general store to the home of one of the partners. Soon afterwards, they opened a branch store in Virginia, and they wanted it connected with Eveleth, so a private wire was run between the two villages. So many people wanted to use the wire that it occurred to some alert residents of Virginia that the franchise was worth acquiring. So Kinney and Griggs finally organized a telephone company, which grew and grew, until it was quite a valuable business when sold to the present company. The city of Virginia now has about sixteen hundred telephones.

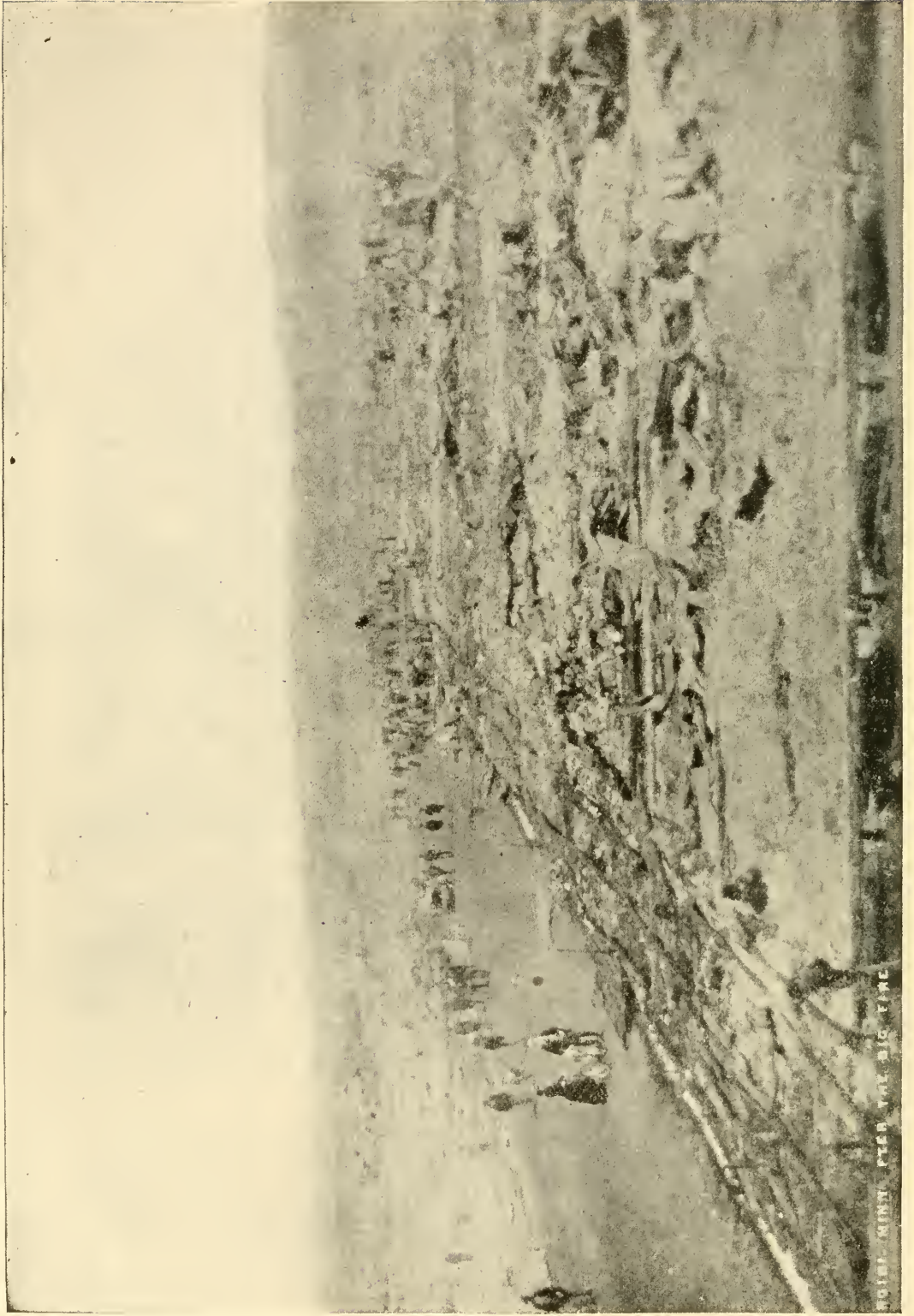
Leading Hotel.—It was probably in 1894 that the McGarry Hotel was built. Fred Lerch, writing about the hotel, states:

This was a three-story frame building, located on the site of the present Lyric Theatre. P. H. McGarry, who is now a state senator, was the proprietor. He was a jolly landlord, and he specified, in placing an order for the main heating stove, that he wanted one that would heat a forty-acre lot, when the thermometer was forty below zero. The stove took pieces of cord-wood four feet long.

Community Building.—Mr. Lerch also makes reference to "a community building," which perhaps was the same building as that hereinbefore referred to as Hayes' Hall. The Lerch brothers arrived in Virginia on December 10, 1892, and Mr. Lerch writes:

We began business as analytical chemists on the second floor of what may be called today a community building, located in the center of the town, on the site now occupied by the First State Bank. On the first floor, which consisted of two rooms, one for office purposes and the other for sleeping quarters, were located the real estate firm of Kennedy and Gleason, the village president, and the village marshal. This room was also used on Sundays by Reverend Raymond, Presbyterian minister, who came from Tower. These were the first church services held in Virginia.

Virginia Becomes a City.—An attempt was made in January, 1894, to annex to the village about four hundred acres of land in sections 7 and 8, and election was ordered to be held "at the office of the



SECOND RAZING OF VIRGINIA—JUNE 7, 1900

ROBERT MINTY, PETER THE BIG FINE

New Virginia Hotel" on March 1, 1894. However, the election does not seem to have supported the wish of the petitioners. Possibly the election was not held.

However, in the following year the village proceeded to incorporate as a city, under the so-called Probate Law of 1895, and included then within its limits the western half of southeast quarter of section 8. One local record reads:

In 1895, the citizens of Virginia demanded a city charter. All the steps in securing this right were now complete, with the exception of some documents which had to be made out and signed by Judge Ayers, of Duluth. A committee, composed of E. S. Smith, M. C. Palmer and Dr. Stuart Bates, was then sent down to Duluth to see the judge. Mr. Ayers had been ill for some time, and asked the committee to postpone the matter, but the Virginians did not take kindly to the hint. Mr. Palmer fixed up the papers himself, and all the judge had to do was to sign them. Consequently, on the 7th of February, 1895, Virginia became incorporated as a city. The first city election was held on the first Tuesday in April. In this election Robert McGruer led the Citizens-Democratic party, while the Republican forces were led by Dr. Bates. The Citizens party won a complete victory. Mr. McGruer was elected mayor, by a majority of 163, Mr. J. R. James was elected treasurer, and E. S. Smith recorder. Under the city charter elections were held annually, two aldermen served each of the four wards. Each served two years, and one alderman was elected from each ward every year.

A new charter was adopted in 1902, and another mode of government, that known as the "Home Rule" charter, took effect in June, 1909. The charter was again amended in 1914, and even once more, final readings of a new charter being made in November, 1920. "Important features of the new charter are built largely around the principle that only the mayor and the city council can legislate."

Mayoral Succession.—The chief executive of the village and city administrations from the beginning of Virginia have been: John Owens, president of village, December 6, 1892, to April 1, 1894; Stuart Bates, to April 15, 1895; Robert McGruer, first mayor of the city, to April 15, 1896; J. C. Jackson, to 1897; P. W. Scott, to 1899; M. C. Palmer, to 1901; A. N. Thompson, to April 15, 1902; Wm. H. Eaton, from April 15, 1902, to January 1, 1904; M. L. Fay, to January 1, 1906; Wm. H. Eaton, to January 1, 1908; A. Hawkinson, 1908-12; M. A. Murphy, 1912-14; Michael Boylan, 1914-19; and Wm. M. Empie, 1919.

Second Fire, 1900.—Not many municipalities have to experience such complete wreck as has come twice to the city of Virginia. The second fire occurred, and was worse than the first fire, in one respect. Virginia was more valuable in 1900 than she was in 1893, although the people of the healthy young city were probably better able in 1900 to bear the calamity than they had been in the precarious state in which all things were in 1893. The "Virginian," August, 1907, reviewing the second fire, wrote:

From the time when Virginia became incorporated as a city, up to 1900, the city was enjoying unrivalled prosperity. New mines were constantly being developed, together with the older and larger ones. Two sawmills were in operation, and many other minor industries had now gained a firm foothold in the town.

But just at this time, when Virginia's future seemed brighter than it ever had been before, a second fire destroyed the main business district of the city, June 7, 1900. Through carelessness in handling the shavings burner at the old Moon and Kerr mill, a blaze was started which in a short time had the whole sawmill in flames. The day was very hot and everything as dry as it possibly could be. This, together with a strong west wind, carried the flames directly towards the town, and when one of the many flying sparks fell on the dry shingles of a building in the very center of the city, the work of destruction had begun. At sunset, there was nothing left of it but one vast space of smouldering ruins. It must have been hard for the citizens of Vir-

ginia, when they walked up and down the streets of their city that evening. They were homeless, penniless, with poverty staring them in the face, but not discouraged. They had the bravery, the strength, and the spirit of '49, that carries everything before it. And almost before the smoke of the fire had cleared away the citizens had begun to rebuild a new and greater Virginia upon the ruins of the old. And today, Virginia stands forth as the best built and most beautiful city in northern Minnesota.

One advantage—it perhaps may be so termed—came to Virginia, as the result of the second fire. It was soon afterwards decided that Virginia should forever be spared a repetition of the fire, at least as far as the more important part of the city was concerned. It was resolved that nothing inflammable would be permitted to be erected on Chestnut street, all structures being required to be of brick, stone, or concrete. As a consequence, Virginia is “today one of the most substantially built cities in the state.”

Lumber Industry.—The lumber industry which was the cause of the second fire at Virginia has, notwithstanding that calamity, been a boon to the city. The first sawmill of W. T. Bailey was erected in 1895, and found employment for thirty-five men. The mill was enlarged in 1907. John Owens ran the shingle mill of Moon and Kerr's mill until that was destroyed, and later he had another.

In 1902, Plummer and Ash built “an immense sawmill.” Later, the property was transferred to the Virginia Lumber Company. In 1904 the company erected a large planing mill plant, which found employment for an additional hundred men. In 1907, a large new lath mill was erected by the same company. In that year the Virginia Lumber Company had on its payrolls, in “Virginia and vicinity,” about 1,500 men.

The company eventually was absorbed by the Virginia and Rainy Lake Company of recent years, which has been such a factor in the development of Virginia. The company was mainly responsible for giving Virginia its fourth railroad, and for the development of tributary territory north of Virginia. The company built a logging road to the northward, which eventually passed to the Canadian Northern Railway Company. The Great Northern Railroad built into Virginia in 1902, and in that year the first surveying was done on the route of the logging road, the Duluth, Rainy Lake and Winnipeg Railroad.

The present Virginia and Rainy Lake Company is a merger of the Weyerhaeuser and other large lumber interests. Its sawmills at Virginia cover 300 acres, and Virginians are probably right in claiming that it is the “largest white pine lumber plant in the world,” for its capacity is 300,000,000 feet a year. Thomas S. Whitten is the general manager, and F. H. Gillmor, superintendent of logging. Their operations are enormous, both in logging and in lumber. In sawmills at Virginia, in full operation “carry 1,500 men and women on their payrolls,” and during the logging season the company finds employment for another thousand or two men; in fact, it can generally find work for all the “lumberjacks” and mill hands that apply.

During the recent readjustment of the lumber market, they had to reduce operations considerably, but curtailment of operations is a very unusual happening with that company.

Church History.—The meeting place of the Reverend Raymond, pioneer Presbyterian minister, has already been referred to. It seems that the first service he held in Virginia was in April, 1893. Soon afterwards he organized a Presbyterian society in Virginia and remained “several years as its pastor.”

The first church meetings were held "in a small building on Walnut street, between Cleveland and Central avenues, which was also utilized for a time as a schoolhouse, and for holding meetings by other denominations." The "street leading to this building is described as having been almost impassable, on account of the mud, at times, and ladies and children were often in danger of getting mired on the way there."

It was not long after the fire of 1893 that the Presbyterians built a small church near their present place of worship. "This was the first building constructed expressly for religious purposes."

The First Methodist Church Society was organized in 1893, by W. H. Easton, then a student at Queens College, Kingston, Canada. (Think this should be Kingston, Ontario. There is such a college there, but I never heard of another in Montreal.) During his pastorate, the "old First Methodist Church building of Duluth was secured," through the influence of the Merritt family. It was removed to Virginia, "and set up on the site of the present First Methodist Church, where it stood until 1907, when it burnt down." It was soon replaced by a substantial brick church, which cost about \$18,000 to erect, and at the time was "one of the most conspicuous of many fine churches in the city." It was dedicated September 27, 1908.

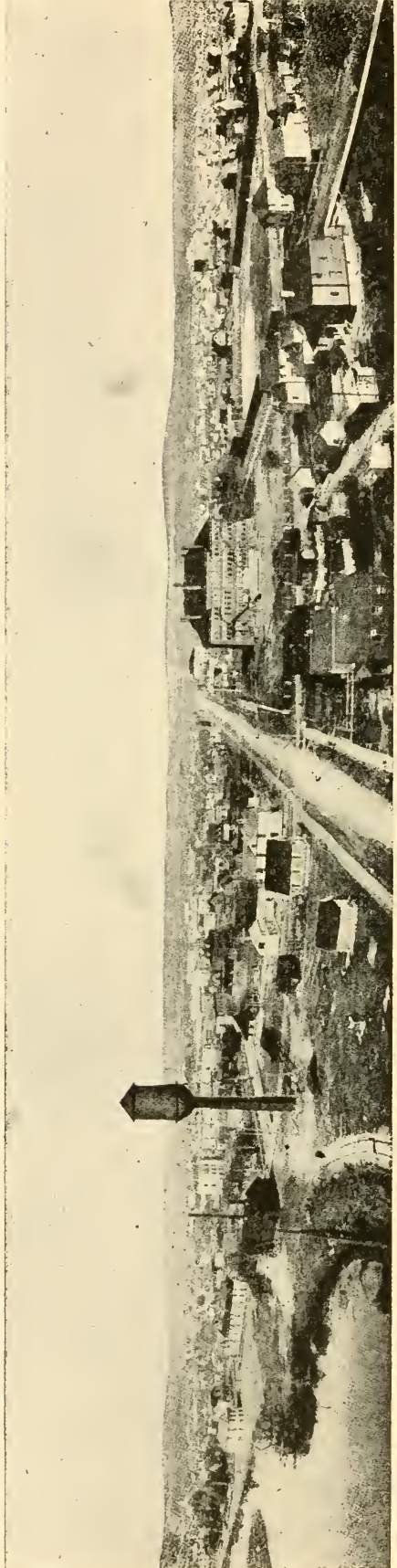
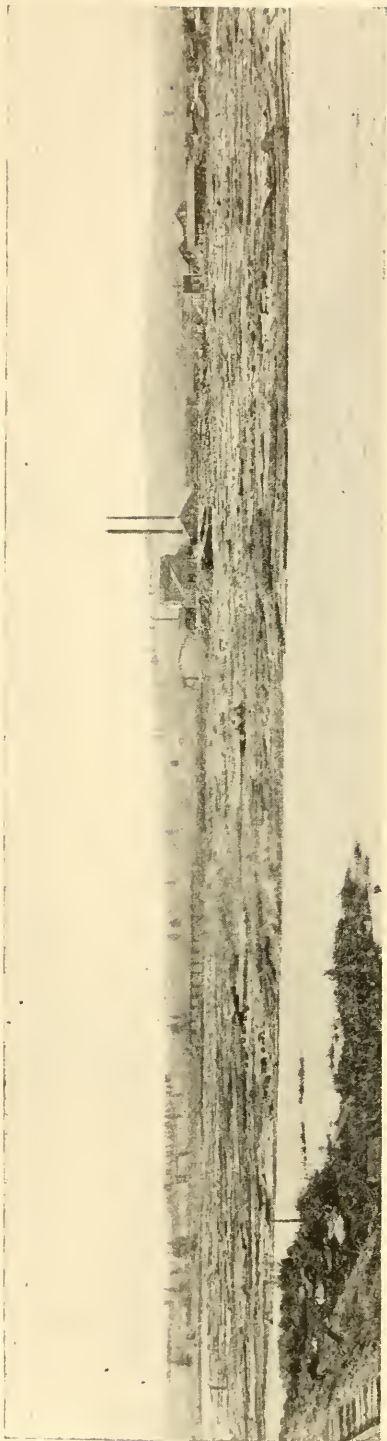
The Catholics were active in Virginia from the beginning of its settlement. Previous to the 1893 fire, Father Mavelle, who was then stationed at Cloquet, "began holding occasional services in Virginia, the first meetings being held in private houses." In 1894, "a small church was built at the corner of Wyoming Avenue and Poplar Street, which building later formed part of the Polish Catholic Church."

In 1895, Archbishop Appleby, of the Episcopal Church, came to Virginia, and organized an Episcopal Church Society, the members gathering for the first service at the residence of W. H. Eaton.

Those were the main church activities of the early days of Virginia, and laid the foundations of many of the strong church organizations of Virginia of today.

In 1920, Virginia had the following strong church societies, all with places of meeting and worship, and most of them with resident pastors: The Finnish Apostolic; the Adventist, Rev. H. Christiansen; the Swedish Baptist, Rev. Carl Bergstrom; the Lady of Lourdes, Catholic, Rev. Father Limmer; St. John the Baptist, Catholic; St. Paul's, Episcopal, Rev. J. G. Ward; English-German, Lutheran, Rev. Walter Melahn; Finnish Lutheran, Rev. M. E. Merijarvi; Norwegian Lutheran, Rev. J. E. Reinertsen; Swedish Lutheran, Rev. Samuel A. Johnson; First Methodist Episcopal, Rev. A. H. McKee; Norwegian Methodist, Rev. J. Laurenz; Scandinavian Mission, Rev. F. J. Hjelm; Salvation Army; Scientist; Jewish B'nai Abraham; Finnish Unitarian, Rev. R. Lappalla; First Presbyterian, L. W. Gade; People's Church, Henry Clark.

The Young Men's Christian Association has also since June, 1919, maintained an establishment in Virginia, and plans to extend to other parts of the Range territory, erecting huts somewhat similar to those of the war-service plan. They also hope soon to have an adequate "city industrial building." General secretary is R. H. Risdon; president, A. B. Coates; vice-president, J. D. Lamont; secretary, Ralph C. Pickering; treasurer, C. E. Hendrick; directors, Thomas S. Whitton and Alex. Reid.



UPPER—THE MOON & KERR MILL, WHERE FIRE WHICH DESTROYED VIRGINIA IN 1900 BEGAN. (VIRGINIA, IT IS CLAIMED, NOW HAS THE LARGEST WHITE-PINE MILL IN THE WORLD); LOWER—VIRGINIA AS IT WAS, ABOUT TWO YEARS AFTER FIRE OF 1900. (VIEW LOOKING EAST, FROM SAWMILL)

Banking History.—The First National Bank of Virginia was originally organized as the Bank of Virginia, in 1892, by O. D. Kinney and E. Z. Griggs. The pioneer bank was a private banking house, and was comparatively strong when, in June, 1893, its building was destroyed with the other buildings of the village. Again, in 1900, the bank property was destroyed by fire, but these losses did not materially affect the stability of the corporation. In 1903, however, it was decided to place the banking business under national banking laws, and with that object the First National Bank of Virginia was chartered, the original capital being \$25,000. On July 25, 1905, this was increased to \$50,000, its present capital. The first officers were O. D. Kinney, president; E. Z. Griggs, vice-president; B. F. Britts, cashier; W. H. Cole, R. R. Bailey, E. B. Hawkins, and J. R. James,



CHESTNUT STREET, VIRGINIA, 1909. (TELEPHONE POLES HAVE SINCE BEEN REMOVED TO ALLEY)

directors. Eventually Pentecost Mitchell became president, and was still president in 1920, when the other officers were: S. R. Kirby, Dr. C. B. Lenont and B. F. Britts, vice-presidents, and A. E. Shipley, cashier. In 1913, the present conspicuous bank and office building was erected. It is a five-story concrete and steel fireproof building. The ground floor is devoted to banking purposes, and the upper floors rented for offices. The fine building cost about \$125,000 to erect.

The State Bank of Virginia was organized in 1911, the capital being \$50,000. First directors were: Douglas Greeley, F. H. Wellcome, C. H. Rogers, C. E. Hendrick, J. E. Hanson, H. O. Johnson and C. E. Moore. There has been no change in this directorate. The first officers were: Douglas Greeley, president; C. E. Hendrick, vice; Peter Western, cashier. Succession of cashiers is as follows: H. V. Peterson, J. I. Frasa and H. W. Pribrow, present cashier. The capital is still the same, but the surplus is \$10,000, with \$4,515 undivided profits.

The American Exchange Bank of Virginia was incorporated in March, 1904, as a state bank. Its original capital was \$25,000, but this was increased to \$50,000 on July 1, 1907. At that time the directorate was: W. H. Cole, president; J. D. Lamont, vice-president; D. W. Stebbins, cashier; C. T. Fairbairn, D. B. McDonald, A. Hawk-
inson, Fred Lerch, W. J. Sincock and E. J. Bush. It will thus be seen that the bank had a strong mining and municipal support, and was thus destined to grow into the bank it became.

Another bank, the Farmers and Merchants State Bank, was organized, with good prospects, and a particular field, on January 1, 1917. The bank devoted its efforts mainly to the developing of a connection among agriculturalists in the Virginia sphere, the land to the north of Virginia beyond the range, and along the Canadian Northern system, being rapidly converted into excellent agricultural properties. Farming, therefore, is becoming increasingly important. The Farmers and Merchants State Bank began with a capital of \$50,000, and soon had a surplus of \$10,000. On May 30, 1920, its deposits totalled to \$400,000. Directors then were: Andrew Grande, president; B. J. Kelsey, vice-president; C. T. Eckstrand, cashier; Joseph Christopherson and E. J. Larsen, directors.

The banks of Virginia, in August, 1920, had total deposits of \$4,300,000, which gives indication of their business prosperity.

Light and Water.—The light and water utilities are now municipally owned. Originally they belonged to the Virginia Light and Water Company, which was organized by O. D. Kinney, A. E. Humphreys and others, in 1892. The first installation of water pipes was done in the spring of 1893, and an electric light plant installed in 1894. The plants grew with the city, and met its requirements fairly well. Just prior to the reorganization, in 1909, the officers of the company were: O. D. Kinney, president; B. F. Britts, vice-president; Geo. W. Buck, secretary; E. Z. Griggs, treasurer; O. H. Griggs, manager. In July, 1909, the company became the Virginia Electric Power and Water Company, and proposed an issue of \$70,000 bonds, to meet cost of extensive improvements planned. The officers of the new company were: O. D. Kinney, president; O. H. Griggs, vice-president and general manager; E. Z. Griggs, treasurer, and G. W. Buck, secretary.

Virginia "was one of the first towns in Northern Minnesota to adopt the policy of municipal ownership of public utilities." In 1913 the city purchased the plant of the Virginia Electric Power and Water Company, and for several years the municipal operation of the plants showed a net profit of about \$80,000 a year. The plants have been considerably enlarged and include "a complete heating and extension system," constructed in 1919, at a cost of \$350,000. The "Seventh Annual Report of the Water and Light Commission" of Virginia, October 1, 1920, shows that the surplus assets above liabilities of the city in these public utilities is \$729,280.89.

Public Improvements.—In 1894, the "White-Way" of Virginia consisted of "some fifteen arc lamps," of which possession "the citizens boasted"; in 1920, Virginia had upon its streets 155 white-way standards, each having five lamps, and about 175 other street lights. Other comparisons are equally striking. In 1894 there were seventeen hydrants; in 1920, the city owned 141. In 1894 there were four blocks of water mains; in 1920 there must have been much more than twenty miles of water mains; its storm sewers alone extended for thirteen miles, and there were eighteen miles of sanitary sewer in 1918, the

both laid at a cost of \$328,000. According to the "Minneapolis Daily News," October 19, 1918, Virginia had "the biggest sewage purification plant in the world," built at a cost of \$125,000. It is, without doubt, the largest in the state. Virginia has sixteen miles of paving that cost \$742,000; twenty-three miles of sidewalk, laid at a cost of \$117,000; there are more than seven miles of bitulithic pavement, and a greater length of creosoted wood-block pavement, and some concrete paving. The sidewalks are of cement.

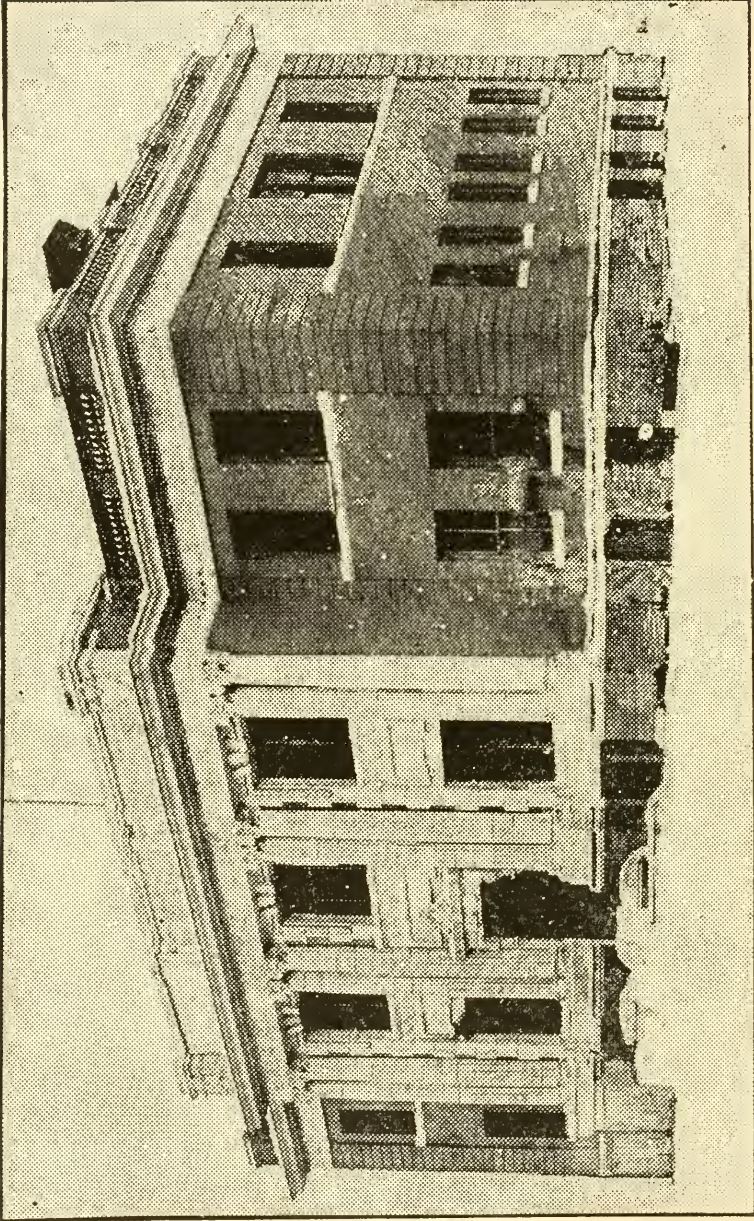
The municipal authorities, at a time when coal was scarce, established a municipal wood yard, securing "stumpage at \$2.00 actual cost for wood to be cut in lengths to feed furnaces." There is a fine municipal band; the city has seventy-five acres of park land. The only possession it really lacks, in order to be a well-balanced city of the highest grade, is an appropriate city hall.



CITY HALL, BUILT 1905

City Hall.—The Virginia City Hall was built in 1904-'05. Its site cost \$600, and the building was completed in the summer of 1905. There is additional unused ground adjoining and perhaps, some day, it will be used to give the space necessary for the erection upon it and the other two lots a city hall commensurate with the standing of the city. The unused lot was acquired in 1905, at a cost of \$700. It is now worth \$10,000, at least. The original cost of the city hall was \$15,139.16, and a like amount was spent in remodeling the structure in 1910.

Parks.—"The city owns 55 acres of part property, in Olcott and South Side parks, among the finest in the state," records the "Minneapolis Daily News." "Its park board maintains more than 35 miles of boulevards and has planted more than 10,000 trees. Olcott Park is known as one of the play-spots of the range. Its zoo is a feature that draws visitors from all sections. * * * It contains elk, deer, grizzly bear, timber wolfs and coyotes; * * * foxes; water fowl,



COURTHOUSE, VIRGINIA

cavies, and everything to make a complete zoo. All the parks are equipped with playground apparatus, while a wading pool for the children is a feature at Olcott Park." Olcott Park was leased from the Great Northern Mining Company in 1910, for ten years, one of the conditions of lease being that the land was "to be used strictly for park purposes," and that no exhibitions for compensation were to be permitted. Apparently, the lease has been extended, for the original term has expired, and the city is still in possession. Olcott Park has cost the city, it is said, about \$75,000. The pleasurable service it gives is well worth the expense.

Public Library.—Albert E. Bickford, in his "Financial History of Virginia," 1911, writes:

In 1905, Andrew Carnegie granted the city of Virginia the sum of \$10,000 for the purpose of constructing a library building in his name in this city, providing that the city would purchase or provide a suitable site * * * and levy for the maintenance of the library annually a sum equal to 1 per cent of the donation * * *. The library was constructed at a cost, originally, of the amount of the grant.

The library grew rapidly in service and requirement, and in 1911 Andrew Carnegie was asked to grant more money so that the building might be enlarged, or another built. Another was built in 1912, out of it, it is said, "city funds," the new building and site costing \$65,000. It gives a valued service, having about 20,000 volumes, with an annual circulation of about 90,000. There is also now a branch library on the north side of Virginia. The first library building is now used as a freight office by the Canadian Northern Railway Company at Virginia.

The first library was opened in 1907; the first librarian was Miss Dunnigan. The City Public Library building, opened in 1912, had as its first librarian Miss Newhard, present librarian is Miss Grace Stevens. In addition, two men's reading rooms are maintained by the library board, on Chestnut street.

Fire Department.—The volunteer company, formed in 1893, was disbanded in 1908, when the city organized a salaried Fire Department, with A. F. Thayer, chief. A new fire-hall was built at a cost of \$16,000 at that time. It was enlarged in 1914. During about fifteen years of its existence, the volunteer company consisted of from twelve to twenty men, and a chief, the firemen receiving \$5 a month for their services, and the chief proportionately low.

Court House.—One of the magnificent buildings of Virginia is the District Court House, which was erected in 1910, at a cost of \$275,000, and is now to be doubled in capacity, a much needed enlargement.

Virginia was the first city on the range to have a county court house, and it was established, it is believed, mainly through the initiative of Judge Bliss, who was then superintendent of the Virginia Public schools. He noted that all juvenile offenders had to be tried in the Juvenile court at Duluth, and the contact that necessarily came between the erring juveniles and older, more hardened, offenders was, he thought, not conducive to improvement of normal conduct of the juveniles. He called a public meeting. It was held in the auditorium of Roosevelt school, Virginia, and eventually brought action by the state legislature, with the consequent establishment of the district court houses. Judge Martin Hughes was the first to hold district court in Virginia. He held his first session in the Municipal Court

room, but in the following year the present Court House building was erected.

Post Office.—Virginia has a very fine Federal building, erected recently, the first on the ranges.

Cemeteries.—There are two beautifully-kept cemeteries, the Greenwood and Calvary, the latter being the Catholic place of burial. They embrace forty acres.

War Record.—Virginia has an enviable and worthy war record. She sent more than fifteen hundred of her young men into the national service when the call came in 1917 and 1918, and many of them made the Supreme Sacrifice. (Reference to their individual records is made in another chapter.) And when the pressure was greatest, the people in the home sector, the residents of Virginia in general, indeed in whole, co-ordinated their efforts in war work. The local Red Cross Chapter had more than 5,000 members, and under the "chairmen" of the various departments, Mesdames West, Kimball, Lerch, Hultquist, Malmberg, Colgrove, and others, accomplished very much. Douglas Greely gave much of his time to the direction of Red Cross work, and Virginia's contributions to the various Liberty Loans aggregated to well over \$5,000,000. The issues for welfare service were also liberally subscribed to. It was a period in which Virginia, like most other patriotic communities, strove to outdo its neighbor in national service. That spirit, in the aggregate, brought the overwhelming of the German resistance eventually, and Virginia might well be proud of its record of personal service, during the national period of stress.

Population.—The population of Virginia in September, 1892, was not more than 181. By June, 1893, it is said, the population was about 5,000. The blotting out of the village by fire then reduced the population, by exodus, very considerably. It had not recovered even by 1900, when the federal census figures credited the city with only 2,962 inhabitants. In 1910, the population had increased to 10,473; and the last census, 1920, disclosed that Virginia then had 14,022 residents.

Its trading, however, is with much larger population, Virginia being the "shopping-centre" of both the Mesabi and Vermilion ranges.

Publicity.—The city is well served by two good daily journals, the "Daily Virginian," and the "Enterprise." The latter is the older paper, having been founded in 1893, before the fire, by F. B. Hand and W. E. Hannaford. The "Enterprise" is the oldest of existing range newspapers, and from the time of the fire, in 1893, until 1908, its quarters were in what became known as "the Tar Paper Shack," which of course it was. The owners lost a printing plant worth about \$10,000 in the first fire. A. E. Bickford, city clerk, was on the staff of the "Enterprise" in the early days. The other paper, the "Virginian," dates from May, 1895. It was founded by Wm. R. McGarry, who published the paper for the first four or five months. Since October, 1895, the paper has been owned by the Cuppernull family, David E. Cuppernull, who was "one of the best-known journalists on the range," holding the direction for the greater part of the time. Ransom Metcalfe was at one time part-owner of the paper. The "Virginian," too, lost its plant in one of the big fires of the city, that of 1900. Both newspapers have up-to-date plants today, and are well edited.

Hospitals.—Virginia has five hospitals. The Virginia Hospital, conducted by Dr. C. W. Miller, was established by him in 1893 on

Wyoming Avenue, and then had accommodations for forty patients. It was a private enterprise. The Lenont Hospital was built in 1903, by Dr. Charles B. Lenont. It was modernly equipped and could accommodate thirty patients.

It became necessary for the city to have a "pest-house," or detention hospital, soon after the twentieth century came in. The first attempt made was the renting of the "old David Kelly house in block 53," in 1901. A year later, the city bought the house, paying \$700 for it, and the rental of \$300 for the previous year was taken in part payment. It continued as the "pest-house" until 1909, when the Detention Hospital was erected on leased land in section 18. The building cost the city \$2,495.45, and the furnishing only \$357, and the nurse-caretaker, "a man of considerable age, and who wants a home," being paid \$2.00 a day when he only occupied the place, and an additional dollar a day when he had patients to nurse and cook for. So that city funds were not extravagantly used for that purpose. As a matter of fact, the public funds of Virginia have been carefully husbanded one must acknowledge, when comparison is made with use of public funds in other range municipalities. And during the last administration, Virginia has shown an even greater inclination to "retrench."

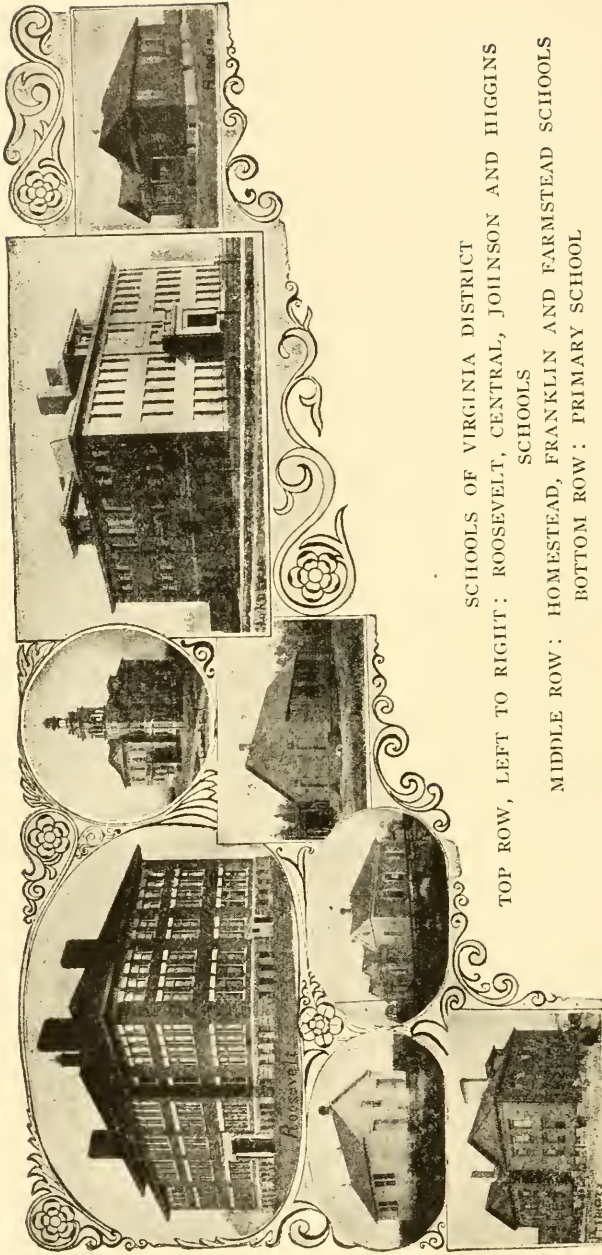
The one great expense is for schools, and, having regard to the bearing education will have upon the Virginia of the next generation, the school authorities are justified in endeavoring to provide the highest standard of public education possible.

Educational Progress.—The first school has been already referred to. The enrollment was eighteen, and there was one teacher. In the 1919-20 school year the enrollment was 3,653, and there were 148 teachers. The expense incurred in the first term of school did not exceed, probably, \$100, whereas the school levy for the purpose of Independent School District No. 22, which is the Virginia district, was \$619,839.40 for the year 1919-20. So that the progress made has certainly been substantial.

School District No. 22 was organized on February 1, 1893. The first directors were: John F. Gleason, Neil McInnis and Jared D. Taylor, McInnis being treasurer and Taylor clerk. One early review reads:

The district, when first organized and which until 1903, included Eveleth, found it quite difficult to float a loan of \$10,000 with which to begin business. Many moneyed men did not have the faith in the Mesabi Range iron prospects that they now have. Many men of wealth, who looked over the country at that time, shook their heads and said that the whole northeastern part of the state was not worth \$10,000. Through the faith and efforts of Mr. E. Z. Griggs the district secured the loan of \$10,000, and thus struck its natural pace, which has been a lively one up to the present.

As there was difficulty in raising the fund, it seems probable that it was not available before the fire of June, 1893, occurred. After the fire, there was no school until November of 1893, and school was then opened in the Methodist Church, the one brought from Duluth through the munificence or interest of the Merritt family. It was a trying emergency arrangement for the teachers. Thomas Rowley, principal, taught in the main building. Miss Mae Gill taught a hundred pupils in the Sunday School room, in the spring of 1894. There were no books or blackboards, and the room was so small that she had to "take the children in half-day sessions." Thomas Rowley was succeeded by George Raymond, while the school was still conducted in the Methodist Church. However, better conditions



SCHOOLS OF VIRGINIA DISTRICT
 TOP ROW, LEFT TO RIGHT: ROOSEVELT, CENTRAL, JOHNSON AND HIGGINS
 SCHOOLS

MIDDLE ROW: HOMESTEAD, FRANKLIN AND FARMSTEAD SCHOOLS
 BOTTOM ROW: PRIMARY SCHOOL

came eventually, the Central School being built in 1894, at a cost of \$14,000. In 1896, another was built, the Franklin, at a cost of \$1,500. It was enlarged in 1904, at a cost of \$1,000. The Primary building was erected in 1898, and the Homestead in 1903; the former cost \$7,000, and the latter only \$500. The Homestead School was of logs, and was built in an outlying agricultural section. Finnish farmers constituted that small sub-district, but their children had to be provided with the means of education, and it was quite impossible to transport them to the Virginia schools. There were no roads, and when Judge Bliss, then district superintendent, visited the school, he had to go on horseback, or on a sled. By the way, the first teacherage put into operation on the range was at the Homestead School, the teacher finding it just as difficult to get to and from Virginia as other people, of course, and therefore, having no option but to remain near her school. But that little school ultimately gave a



VIRGINIA TECHNICAL HIGH SCHOOL. (AN IMMENSE VOCATIONAL SCHOOL BUILDING HAS SINCE BEEN BUILT IN REAR, ADJOINING)

good demonstration of the value of the public schools in the Americanizing of the alien population. Nine out of ten of the pupils, probably, spoke only Finnish when they first entered the log schoolhouse; in eight years, it had a class ready for high school—a class of bright, apt and promising Americans. Judge Bliss, who never took a vacation while he was superintendent, was especially interested in the evolution of the foreign element into citizens of good American spirit, and instituted several unique ways of effecting that purpose through the pupils of the Virginia schools, and by the establishment of night schools. Virginia was the first to start such work on the range.

In 1904 the Roosevelt School building was erected, at a cost of \$65,000, and it became the High school. Then came the Johnson and Farmstead schools in 1907, and the Higgins in 1908; the Technical High, Northside and Southside schools, in 1909. A larger school became necessary on the Southside in 1915, and was then built, at a cost of \$55,000. An appraisal of the school property of the Virginia district, made in 1914, showed the total valuation of real estate to be \$167,200; of buildings, \$468,000; of equipment, \$89,244; of text

books, \$10,000; of supplies and library, \$5,000. The last official appraisal, made for the county board of education, school-year 1919-20, showed school property of Independent School District No. 22 to be \$1,590,562. That includes the first section of the Technical High School, \$250,000, but not all of the expense incurred in constructing the recent additions to that imposing block of school buildings. The enlargements were begun in 1917, and were not completed until 1921. It was estimated that the total cost, when complete, would be about \$1,500,000. The Vocational, or Technical High, is a marvel of school architecture, and its scope and efficient direction enable Virginia to maintain its proper place educationally among the wonderful school districts of the Mesabi range. The main Virginia School is so vast in its equipment, scope, departments, and possibilities, that the compiler of this record would not attempt a detailed description. It could not be properly given in the space he has available. However, it should be recorded that "the master mind of this advanced system of education was P. P. Colgrove," the school superintendent. The architect was Carl E. Nystrom, of Duluth.

In all, there are fourteen schoolhouses in Independent School District No. 22, five of brick and nine of wood. The present superintendent is E. T. Duffield, a capable educator and an efficient well-paid executive. All salaries are high; the male teachers of the district during the school-year 1919-20 received an average salary of \$197 a month, and the women teachers \$147.

District No. 22 is responsible for public school-work in township 59-17 and part of 58-17. Until 1904, District No. 22 had authority over the Eveleth schools also, but it was rather an unsatisfactory arrangement. Virginia, the richer place, and consequently a heavier taxpayer, did not feel that it was getting a proper share of the school levy. There were other reasons also, and in the last years of the undivided district, when J. H. Hearing, a man of strong personality, was school director, Virginians were especially uneasy, believing that Eveleth had a stronger representation on the school board. However, with the organization of Independent School District No. 39, and the separation of Eveleth from Virginia, the latter had what she wanted, and with the election of Joseph Roskilly, director, Robert E. Bailie, and Chas. C. Butler clerk, Virginia held full sway over her own schools, and over the whole of her school-levy. Many able men have served on the Virginia school board since that time, but space is not here available to name them. But the Board of Education, in 1920, consisted of: R. J. McGhee, clerk; W. T. Irwin, treasurer; C. R. Johnson, chairman; A. E. McKenzie, H. A. Ebmer and A. Hawkinson, directors; E. T. Duffield, superintendent.

The superintendents from the beginning have been: Thomas Rowley, 1893-94; George Raymond, 1894; Bert N. Wheeler, 1894-98; William Park, 1898-1901; S. W. Gilpin, 1901-04; Lafayette Bliss, 1904-1914; P. P. Colgrove, 1914-20; E. T. Duffield, 1920.

The Virginia school system is in keeping with its buildings, which probably, as a group, cannot be excelled by those of any other place of like size in the country, off the Mesabi range. Hibbing has a more expensive high school building, it must be admitted, but if one groups the schools of St. Louis County, there is not much doubt that they will favorably compare with those of any county of any state of the Union. The finest educators of the country are attracted to the range schools, which offer far better salaries than universities

can offer its professors; and, consequently, the standard of education is excellent.

Virginia's Advantages.—Albert E. Bickford tersely described some of the outstanding features of Virginia, in 1920. His summary reads, in part:

The taxable valuation of Virginia * * * is \$17,000,000 * * * . The city has * * * 26 miles of cement sidewalks * * * ; 8,000 hand-planted trees, * * * about fifty acres of parkland * * * , * * * the largest white pine sawmill in the world; the best automobile roads in the northwest; * * * the finest line (trolley) in the states * * * ; many dependable iron ore mines; a large farmers' market place; aviation field * * * ; five hospitals; eighty acres of experimental school farm; the purest and coldest water in the state * * * ; a new and up-to-date detention hospital; a most improved incinerator plant; an \$8,000 band stand * * * the best band in the state; twelve miles of sanitary sewer, and absolutely the largest sewage disposal plant in the state; four miles of storm sewer * * * ; four strong banks; two daily papers * * * ; all of the fraternal lodges of modern times; eighteen churches * * * ; the finest grade schools and vocational schools in the United States * * * ; one large flour mill; three creameries * * * ; a splendid class of merchants; four railroads * * * ; four * * * theatres, and a \$100,000 opera house * * * and * * * the Best People on Earth.

Virginia certainly had a definite and conspicuous place in the county and state.

CHAPTER XXV

THE CIVIL AND SPANISH WARS

Men of St. Louis County have participated in all the wars in which this nation has engaged, i.e., in those of their time. The War of the Revolution, the War of 1812, and the Mexican War were all before the time of the pioneers of St. Louis County; and while many of the pioneer families of the county were of colonial descent, and in consequence probably contributed to the strength of Washington's forces, it hardly seems possible that any soldier of the Revolution lived within the borders of St. Louis County. Some soldiers of the War of 1812 may have, but they are not of record. It is possible that some of the early settlers were veterans of the Mexican campaign, but of them even there is no authentic record. St. Louis County, as a white settlement, was still in its infancy, and very sparsely populated in the early '60s; nevertheless, to the limit of its strength, it gave of its best to the Federal cause, and shares with Minnesota a glorious Civil war record, men of St. Louis County rallying to the first regiment offered to Lincoln—the first in the whole country. That distinction, that unique honor, will be referred to later in this chapter.

When the call to arms came in 1861, only the fringe of St. Louis County had been settled, and the inhabitants of the few little hamlets of the North Shore were denied the patriotic urge that in later wars swept most of the full-blooded and right-minded young men into the military forces. There was no chance of organizing a Duluth battalion in 1861; nor even a company. The patriots of that outpost of civilization who felt the military "urge," who felt a patriotic desire to strike with the federal forces at the section which refused governance by the principles of liberty to all, had to warm their patriotism by stern and long-sustained resolution. They had to depart singly, at their own expense, and in some cases go long distances before they could reach the place where they could enlist. And then, to an extent, they were among strangers. The young men of later wars had a different experience; they rallied in their home town to the colors; they had their schoolmates as comrades; and they left their home town cheered by the handgrips of friends, and the expressions of love and admiration from their own relatives. It was different in 1861. For instance, consider the case of Robert Emmit Jefferson. He had married in 1859, and, says Carey:

After the breaking out of the Civil war, Mr. Jefferson and his wife and baby girl left Duluth for his old home in St. Anthony Falls, going back by way of the grand portage of the Fond du Lac, up the St. Louis and Savannah rivers, down Prairie and Tamarac rivers into Sandy Lake, and down the Mississippi to St. Anthony. Before starting on their trip Mr. and Mrs. Jefferson stopped with the writer at Oneota, while preparing for the journey. It was considered by all that their journey would be extremely tedious and a dangerous one for Mrs. Jefferson and the baby; yet there did not seem to be any other way for them to get out of the country. In that year, while there were not many people at the Head of the Lakes, those that remained had very little left after the year of the panic (1857). There was no money in the country, nor any employment that could afford a living. It was one of those "fish and potato" years, when the people had to resort, in part at least, to the Indian style of living. Mr. Jefferson was without money and therefore could not go around by lake, nor could he pay \$35 fare for stage by way of the military road to St. Paul.

He was not so well prepared for the trip as Duluth was 200 years before, yet he concluded to face the perils. * * * After a perilous * * * trip he reached his old home.

Jefferson enlisted, and within a year had given up his life, his wife dying soon afterwards. However, the little girl, who by the way was the first white child born within the original village of Duluth, lived to reach maturity and a happy marital state. Yet, their parents entered upon their patriotic purpose in '61 with a firm resolution and devotion to country. Many others left Duluth and the Head of the Lakes in much the same unostentatious way during the dark years of the early '60s. No draft was demanded of Duluth until the war was far spent, and then it was disclosed that Duluth had practically fulfilled her moral liability by the call of the heart. Her sons had already gone into the thick of the struggle, fearlessly and by their own election; they had volunteered, many of them in the first year.

Doras Martin's case is another instance of grim determination to fight for his country, no matter what obstacles came to prevent it. He was well over sixty years old, had no money, but he borrowed \$25 to go to St. Paul to enlist. There he was rejected, his gray hair and whiskers belieing his statement of age. But he dyed his hair, and crossed into Wisconsin, where he was admitted into the 30th Wisconsin Regiment as a man of forty years. He served until June 15, 1865, then being discharged at Louisville, Kentucky, for physical disability.

He returned to Duluth, proud of his military record, and proud of his uniform, as every war veteran has a right to be. So proud indeed of it that he had resolved to die in the national uniform. And as he was then "nearing seventy years," and had many premonitions of death, he was wont, it is said, to dress often in his regimentals. One morning, in 1867, he was found motionless, seated in his chair near the open door of his cottage, in full uniform, even to his hat. He was dead. But the sturdy old patriot, quadron though he was supposed to be, was reverently given the last rites of a soldier of the nation. Dressed in "Blue," the uniform of honor, he was given full military honors, and buried in Franklin Square, Minnesota Point. Later his body was removed to the Soldiers' Rest, in Forest Hill Cemetery, his grave being No. 7, of Tier No. 1.

Judge Carey writes as follows regarding the part taken by St. Louis County in the Civil war:

In 1861, when the southern states rebelled, and the Civil war in all of its sad and sorrowful features had become an accomplished fact, the Head of the Lakes had not recovered from the (money) panic and depression of 1857. During the summer of 1861, many of those that yet remained departed, some with the patriotic spirit to enlist in the Union army, some went to St. Paul, others to their homes in other states, and others to their old homes in Canada (not being citizens). * * *

In 1860 the total population of St. Louis County was given as 406. * * * In 1862, the total enrollment of ablebodied men in St. Louis County subject to draft was only 46. * * * This shows a remarkable thinning out in two years. There was no call for a draft of recruits for the army until 1864; in that year there were three calls—on February 1, March 14 and July 2. There were required from St. Louis County under the three calls a total of 23, and a total credit of 21, as furnished up to October 31, 1864. * * * Sixteen were volunteers, and five received bounties of public money voted by the county commissioners. During the six months in which those draft calls were made active steps were taken by interested citizens through the adjutant-general of the state and all other available sources, to obtain credit for all the volunteers from St. Louis County that had been enlisted since the beginning of the war, whether they enlisted in Minnesota, or in any other state; and in

this way the credit of sixteen volunteers was obtained up to the last call of President Lincoln, in July, 1864, for 500,000 more men; then St. Louis County lacked seven more men to fill her quota.

On September 12, 1864, an appropriation of \$1,500 was made by the board of county commissioners for bounties for volunteers, and at the same session a levy of 8 mills on the dollar was made on the property of the county, to make good that amount.

A few individuals that were anxious to avoid draft raised some "greenbacks," which they contributed to the county fund. This bounty had the effect of inducing five more men to enlist before October 31.

Judge Carey could not recall the names of many of the sixteen volunteers, but remembered that among them were: Col. J. B. Culver, Freeman Keene, John G. Rakowsky, Julius Gogarn, Robert P. Miller, William C. Bailey, and Alonzo Wilson, also of course Robert E. Jefferson. The names of the other pioneer residents of St. Louis County who served will probably be found included in the roster painstakingly prepared for this compilation by the late Asa Dailey, of Duluth.

Considering the Civil war record of St. Louis County as it now is, i.e., including in the record those of the residents of St. Louis County who served in the Civil war and afterwards took up abode within the county, as well as those who enlisted from St. Louis County, the roster is a large one, and connects the county with many distinguished regiments. As will be seen by referring to the list, men who then or later were of St. Louis County, were found upon the rosters of many regiments of many states. It would not be possible to here review the records of all the regiments in which men of the county served, but brief reference might be appropriately made to the distinguished records of Minnesota regiments. In every one of the famous Minnesota regiments from the First to the Eleventh were men who are registered as of St. Louis County. The lists before the writer of this review give the names of 581 soldiers of Civil war service claimed to be of St. Louis County; and among them are fifty-eight who served in Minnesota military units.

Regimental Records.—The State of Minnesota was not four years old when, on April 13, 1861, Fort Sumter, Charleston, South Carolina, surrendered to the forces of secession. Washington officials and President Lincoln knew of it that night, but the country in general knew nothing of it, and not many of the people of Washington sensed its real significance. There was one man in the Federal capital, however, who immediately grasped the dire portent of the message from Sumter; he was a sturdy pioneer of the Territory of Minnesota. Alexander Ramsey, then governor of the state. He was in Washington on state business at that time, and with the characteristic quickness of action and thought had resolved that Minnesota should be one of the first states to prove its loyalty to the principles for which Lincoln and the Republic stood. Impatiently he waited for night to pass. With daylight he took action. It is said that "early on the morning of the 14th, Alexander Ramsey, governor of Minnesota, * * * presented in person to President Lincoln his written offer of 1,000 men for the suppression of the rebellion. It was then stated by the president, and the fact has never been controverted, that this tender was the first response to the President's call for 75,000 men." Thirty years later, ex-Governor Ramsey, in a public address, stated:

In the month of April, 1860, upon official business as governor of Minnesota, I was called to the City of Washington. * * * On Saturday night,

April 13, * * * Washington was deeply moved by the intelligence that Fort Sumter * * * had been attacked * * * and * * * had surrendered. Early Sunday morning, accompanied by two citizens of Minnesota, I visited the War Department and found the secretary (Cameron) with his hat on and papers in his hand, about to leave his office. I said: "My business is simply, as governor of Minnesota, to tender a thousand men to defend the Government." "Sit down immediately," he replied, "and write the tender you have made, as I am now on my way to the President's mansion." This was quickly done, and thus Minnesota became the first to cheer the President by offers of assistance in the crisis which had arrived.

Surely a proud distinction for a region then in its first decade of statehood. The offer was accepted, and enlistments began next day, April 15th, at St. Paul and other places.

Probably Governor Ramsey had reckoned that one thousand men would more than meet the quota expected of the young state, which when created in 1857 had a population of only 150,000, many thousands of whom were of the red race. Yet, before the four years of war were over Minnesota had "furnished 25,052 Union soldiers," or "72 per cent of her presidential vote in 1860, and 14 per cent of her entire population in that year." Ten per cent, or twenty-five hundred men gave their lives to the nation, "and probably as many more died after their discharge as the direct result of wounds received or disease contracted" during military service.

Major Battles.—The mortality among men of Minnesota was deplorable, yet the fame of Minnesota regiments of the Civil war is immortal. "Official reports show that Minnesota regiments were engaged in all the sixteen leading battles of the war. * * * Gettysburg, Spottsylvania, Wilderness, Antietam, Chancellorsville, Cold Harbor, Fredericksburg, Manassas, Shiloh, Stone River, Chickamauga, Petersburg, Vicksburg, Chattanooga, Nashville, and Atlanta. * * * The First Minnesota at Gettysburg, the Second Minnesota at Chickamauga, the Third Minnesota at Fitzhugh's Wood, the Fourth Minnesota at Vicksburg, the Fifth Minnesota at Corinth and Nashville left much conclusive evidence of their prowess that no story of either battle is complete which does not make acknowledgment of their effective participation."

And through the greater part of the national strife, when Minnesota was stripped almost bare of its man-power to keep the Union flag in the van, the few that remained in the home sector had to be almost constantly on guard lest the restless and cruel Indian at their very frontier, in fact within their borders, might get beyond control and manifest their traditional hatred of white people by bloody massacres in outlying settlements. Once they did get beyond control, as has been elsewhere narrated. It was a trying time, yet those who lived through the Civil war period look back in reminiscence to that period as "glad grand days," as they really were, for in that period, as during the periods of other serious wars, the Revolution, the Spanish and World wars, men and women, young and old, were enthused by a spirit of unselfishness, of loyalty to and consideration for others, of patriotism to the nation; they were filled with that exaltation of service in a righteous cause which makes sacrifice glorious, and hardship a privilege. The soldiers that went to war left the capital of Minnesota thrilled by the enthusiasm and courage displayed by everyone. The First Regiment left St. Paul (Fort Snelling) on June 22, 1861, at 5 o'clock in the morning; yet the "town was out," a vast crowd to "see them off" at the lower levee, and at 8:30 A. M., the line of boats cast off, "the band playing a lively air, the crowd on the

shore and the soldiers cheering lustily," all proud to enter upon personal sacrifices for the nation, and thinking it "a glorious day" even though tears came to the eyes of some at the same time.

Now to review briefly the records of the regiments in which men of St. Louis County served. The review begins with:

First Minnesota Infantry.—The First Regiment of Minnesota volunteers, which became an infantry unit, was organized in April, 1861, and originally commanded by Col. Willis A. Gorman, former territorial governor of Minnesota. Ordered to Washington, District of Columbia, June 14, 1861; embarked, June 21. Participated in the following marches, battles, sieges and skirmishes: Bull Run and Edward's Ferry, 1861; Yorktown, Fair Oaks, Peach Orchard, Savage Station, Glendale and Nelson's Farm, Malvern Hill, Vienna, Antietam, Charleston, first Fredericksburg, 1862; second Fredericksburg, Gettysburg, and Bristow Station, 1863. Discharged at Fort Snelling, Minnesota, May 5, 1864. At Gettysburg, out of 252 men engaged, the First lost 205, "the greatest relative casualty list suffered by any command during the war."

The following named men of St. Louis County were upon the rosters of the First Regiment: E. A. Austin, W. H. Bassett, G. H. Durphin, J. J. Egan, E. H. Foster, W. H. Johnson, E. R. Jefferson, R. E. Jefferson, J. O. Milne, Thos. H. Pressnell, Franklin Paine, and John Young.

Second Minnesota Infantry.—The organization of the Second Regiment of Minnesota volunteers was entered upon even before the First had left St. Paul. Officially, the Second Regiment was recorded as having been organized in July, 1861. It was originally commanded by H. P. Van Cleve, a West point graduate, a veteran of the Black Hawk war. He became a brigadier-general in 1862. The Second Regiment was ordered to Louisville, Kentucky, in October, 1861, and became part of the Army of the Ohio. Engaged in the following campaigns, battles, and sieges: Mill Spring, siege of Corinth, Braggs Raid, Perryville, 1862; skirmishes of the Tullahoma campaign, Chickamauga, and Mission Ridge, 1863. The regiment was veteranized in January, 1864, and joined Sherman's forces for the Atlanta campaign, taking part in the following engagements: Resaca, Kenesaw Mountain, 1864; Jonesboro; Sherman's march through Georgia and the Carolinas; Bentonville, 1865. Discharged at Fort Snelling, July 11, 1865. The regiment "covered itself with laurels" in the battle of Chickamauga, and "few Minnesota regiments, if any, performed more long and laborious marches."

St. Louis County men of the Second Regiment were: J. N. Barnard, A. C. Bentley, Thomas Bowen, J. W. Burbank, M. C. Russell, and R. W. Sanburn.

Third Minnesota Infantry.—The Third Regiment was organized in October, 1861, and originally commanded by Col. Henry C. Lester, of Winona. Ordered to Nashville, Tennessee, in March, 1862; thence to St. Louis, Missouri, and to Minnesota. Engaged in Indian expedition of 1862. Participated in battle of Little Rock, Arkansas, November, 1863. Veteranized in January, 1864. Engaged at Fitzhugh's Woods, March 30, 1864; ordered to Pine Bluff, Arkansas, April, 1864; mustered out Devall's Bluff, September 2, 1865; discharged Fort Snelling. Regiment was conspicuous at Fitzhugh's Woods.

St. Louis County men in Third Regiment: Andrew Brink, H. J. Eaton, Hans Eustrom, E. L. Woodward, and E. S. Woodsworth.

Fourth Minnesota Infantry.—Organized December, 1861, Col.

John B. Sanborn. Ordered to Benton Barracks, Missouri, April 19, 1862. Participated in: Siege of Corinth, April 1, 1862; Iuka, September, 1862; Battle of Corinth, October, 1862; Siege of Vicksburg, Raymond, Jackson, Champion Hills, assault on Vicksburg and capture of Vicksburg, July 4, 1863; Mission Ridge, November, 1863. Veteranized January, 1864. Allatoona, October, 1864; Sherman's march through Georgia and Carolinas; Bentonville, March 20, 1865; Raleigh, 1865. Mustered out at Louisville, Kentucky, July 19, 1865. Discharged at Fort Snelling.

St. Louis County men on rosters of Fourth Regiment: U. S. Ayers, Brady Johnson, W. B. Patton, Charles Stewart, Fred Stauff, E. A. Tyler, and W. H. Van Valkenberg.

Fifth Minnesota Infantry.—Organized May, 1862, Col. Rudolph Borgešrode of Shakopee. Col. Lucius F. Hubbard of Red Wing later in command. Ordered to Pittsburg Landing, May 9, 1862. Left three companies in Minnesota for garrison duty. Regiment in many battles in 1862, including Siege of Corinth, April-May; Battle of Iuka, September, 1862; Corinth, October, 1862. Minnesota detachment engaged with Indians at Redwood, Minnesota, August 18, 1862; Siege of Fort Ridgely, August 20-22, 1862; Fort Abercrombie, D. T., August, 1862. Regiment with Sixteenth Army Corps saw heavy fighting in 1863, including: Jackson, Siege of Vicksburg, Assault of Vicksburg, Mechanicsburg, Richmond, 1863. The regiment was at Fort DeRussey, Louisiana, in March, 1864; then followed the Red River fighting, March-May; Lake Chicot, June, and Tupelo, July, 1864. In that month the regiment was veteranized. In August it engaged in the Battle of Abbeyville. Ordered to Nashville, Tennessee, in November, 1864, it took part in battle of Nashville, December 15-16. In April, 1865, it was at Spanish Fort and Fort Blakely, and finally, on September 6, 1865, was mustered out in Demopolis, Alabama.

M. Bruletti, James Farrell, N. Hettinger, W. G. Huston, and J. McGraw were the St. Louis County men of the Fifth Regiment.

Sixth Minnesota Infantry.—Organized August, 1862. Ordered to participate in Indian expedition forthwith. In battle with Indians at Birch Coulee, September 2, and Wood Lake, September 22, 1862. Garrison duty, frontier posts, next eight months, then actively in field against Indians. Three engagements. Similar garrison duty September, 1863 to June, 1864, then leaving for Helena, Arkansas. Ordered to St. Louis, Missouri, November, 1864, thence to New Orleans, January, 1865. With Sixteenth Army Corps engaged at Spanish Fort and Fort Blakely, April, 1865. Col. A. D. Nelson, original commander, was ordered to frontier before the organization was completed but he soon resigned and Col. Wm. Crooks appointed.

James H. La Fans seems to have been the only St. Louis County man in that regiment.

Seventh Minnesota Infantry.—Organized in August, 1862, Col. Stephen Miller, of St. Cloud, commanding. Participated Indian expedition, 1862; battle Wood Lake, Minnesota, September 22. Garrison duty frontier until May, 1863. Actively in field against Indians that summer; engagements July 24, 26 and 28. Ordered St. Louis, Missouri, October 27, 1863; thence to Paducah, Kentucky, April, 1864; thence to Memphis, Tennessee. Assigned to Sixteenth Army Corps, June, participating in: Battle of Tupelo, July; Tallahatchie, August; pursuit of Price from Arkansas to Missouri; Battle of Nashville, Tennessee, December, 1864. Last engagements Spanish Fort and Fort

Blakely, Alabama, April, 1865. Discharged at Fort Snelling, Minnesota, August 16, 1865.

Lt.-Col. Wm. R. Marshall, later governor of state, may be claimed as St. Louis County man, being one of pioneer townsite owners on the North Shore in the '50s; but the men of the Seventh Regiment shown on St. Louis County rosters are Frank Burke, John Hagadon, —McNeil, and Thos. Stokes.

Eighth Minnesota Infantry.—Organized August, 1862, Col. Minor T. Thomas, of Stillwater, commanding. At frontier posts until May, 1864, when regiment took field against Indians. Distinguished itself at Tah-cha-o-ku-tu, July 28, 1864, Little Missouri River, that engagement being only one against Indians commemorated in oils, the famous picture now hanging in the Minnesota State Capitol.

Other engagements of Eighth Infantry include battles against Confederate troops, the record including Battle of the Cedars, Wilkinson's Pike, Tenn., December, 1864, and near Murfreesboro same month. Regiment took part in battles of Kingston, March, 1865, and was mustered out at Charlotte, North Carolina, July 11, 1865.

H. C. Helm and J. F. Russell, of St. Louis County, were of the Eighth Regiment.

Ninth Minnesota Infantry.—Organized August, 1862, Col. Alex. Wilkins, of St. Paul, commanding. At frontier posts until September, 1863, then ordered to St. Louis, Mo.; Garrison duty, Missouri, until May, 1864, then going to Memphis. Later engagements: Gun-town expedition, June, 1864; Oxford expedition, August, 1864; Tallahatchie, August, 1864; pursuit of Price, Arkansas to Missouri; battles of Nashville, Tennessee, December, 1864; Spanish Fort and Fort Blakely, April, 1865. Discharged at Fort Snelling, August 24, 1865.

G. K. Barncard was the only known man of St. Louis County who served with the Ninth Regiment.

Tenth Minnesota Infantry.—Organized August, 1862, Col. James H. Baker, of Mankato, commanding. Frontier duty until June, 1863. In field against Indians during summer; engaged July 24, 26 and 28th. At St. Louis, Missouri, October, 1863; Columbus, Kentucky, April, 1864; Memphis, Tennessee, June, 1864. With Sixteenth Army Corps at Battle of Tupelo, July; Oxford expedition in August; Price pursuit; battles in Nashville, December, and in April of next year, 1865, at Spanish Fort and Fort Blakely, Alabama. Discharged Fort Snelling, August 19, 1865.

There were at least four St. Louis County men in the Tenth Regiment; they were: James J. Barns, Hugh A. Cox, Amos Frankfield and Henry Wellgarde.

Eleventh Minnesota Infantry.—The Eleventh Regiment was not organized until August, 1864, under command of Col. James Gilfillan. It left for field of bitterest warfare, Tennessee, but was not destined to take part in actual fighting, being detailed to guard railroad between Nashville and St. Louis. It was mustered out in June, 1865. H. F. Johnson, of St. Louis County, was in that unit.

First Regiment Heavy Artillery.—It was not until April, 1865, that the first Minnesota regiment of heavy artillery was organized. The first battery of light artillery had been organized in October, 1861, and the second and third batteries in December, 1861, and February, 1863, respectively, but there seemed to be no call for heavy artillery until 1865, when Col. Wm. Colville, of Red Wing, organized the First Regiment. It was ordered to Chattanooga, Tennessee, and there remained until September, 1865, when it was mustered out.

On the rolls of the regiment were John Saxton, Conrad Schoffer, and Albert Woolson, of St. Louis County.

Second Company, Sharpshooters was mustered until the Federal service for three years, in March, 1862, under command of Capt. Wm. F. Russell. It was part of a corps of picked men, known as "Berdan's Sharpshooters," recruited for special service. Its record is practically the record of the First Minnesota Infantry, for it was assigned to duty with that regiment in June, 1862, and remained attached until mustered out.

W. H. Smith, of St. Louis County, was of the Sharpshooters.

First Mounted Rangers was organized in March, 1863, by Col. Samuel McPhail, of Houston. It took part in the Indian expedition of that year, and was mustered out before the end of that year.

The St. Louis County men among the Mounted Rangers were Geo. R. Page, Nelson Hooper, Geo. N. LaVaque and John H. LaVaque.

Brackett's Battalion Cavalry.—Major Alfred B. Brackett, of St. Paul, organized the battalion of cavalry known by his name in October and November, 1861. The three companies soon left for Benton Barracks, Missouri, and in December, 1861, the battalion was assigned to "'Curtis' Horse," and in February, 1862, left for Fort Henry, Tennessee. In the following April the regiment became the "Fifth Iowa Cavalry," and as such took part in siege of Corinth, April, 1862. Ordered to Fort Heiman, Tennessee, August, 1862; veteranized February, 1864; ordered to Department of Northwest in 1864, Indian warfare, engagements July and August. Mustered out by companies May and June, 1866.

Charles Cotter and Leonidas Merritt were of Brackett's Cavalry, and another St. Louis County man, H. H. Hawkins, who is listed as of Second Minnesota Cavalry, may have belonged to the second company of Brackett's battalion.

Hatch's Battalion, Cavalry.—Hatch's Battalion, otherwise known as the Independent Battalion of Minnesota Cavalry, was organized in July, 1863, by Major E. A. C. Hatch. It was formed for service against the Indians, and although a Federal unit, it was permitted to operate independently of General Pope, then in command of the department, reporting direct to the War Department, Washington. The battalion was order to Pembina, D. T., October, 1863, and to Fort Abercrombie, D. T., May 1864, and there remained until mustered out by companies April to June, 1866.

S. L. Bohanan seems to have been the only St. Louis County man in Hatch's Battalion.

The Late Asa Dailey.—The foregoing review covers the records of Minnesota regiments in which St. Louis County men served, but as will be seen by the following list, men of the North Shore were in very many other regiments, many of them of very distinguished record. But obviously this review must confine itself to Minnesota regiments. However, so that a complete roster might be preserved in an authentic county history, the compiler of this work approached Mr. Asa Dailey, of Duluth, in November, 1920, knowing him to be the man best fitted for the preparation of such a roster. Mr. Dailey, a worthy loyal comrade, readily entered upon the work, having during the latter part of his life devoted himself exclusively to Grand Army affairs. It is thought that he was loyally engaged in such work of compilation when stricken in the spring of this year. He never recovered, death coming on June 19, 1921. Among his papers were later found the pencilled lists containing

the Civil war information that follows this chapter. Whether the list is complete, or not, the compiler of this county work is unable to state, but the information is given so that the worthy patriots who are of record in St. Louis County, e.g., who were of local residence either before or since the Civil war, and gave the nation personal service during that long and terrible struggle, might feel that the editors of this work desire to honor them, or their memory, in acknowledging their war service.

The lists prepared by the late Asa Dailey, and here given, include only men of St. Louis County, it is presumed. The branch of service is given where possible. The list begins: Anderson, Charles U. S. N.; Austin, E. A., 1st Minn.; A. O. Ayers, 86th Ohio; S. C. Aldrich, 65th Ohio; Charles Arnold, 142nd N. Y.; Samuel Anderson, 11th Pa.; Henry Alger, 1st Conn., Charles N. Ashford, 10th N. Y.; U. S. Ayres, 4th Minn, Martin Anderson, 33rd Wis.; John Abair, 153 N. Y.; R. W. Abbott, 9th Maine; J. J. Ash, 2nd N. J. Charles Archer, 14th N. Y.; Martin Anderson, 53rd Wis.; J. N. Albertson, 11th N. Y.

S. F. Boyer, 104th Ohio; C. N. Bonnell, 5th Wis.; W. H. Black, 23rd Ill.; John Butler, 6th N. Y.; John O. Benson, 4th Ill.; T. B. Bedell, 1st Cal.; William Ball, 45th Wis.; Thomas S. Brown, 5th N. H.; J. H. Baker, 31st Iowa; B. H. Brown, 5th N. H.; John Burns, 15th U. S.; Frank E. Birdsell, 7th Mich.; C. B. Bjmark, 7th Mich.; James J. Barns, 10th Minn.; Lucien J. Barnes, 1st Mo.; Myron C. Bunnell, 10th Mich.; Wm. G. Benson, 12th Mich. Inf.; A. E. Briggs, 110th Pa.; G. Bywater, 3rd Mo.; Fred D. Barnett, 84th Pa.; Geo. C. Blackwood, 177th Ohio; U. A. Burnham, 76th N. Y.; Milton Buell, 48th Wis.; E. L. Barber, 10th N. Y.; M. Bruletti, 5th Minn.; W. H. Bassett, 1st Minn.; John Bucha, 12th Wis.; Frank Burke, 7th Minn.; Daniel L. Bishop, 13th Me.; Chas. E. Budden, 1st Mich.; Hiram E. Barker, 2nd Wis.; Samuel Barge, 13th Wis.; Andrew Brink, 3rd Minn.; S. H. Brinn, 7th N. J.; John R. Balsh, 141st N. Y.; H. G. Blackmor, 56th Ill.; A. C. Blackman, 28th Ind.; Alfred Baker, 65th N. Y.; C. P. Bragg, N. S. N.; G. H. Barnard, 9th Minn.; Daniel Bigber, 1st Wis.; M. W. Bates, 21st Mich.; J. W. Butt, 46th Iowa; A. H. Burke, 75th Ind.; F. H. Barnard, 44th Mass.; R. S. Barker, 31st Me.; Henry Brown, 26th Mass.; W. F. Bailey, 12th Iowa; S. E. Burnham, 1st Me.; L. J. Butterfield, 6th Wis.; D. J. Budd, Wis.; Thomas Brooke, 76th Ohio; S. L. Bohanan; John T. Bright, 13th Pa.; Lewis Barrett, 28th Ohio; Ardin H. Bowen, 54th Ill.; J. M. Burbank, 5th Wis.; J. M. Barr, 9th Iowa; W. J. Baker, 3rd Wis.; Jas. S. Bush, U. S. N.; Thomas Burns, 29th Mich.; John Barton, 43rd Wis.; Henry Brown, 26th Mass.; Edwin Barnham, 1st U. S. Engrs.; M. R. Baldwin, 2nd Wis.; Thomas Bartlett; S. S. Barnett; G. H. Brown, 5th N. H.; A. C. Bentley; Thomas Bowen; J. N. Barncard, 2nd Minn.; Chas. E. Bostwick, 128th N. Y.; J. Brierly, 3rd Mass.; T. O. Brown, 18th Ill.; J. W. Burbank, 2nd Minn.; F. H. Brassett, 12th Wis.; Wm. F. Butters, 1st Me.; W. T. Bailey.

C. J. Crassett, 10th Wis.; P. O. Carr, U. S. N.; Miles Colson, U. S. N.; Thomas Cantwell, 143rd N. Y.; D. G. Cash, 27th Mich.; J. H. Cole, 12th Mich.; Cunningham, 73rd Pa.; E. M. Crassett, 18th Wis.; J. H. Cramer, 13th N. Y.; Chamberlain, 4th Wis.; A. Caisse, 3rd Mich.; Hugh A. Cox, 10th Minn.; R. S. Cowden, 7th Ohio; R. Cavanaugh, U. S. N.; Henry Champlin, 30th Wis.; M. J. Crothers, 6th Mich.; H. H. Covert, 148th N. Y.; Orson Coon, 49th Wis.; Chas. W. Cate, 8th Mich.; Ira Coburn, 950th Pa.; M. M. Clark, 5th Iowa; Henry Cleveland, 5th N. Y.; Chas. Cotter, Minn.; Dd. Crowley, 30th Wis.;

Chas. Caya, 45th Wis.; A. M. Cox, 2nd Ill.; E. G. Chapman, 8th Iowa; S. W. Clark, 4th Mass.; Chas. F. Clement, 10th Ind.; Elkin Corbett, 1st N. Y.; James G. Clark, 30th Ohio; Osgood Churchill, 12th Me.; J. B. Culver, 13th Mich.; H. W. Coppernall; C. D. Campbell, 27th Mich.; Anthony Cloud, 44th Ind.; R. B. Campbell, U. S. N.; W. L. Carey, 29th Ohio; J. C. Cook, 8th Mich.; L. G. Colman, 30th Mich.; R. J. Clemon, 8th N. Y.; Arthur B. Chapin, 1st Ohio; N. B. Church; Michael Casey, L. U. Case, 1st Mich.; W. C. Corey, 18th Wis.; C. Cargall, 2nd N. Y.; D. S. Cole, 3rd Mich.; E. B. Christie, 8th Ill.; A. W. Clark, 5th Mich.; Walter M. Clark, 27th Wis.; Louis B. Coffey, 2nd Wis.; Wm. Carnethan.

Marion Daniel, 3rd Wis.; A. S. Daniel, 11th Conn.; J. S. Daniels, 2nd Wis.; Asa Dailey, 30th Wis.; W. F. Davey, 97th N. Y.; John Donovan, 145th N. Y.; E. S. Dodd, 14th Ohio; Job P. Dodge, 11th Ill.; Richard Dodge, 27th Wis.; Wm. Doudanow, 27th Mich.; Nelson Drake, 5th N. Y.; Cornelius Donohue, 4th Mich.; Geo. W. Donaldson, 27th Mich.; John Dimond, 1st N. Y.; Don A. Dodge, 101st N. Y.; James L. Dow, 49th Wis.; H. A. Douglas, 2nd Wis.; T. F. Dean, 9th Ind.; Darius Dexter, 7th Ill.; Sylvanus Doris, 2nd N. Y.; G. H. Durphin, 1st Minn.

Chas. Emrick, 21st N. Y.; H. Evans, 9th Mich.; Clark Esmond, 7th Mich.; Durgan Evans, 1st N. H.; R. P. Edson, 144th N. Y.; J. P. Easton, 14th Ill.; Wm. Elswick, 5th Vir.; N. T. Esty, 3rd R. I.; H. J. Eaton; Hans Eustrom, 3rd Minn.; J. J. Egan, 1st Minn.; H. E. Emmerson, 2nd Wis.; Cook Ely, 41st Wis.

J. S. Forward, 28th Wis.; James Finley, 9th Pa.; J. W. Frazer, 15th N. Y.; J. C. Ferguson, 1st Del.; E. P. Follett, 8th N. Y.; Chas. Falkenstein, 35th Wis.; John E. Fassett, 3rd Me.; H. R. Fish, 35th Pa.; C. F. Foster, 9th Ind.; J. S. Featherley, 20th Wis.; E. H. Foster, 1st Minn.; J. B. Flack, 1st Ky.; John Finlayson, 18th N. Y.; E. S. Fletcher, 23rd Wis.; Amos Frankenfield, 10th Minn.; John Frazier, 142nd N. Y.; James Farrell, 5th Minn.; M. Fitzpatrick, 3rd N. Y.; F. W. Flint, 7th Mich.; Edward Florida, 16th Wis.; John Finnigan, 3rd Wis.; Chas. W. Farrington, 135th Ohio; Lewis Franklin, 45th Wis.; A. H. Fish, 3rd Mich.; James H. Flint, 15th Iowa; Ed. Flannagan, 20th Ill.; Fred Fisher, 6th N. Y.; H. W. Ford, 29th Wis.; M. Fitzgerald, 16th Ill.; James H. Felt, 32nd Iowa.

R. A. Gray, 21st Me.; A. W. Gillett, 37th N. Y.; C. F. Griffin, 47th Wis.; Joseph Glockle, 9th N. Y.; Giles Gilbert, 7th N. Y.; J. B. Geggie, 105th Pa.; E. Gouser, 192nd Ohio; Peter C. Gilley, 1st N. Y.; E. L. Gregg, 2nd Iowa; T. F. Gray, 1st N. J.; John Gates, 9th Mich.; John Grace, 7th Mich.; W. H. Gorndell, 93rd Ill.; H. Green, 6th Mich.; Chandler Gross, 8th N. Y.; Gilpatrick, 6th Me.; N. A. Gearhart, 104th N. Y.; E. Gleason, 22nd Wis.; M. W. Goodrich, 187th Pa.; John A. Gray, 8th Pa.; John A. Goss, 6th U. S. Cav.; Wm. Gutt, 74th Ill.; Carl Grieve, 8th N. Y.; C. H. Graves, 40th N. Y.; R. G. Geusse, 12th Wis. Carp.; John D. Gunn, 27th N. Y.; James R. Glass, 125th Pa.; S. L. Gage, 8th Pa.; James E. Goodman, 12th Mich.

C. W. Harvey, 74th Ill.; G. H. Holden, 179th N. Y.; G. Hamilton, 9th Ill.; S. W. Higgin, 69th Ohio; D. W. Hayden, 1st Me.; C. L. Hooker, 5th Wis.; Hy. Hingson, 130th Ind.; A. E. Houghton, 2nd Me.; N. Hettinger, 5th Minn.; F. C. Hazelton, 10th Wis.; D. B. Heacock, 14th Ohio; F. W. Hunt, 11th Wis.; A. J. Herring, 195th Ohio; John Hagadon, 7th Minn.; E. J. Heath, 3rd Mich.; F. W. Harris, 21st Mich.; E. C. House, 5th U. S.; B. F. Howland, 7th Wis.; W. H. Harrison, 3rd Wis.; G. Harding, 3rd Wis.; David Hood, 5th Mich.; H. C. Helm,

8th Minn.; — Harrison, 2nd Wis.; W. H. Helm, 48th Mo.; N. F. Howe, 22nd Wis.; E. D. Hadley, 14th N. H.; F. B. Hizar, 1st Del.; F. Halladayce, 133rd Ind.; C. E. Holt, 6th Ohio; H. H. Hawkins, 2nd Minn.; James Hooker, 150th Ill.; A. N. Hopkins, 2nd Mich.; J. D. Holmes, 5th Mich.; W. P. Haines, 3rd Mo.; Benj. Hogan, 3rd N. Y.; H. J. Henderson, 15th Wis.; John Harrington, 24th Mich.; W. C. Hill, 2nd Pa.; Wm. F. Hyde, 1st Wis.; R. J. Hogan, 50th Wis.; Chas. Hamstead, 29th Mich.; Albert Huber, 72nd Ill.; Wm. G. Huston, 5th Minn.; James B. Hughes, 49th N. Y.; Robert P. House, 11th Wis.; Frank K. Hill, 3rd Miss.; Nelson Hooper, 1st Minn.

Jerome B. Inman, 2nd. Mich. Cav.; John Irvin, 1st Ohio Lt. Art.; Daniel Ivery, 44th Wis.

E. F. Johnson, N. Y.; W. H. Johnson, 1st Minn.; H. F. Johnson, 11th Minn.; Rufus Johnson, 1st Del.; Leslie Johnson, 1st Neb.; Brady Johnson, 4th Minn.; E. R. Jefferson, 1st Minn.; R. H. Jefferson, 1st Minn.; Porter M. Jones, 12th Wis.; A. Jacobs, 1st Mich. Engrs.

H. A. Kiihli, 27th Mich.; Freeman Keene, 1st Mich.; R. C. Kennedy, 89th N. Y.; E. F. Kingler, 55th N. Y.; J. A. King, 4th Wis.; K. Leller, 2nd Ohio; John Krackenberger, 27th Wis.; David Kimball, 27th Mich.; H. C. Kendall, 135th Ind.; — Kennedy, 137th Ind.; Frank Kirky, 6th N. Y.; Joshua Klein, 199th Pa.; J. W. Kilgow, 9th Ind.; M. F. Kalenbach, 32nd Wis.; Fred Knowlton, 8th Me.; O. D. Kinney, 6th Pa.; S. M. Keiller, 8th Wis.; Jeremiah Kimball, 1st N.; R. F. Kegg, 152nd Ind.; Geo. W. Keys, 150th Ohio.

C. A. Loundsbury, 21st Mich.; Jacob Laux, 27th Ohio; A. M. Longstreet, 20th Pa.; L. M. Leiman, 13th Me.; E. E. Lloyd, 12th Vermont; Alex Longmieur, 1st Mich.; Levi le Duc, 39th Wis.; J. A. Lathrop, 57th N. Y.; William Little, 17th Wis.; Geo. N. LaCaque, 1st Minn.; John H. LaVaque, 1st Minn.; Chas. Laurel, 14th Conn.; R. S. Lench, 2nd Pa.; Warren Lucom, 39th Wis.; O. H. Lucken, 15th Wis.; John Lake, 192nd N. Y.; Wm. H. Long, 11th Ind.; W. J. Long, 50th Ind.; James H. La Fins, 6th Minn.; Thos. Lanigan, 8th Pa.; C. LaBel; James LaGott, 16th Mich.; Joseph Laundrie, 5th Wis.; Leonard DeWitt, 27th Mich.

F. M. Meyers, 2nd Mich.; James K. Magie, 78th Ill.; S. C. Maxwell, 76th Ind.; J. F. Moody, 2nd Mass.; T. J. Mitchell, 3rd Mo.; Chas. Miner, 19th Mass.; B. Minor, 22nd N. Y.; Doras Martin, 30th Wis.; John Monson; Joseph Moran, 12th Wis.; H. B. Moore, 1st Brig., 2nd Div.; C. F. J. Meyer, 16th N. Y.; A. H. Merriman, 22nd Wis.; W. H. Miller, 21st Pa.; J. S. Merrill, 1st Wis.; J. H. Miller, 74th Ind.; E. P. Martin, 5th Ill.; A. McComber, 1st N. Y.; T. F. McGowan, 78th U. S. Cav.; J. McCrum, 5th U. S. Art.; P. McKane, 184th N. Y.; Chas. McNamara, 12th Mo.; S. C. McQuade, 27th Mich.; J. F. McLaren, 10th Pa.; W. A. McDonald, 41st Wis.; Leonidas Merritt; John Mallman, 27th Mich.; Frank E. Miller, Cogwell's Bn.; Jewett McPherson, 1st U. S. Inf.; F. M. Meyers, 2nd Mich.; W. D. Mair, 30th Inf.; J. O. Milne, 1st Minn.; R. W. Mars, U. S. N.; J. E. L. Miller, U. S. N.; S. C. McCormick, 134th Pa.; E. W. McClure, 61st Ill.; John B. Mussett, 87th Ill.; Austin Morden, 61st Mass.; Leonard Madden, 1st Iowa; Thomas McGill, 91st N. Y.; J. McGraw, 5th Minn.; R. McKinley, 14th Iowa; — McNeil, 7th Minn.; J. W. Morgan, 21st Wis.; James Meyers, 134th N. Y.; W. H. McCullum, 1st Ohio; Luther Mendenhall, 1st Pa. Res.

Chas. Nelson, 27th Mich.; C. A. Nichols, 27th Mich.; Sherman Norris, 7th Ohio; W. A. Noble, 13th Mich.; W. L. Nichols, 17th Ill.;

Peter Needam, 40th Ind.; A. D. L. Newman, 50th Wis.; J. H. Niel, 14th Mo.

R. H. O'Neale, 2nd U. S.; F. A. Olmstead, 27th Iowa; Chris. Ottinger, 5th Ohio; H. C. Osterhout, 101st Ohio; John Orr, 107th N. Y.; J. G. Osborne, 92nd Ohio; Robert Oliver, 55th Ill.

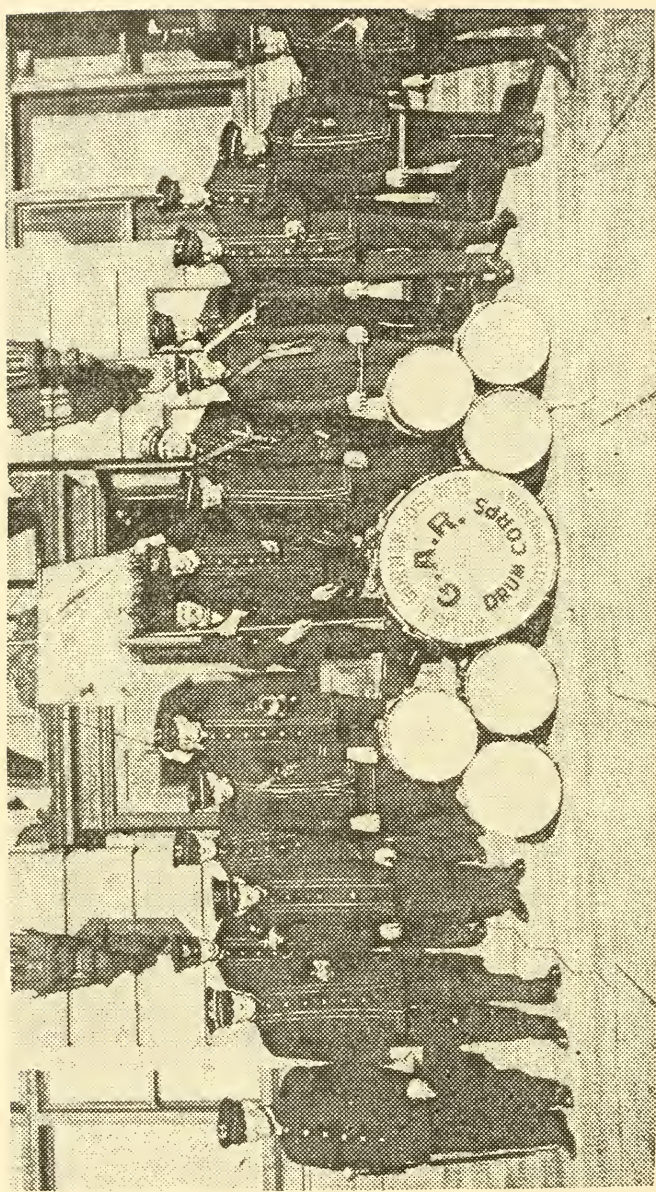
Geo. R. Page, 1st Minn. Rang; Wm. Phalen, 27th Wis.; A. G. Peabody, 51st Wis.; J. H. Porter, 38th Wis.; L. W. Palmer, 59th Ind.; W. H. Pierce, U. S. N.; W. G. Peek, 12th Ind.; Edward Payne, 198th Ohio; S. E. Phillips, 50th Wis.; J. E. Patten, 10th N. Y.; Hiram Parsons, 7th Ohio; Thos. H. Pressnell, 1st Minn.; August Polman, 35th Mass.; S. M. Pellow, 3rd Mich.; Franklin Paine, 1st Minn.; R. Patton, 13th Pa.; E. D. Paxon, 10th Mich.; Chas. C. Plummer, 44th Ohio; W. B. Patton, 4th Minn.; W. H. Pride; E. M. Pope, 8th N. Y.; Alfred Parker, 3rd Iowa; F. E. Phillips, 22nd Me.

G. V. Quillard, 7th N. Y. Inf.

Wm. Ross, 18th Mich.; J. M. Riley, 108th Ind.; G. A. Robinson, 100th U. S. Cav.; J. F. Russell, 8th Minn.; J. G. Rakowsky, 58th Ohio; G. E. Ramsey, N. S. N.; Asa Rockwell, 5th Iowa; H. T. Robbins, 7th N. H.; H. A. Robbins, 16th Wis.; C. W. Rossiter, 7th Ohio; G. J. Ruddy, 5th Conn.; N. O. Roswell, 12th Iowa; J. G. Robinson, 1st Mich.; Andrew Riefer, 16th Mich.; M. C. Russell, 2nd Minn.; Edward Rice, 2nd Wis.; J. R. Randall, 18th Mich.; G. W. Ryan, 50th Pa.; John M. Rich, 7th Pa.; Richard Redman, 15th N. Y.; James Riddle, 66th Ohio; E. R. Rockwell, 3rd Md. Cav.; E. B. Ryan, 21st Wis.; F. Risland, 48th Wis.; Ira J. Richardson, 68th N. Y.; Warren Rice, 60th N. Y.; Lafayette Robinson, 52nd Ill.; Chas. H. Reid, 2nd Vt.; Arthur W. Ridd, 2nd Mich.; James B. Rice, 29th Wis.; W. H. Reeves, 35th Mass.

William Shaw, 13th Iowa; Asa Shepherd, 62nd Ill.; E. Slaughter, 3rd Wis.; W. H. Smith, 2nd Minn.; P. W. Smith, 59th N. Y.; F. M. Smith, 46th Ind.; L. C. Smith, 4th Wis.; L. J. Smith, 20th Pa. Cav.; Wm. Schmidt, 37th Ohio; P. P. Stewart, 1st Me.; D. S. Scott, 16th Ill.; D. W. Scott, 23rd U. S. Cav.; W. W. Scott, 1st Me.; C. Stoots, 118th Ind.; J. D. Sourwinn, 14th Pa.; R. W. Sanburn, 2nd Minn.; Chas. Stewart, 4th Minn.; Thomas Stokes, 7th Minn.; R. B. Stone, 1st Mich.; S. W. Sherman, 55th Ill.; Rudolph Segar, 1st Mich.; J. W. Spohn, 50th Wis.; F. W. Spear, 8th Mich.; Joseph Stickney, 18th Mich.; Chas. Simson, 10th N. Y.; John Saxton, 1st Minn.; W. D. Sharp, U. S. N.; Chas. E. Salter, 14th Conn.; G. K. Swan, 2nd Cal.; C. H. Stockin, 105th Ohio; Franklin P. Simpson, 2nd N. Y.; Fred Stauff, 4th Minn.; James Stratton, 3rd Mich.; J. S. Stewart, V. R. C.; Frank Shepard, 5th N. Y.; John Shaw, 14th Wis.; O. P. Stearns, 39th U. S. Cav.; Conrad Schoffer, 1st Minn.; Karl Stackmuser, 45th Wis.; R. L. Scoville, 14th N. Y.; H. S. Sawyer, 17th N. Y.; Jonas Strauss, 56th N. Y.; Joseph Seruna, 27th Mich.; Peter St. George, 1st Ohio; Joseph St. George, 17th Ohio; Aaron Springstead, 102nd N. Y.; A. O. Strickland, 194th N. Y.; T. W. Streeter, 17th Wis.; Geo. Skelton, 38th Iowa; B. H. Smith, 47th Wis.; McKeon Smith, 137th Pa.; David S. Scott; J. W. Stewart; W. R. Schendel, 7th Ind.; H. E. Skelton, 90th N. Y.; Geo. Singleton, 1st Ind.; Louis Sandion, 6th Mich. Cav.; William Simpler, 76th Pa.; W. H. Smallwood, 76th U. S. Cav.; W. P. Strickland, 121st N. Y.

Charles F. Todd, 140th Ill.; Samuel Thompson, 85th N. Y.; J. E. Teft, 12th U. S.; John A. Trow, 13th Mass.; J. H. Triggs, 7th Iowa; J. B. Thomas, 1st Mich.; W. G. Ten Brook, 107th N. Y.; E. A. Tyler,



4th Minn.; J. W. Thompson, 142nd Ohio; Frank Telford, 74th Ohio; J. J. Tanner, 1st Mich.; C. Thompson, 5th Wis.

John H. Upham, 149th N. Y.; N. L. Upham, 35th N. J.

W. H. Van Valkenberg, 4th Minn.; W. F. Verrill, 13th Me.; John Van Allen.

Geo. Wiseman, 14th Ohio; Thomas A. Whittaker, 131st Ohio; S. F. White, 28th Mich.; V. S. Wilkinson, 9th Ill.; Louis Wolfrom, 16th N. Y.; J. N. Weldon, 5th Conn.; Andrew Wilson, U. S. N.; J. E. West, 3rd N. J.; Theophilus Wilson, 85th Pa.; W. J. Wallace, 188th Pa.; J. R. Wagner, 40th Wis.; Albert Woolson, 1st Minn.; Hiram Whire, 25th U. S. Col. Inf.; W. W. Wood, U. S. N.; William Williams, 79th U. S. Col. Inf.; Jacob Wood, 18th Ind.; C. G. Wilson, 198th Ohio; J. R. Ward, 155th N. Y.; J. H. Woon, U. S. N.; Geo. W. West, 8th Me.; S. M. Wessenberg, 11th Ohio; Geo. E. Wells, 60th Ohio; John Wadleigh, 18th Wis.; James Wallace, 14th U. S. Inf.; Henry Wickey, 16th Ohio; J. W. Western, 16th N. Y.; Xavier Wehrli, 10th Ill.; Henry Wellgarde, 10th Minn.; Alvin White, 1st N. Y.; Chas. S. Weaver, 3rd Mass.; Hampton Wade, 2nd Ill.; Patrick Walsh, 7th Ind.; E. L. Woodward, 3rd Minn.; C. M. Wilson, 175th Ohio; G. M. Wilson, 24th N. Y.; W. S. Woodbridge, 1st Kans. Cav.; C. H. Wilcox, 75th N. Y.; E. S. Woodworth, 3rd Minn.; — Wright.

John Young, 1st Minn.

The last word Mr. Dailey seems to have written was "Wright." No initial or regiment are shown opposite the name, but underneath is an address, indicating perhaps that he intended communicating with that address. Unfortunately he was not able to go further. Still, Asa Dailey's is by far the most complete list of Civil War soldiers of St. Louis County ever compiled.

May he rest in peace, knowing that he has well served his comrades.

Grand Army Activities.—Since the mustering out of the surviving patriots in 1865, and their entry then into civil life, the histories of villages, cities, towns, states, and of the nation make it clear that the strongest force in American life has been that which shouldered the gun during the war. In various walks of civil life the men who proved their strength of character and purpose during the trying years of civil war took a prominent part. They and their sons and daughters have held the nation's helm in all that has since threatened; and some have lived long enough to see that their grandchildren were destined to be the backbone which would not bend to the pressure of the mighty German military force in the most recent of the nation's wars. The work of the men of Civil War record has been especially evident through the activities of the Grand Army of the Republic once so strong but, alas, now faltering in old age, and unable now to carry on its purpose with the virility and vigor of the latter decades of the nineteenth century. St. Louis County, in common with other districts throughout the country, has had the good fortune to have had a strong and active grand-army force; and it must be said that the county, as a whole, have sought to show the Grand Army posts that it appreciated the service of its members, both in military and in civil activities. One of the finest meeting places for a Grand Army post is that set apart and dedicated to their use in the Court House at Duluth.

And one of the most recent and gratifying indications that the Grand Army posts of St. Louis County are still usefully functioning is seen in the recent installation of an inspiring statue, entitled "Patriotism," on Court House Square, Duluth, placed there as a gift

to the city of Duluth from the J. B. Culver post of the Grand Army of the Republic to commemorate the service of soldiers and sailors to the nation in time of war.

The cornerstone of the statue was laid on Memorial Day of 1918, and on that day of 1919, it was dedicated by Dr. J. D. Budd, commander of the J. B. Culver post. The invocation and benediction were given by Rev. H. A. Ingham.

The statue stands as a recognition of the past, and as the hope of the future, for "Patriotism" will ever be the proud possession of St. Louis County; sons and grandsons of the Civil War patriots have shown a like strength, and if there be a future need, the great-grandsons will probably rally to the flag as fervently patriotic and self-sacrificing as were their forebears. Such is the heritage passed on by the stalwart men of 1861-65.

Spanish War.—After more than thirty years of peace, war clouds again gathered, this nation becoming involved in another struggle to free an oppressed people. And the nation was destined again to have it demonstrated that Minnesota was as ready as of yore to uphold the cause of liberty, by personal sacrifice—of life, if need be. It is said that Minnesota was the "first to respond to the call of President McKinley for volunteers at the beginning of the war with Spain." At 5 o'clock in the afternoon of April 25, 1898, Gov. D. M. Clough received the telegraphic requisition for three regiments of infantry. The governor immediately replied: "Troops ready at once," giving statement as to arms, equipment, etc. They were to serve for two years, or during the war. The First, Second and Third regiments of the state troops, the National Guard units, were soon mobilized, and filled to war strength by careful selection from the abundance of volunteers available. By April 29th the National Guard regiments had mobilized, only four days after receipt of the first intimation from federal authorities that there was a need; and when the regiments passed into federal control they followed the numerical order of the infantry regiments of the Civil War, the First, Second, and Third regiments of National Guard becoming the Twelfth, Thirteenth, and Fourteenth regiments of Minnesota Volunteer Infantry. Subsequently the Fifteenth Regiment was organized. In all of these regiments men of St. Louis county served, therefore some review of the regimental records should be given.

Twelfth Minn. Infantry.—The Twelfth Regiment of Minnesota Volunteer Infantry was enrolled on April 29, 1898, and mustered into the service of the United States at Camp Ramsey, St. Paul, on May 6 and 7, 1898. Col. Joseph Bobleter, of New Ulm, was in command. The regiment left Camp Ramsey, May 15th, for Camp Thomas, Ga., and was there assigned to First Brig., Third Div., First Army Corps. Transferred August 24, 1898 to Camp Hamilton, Ky., and left there Sept. 15, 1898, for New Ulm, Minn. Six days later the regiment "was furloughed for thirty days," and was mustered out of the service on November 5, 1898, the Spanish resistance having been broken, and there being no further need for all the troops mobilized.

Thirteenth Minn. Infantry. was enrolled on April 29, 1898, and federalized at Camp Ramsey, St. Paul, May 7th, Col. C. McReeve commanding. On May 16th the regiment proceeded to San Francisco, California, to prepare for service in the Phillipine Islands. From Camp Merritt on June 26, 1898, the Thirteenth embarked on the steamer "City of Para," bound for Manila, P. I. The regiment debarked on August 7th at Paranaqua, P. I., marching to Camp Dewey

the same day. On August 13, 1898, the regiment participated in the battle before Manila, as a part of the Third Brigade, Second Division. On August 22nd the regiment was assigned to provost guard duty at Manila. It was relieved March 19, 1899, and ordered into the field as a unit of Third Brigade, Second Division, under command of Gen. R. P. Hall. March 25th and 26th it was engaged with insurgents in the Mariquina Valley. From March 29th to August 4th the Thirteenth was on duty guarding the lines of communication and had numerous engagements, including the battle of Santa Maria, April 12th. Two battalions of the regiment were detached on April 23rd to form part of the Provisional Brigade, a unit of Lawton's expedition into the interior.

On August 4th the regiment was relieved from further duty in the Phillipines, and returned to Manila for embarkation; it reached San Francisco eventually on September 7th and debarked two days



THE ARMORY, DULUTH

later, marching to the Presidio camp, where it was mustered out on October 3, 1899.

Fourteenth Minn. Infantry.—The Fourteenth Regiment was enrolled on April 29th, 1898, and became United States troops on May 8, 1898, at Camp Ramsey, under command of Col. H. C. Vanduzee. Reached Camp Thomas, Ga., May 19, 1898. On August 28, 1898, left Camp Thomas for Camp Poland, Knoxville, Tenn., and on September 20, 1898, left for Camp Van Duzee, St. Paul, Minn., a week later, being furloughed. The regiment was finally mustered out of federal service on Nov. 18, 1898, the national war need being over. In the record of the Fourteenth Regiment, however, is service along the Great Northern Railway during Indian unrest. "Several companies participated in the operations as a part of General Bacon's forces, returning in the afternoon of October 23, 1898."

Fifteenth Minn. Infantry.—This regiment was mustered into the United States Army at Camp Ramsey, St. Paul, Minn., July 9 to 18, 1898, under the second call of the President for volunteer troops.

From Camp Ramsey the regiment went to Camp Snelling, thence on September 15, 1898, to Camp Meade, Pennsylvania. On November 15, 1898, the regiment was transferred to Camp Mackenzie, Ga., and there remained until mustered out on March 27, 1899.

The men of the Minnesota regiments enlisted for service during the Spanish war were of fine physique, as may be imagined from the fact that only a limited number could be enlisted, whereas the young men of the state, almost as a whole, were eager to enlist. And had the war lasted, seriously, into the following year there is no doubt that the Minnesota regiments would have distinguished themselves as nobly as did the state troops of the Civil war. Fortunately, they were not called upon, with the exception of the Thirteenth, but their records nevertheless should be treasured among the military annals of the several divisions of Minnesota. St. Louis County's contribution, perhaps cannot be completely shown, but the best information now available is embodied in this chapter, so that the local veterans of the Spanish war may know that their national service (which in hardships and camp rigors, was as hazardous as that experienced by many of the units of the Civil war period, and of the last great World war), is not unappreciated. The most authentic record, perhaps, is in the rosters of the United Spanish War Veterans. The local veterans of that war are of record in the two camps of the county, the John G. McEwen Camp, of Duluth, and the Major Wilkinson Camp, of Chisholm. Culling the information from the official records of the United States Department of Minnesota, United Spanish War Veterans, it appears many of the contingent from St. Louis County enlisted in the 13th, 14th, and 15th Minnesota Volunteer regiments. Those veterans that were on the roster of the John G. McEwen Camp in 1919 were: Alfred Arnson, 15th Minn.; Christ Anderson, 14th Minn.; H. Ahl, 14th Minn.; Louis G. Andrews, 5th Mass.; J. A. Barron, 33rd Mich.; Nick Bergerson, 15th Minn.; Walter B. Burchard, 14th Minn.; Frank L. Bradley, 6th U. S. Cav.; T. F. Brown, 34th U. S. Inf.; P. J. Bestler, 2nd Wis.; W. A. Bone, 2nd Wis.; W. A. Berridge, 17th Ohio; Julius Boetcher, 14th Minn.; Martin T. Burns, 14th Minn.; Edward Blackwood, 34th Mich.; Harley Brigham, 34th U. S. Inf.; J. B. Caverly, 5th U. S. Cav.; Dr. T. L. Chapman, 33rd Mich.; Judd Canning, U. S. N.; Thomas Carrigan, 13th Minn.; A. R. DeVohn, 14th Minn.; A. P. Daly, 14th Minn.; Pat Derrig, 1st Mont.; L. A. Erickson, U. S. N.; Dr. C. E. French, 14th Minn.; E. J. Fitzgerald, U. S. N.; A. Friis, 14th Minn.; J. A. Fraser, 14th Minn.; Geo. Frame, 14th Minn.; Wm. J. Fitzenmeier, 14th Minn.; Andrew Frielund, U. S. N.; J. B. Gileson, 14th Minn.; Thos. W. Gunn, 18th U. S. Inf.; R. R. Houghtalling, 35th U. S. Inf.; Roy V. Hamlin, 33rd U. S. Inf.; Hans Hagelin, 4th U. S. Inf.; Robert Haskins, U. S. N.; F. R. Holmberg, 14th Minn.; H. M. Hutchings, U. S. Marines; A. W. Jacobson, 10th U. S. Inf.; Chas. Jacobs, 26th U. S. Inf.; Horace B. Keedy, 7th Ill.; Francis J. Kendall, 14th Minn.; W. J. Kennedy, 14th Minn.; Wm. Kubiski, 15th Minn.; Geo. A. Kennedy, 1st Ky.; W. W. Keilly, 14th Minn.; W. C. Kimball, 46th U. S.; J. H. Koors, 13th Minn.; Herman Krause, 3rd U. S. Inf.; D. D. Kreidler, 15th Minn.; J. E. Lawrence, 14th Minn.; Chas. F. Loerke, 34th Mich.; Geo. Lloyd, 14th Minn.; John Lueck, 3rd U. S. Inf.; Ed. Loftus, 13th Minn.; T. J. Leahy, 14th Minn.; Emil Lundberg, 14th Minn.; Edw. S. LaCroix, 14th Minn.; Louis Lohman, 14th Minn.; R. H. Long, 14th Minn.; Geo. Morin, 15th Minn.; Fred S. Moulster, 4th Wis.; M. C. Miller, 14th Minn.; Walter M. Mee, 14th Minn.; H. Moody, 1st U. S. Cav.; H. L.

Merrill, 47th U. S. Inf.; Joseph Maley, 15th Minn.; Rod McDonald, 33rd Mich.; W. A. McKee, 14th Minn.; P. E. McCormack, 1st Wis.; W. S. McCormack, 14th Minn.; Chas. V. McCoy, U. S. Hosp.; C. L. McCool, 32nd U. S.; A. E. Neilson, 1st Ill.; Rudolph Nelson, 13th Minn.; O. F. Nelson, 34th Mich.; M. P. Orchard, 14th Minn.; W. L. Peirce, 14th Minn.; W. E. Pugh, 1st Ill. Art.; Anthon J. Peterson, 14th Minn.; O. F. Phillips, 158th Ind.; Jacob M. Plank, 1st Ill.; Thomas Ross, 14th Minn.; W. T. Ryan, 16th U. S.; W. C. Robinson, 14th Minn.; W. Y. Richardson, 13th Minn.; F. R. Stuckman, U. S. N.; Rev. John G. Schaibly, 5th Ohio; Geo. J. Sherman, U. S. Hosp.; C. J. Sutherland, U. S. N.; F. M. Schutte, 13th Minn.; J. D. Schweiger, 14th Minn.; Philip R. Sherman, 31st Mich.; Ed. F. Spink, 14th Minn.; D. W. Stocking, 14th Minn.; Benj. Swarthout, 5th U. S. Inf.; E. G. Shepard, 14th Minn.; M. M. Turnhull, 49th Iowa; Jacob Thoresen, U. S. N.; Herman Toewe, 8th Penn.; C. C. Teare, 14th Minn.; Leonard Usher, 28th U. S.; Harry Witz, 14th Minn.; J. O. Westerlund, 34th Mich.; R. M. Weaver, 14th Minn.; Oscar Wetterlind, 14th Minn.; Oscar Dehlin, 35th Mich.; Joseph Carhart, Jr.; Alva G. Catlin, 13th Minn.; Walter J. Cook, 13th Minn.; J. Scott Cash, 14th Minn.; W. A. Bone, 3rd Wis.; Rudolph Deitz, 14th Minn.; John A. Johnson, 15th Minn.; C. E. Haines, 14th Minn.; R. C. Haxton, 4th U. S. Inf.; Fred C. Moulster, 4th Wis.; Albert LaPoint, 4th U. S. Inf.; Richard Little, 14th Minn.; Lawrence Long, 14th Minn.; J. R. Miles, 14th Minn.; O. W. Mittie, 7th U. S. Art.; Geo. H. Miller, 14th Minn.; Frank Musolf, 14th Minn.; E. D. Loftus, 13th Minn.; E. F. Mathews, 12th Minn. Vol.; Marvin McLaren, 14th Minn.; W. E. Phillips, 1st Ind.; Brown McDonald, 2nd Tex.; Chas. McEvoy, 34th Mich.; M. C. Parker, 3rd U. S. Art.; Frank Story, 14th Minn.; F. O. Steel, 33rd Mich.; Chas. H. Willis, 14th Minn.; Louis Gscheidle, 15th Minn.; J. F. Watson, 14th Minn.; H. D. Wood, U. S. N.; E. J. Whalen, 4th Mich.; Hector Lamont, 14th Minn.; Lewis A. Dunaway, 1st Wis.; Richard McCarthy, 51st Iowa; Geo. W. Mee, 14th Minn.; Ira B. Smith, 13th Minn.; Chas. E. Carroll, 14th Minn.; Patrick Long, 14th Minn.; Andrew Zellar, 14th Minn.; Carl Lovelace, 1st Wis.; Walter G. Whitney, 14th Minn.; Geo. H. Christopher, 14th Minn.; Peter Novack, 14th Minn.; Alex. Kalish, 6th U. S. Inf.; F. H. Wood, 14th Minn.; J. L. McPhee, 3rd U. S. Inf.; M. J. Murray, 14th Minn.; J. W. McCormick, 13th Minn.; J. J. Beattie, U. S. Signal; C. G. Wickman, 3rd U. S. Inf.; Dr. W. J. Works, 13th Minn.; H. A. Hanson, 3rd Wis.; J. C. Eaton, 14th Minn.; P. L. Anderson, 14th Minn.; J. M. Frink, 3rd Wis.; Edw. Legh Page, 2nd Tex.; And. H. Smith, 13th Minn.; G. T. Bates, 14th Minn.; R. H. Kehl, 34th Mich.; P. O. Haugland, 21st U. S. Inf.; D. A. Small, 13th Minn.; Frank J. Small, 15th Minn.; and the following named deceased: Theodore Simon, 13th Minn.; G. A. Henry, 14th Minn.; Daniel E. Edklund, 3rd U. S. Inf.; W. H. Smallwood, 14th Minn.

The veterans who are members of the Major Wilkinson Camp of Chisholm are: Thomas O'Connor, 3rd Inf.; W. B. Brown, U. S. N.; Walter H. Ogden, 22nd Inf.; Wm. H. Clemens, 1st Art.; P. Mungovan, 3rd Neb.; Andrew Hagland, 87th Vol.; Dayton H. Hinds, 34th Mich.; Adolph M. Peterson, 3rd Inf.; Thomas Cody, 37th Vol.; Frank Green, 22nd Inf.; Joe Verant, 45th Vol.; Clarence B. Banks, 3rd Wis.; George Meyers, 34th Mich.; John Sladkey, 45th Vol.; John P. Lanto, 34th Mich.; Geo. A. Lindsey, 50th Iowa; A. Antonelli, 3rd Inf.; Joseph Havelick, 15th Art.; Herman Junsola, 34th Mich.; J. B. Frazer, 3rd U. S. Inf.; H. A. Thompson, 3rd U. S. Inf.

The commander of the John G. McEwen Camp, Duluth, is Thomas W. Gunn; and the commander of the Major Wilkinson Camp of Chisholm is Herman Junsola.

By reason of their numbers (so small when compared with those developed by the greater needs of the Civil and World wars) the Spanish war veterans do not seem to have been accorded a just need of praise. In reality, however, they have been, for all who think of the matter at all know that the same spirit of true patriotism was manifested by them, and as fully as that shown in the days of the Civil war. They were prepared to go to the end, if need be, to uphold all that this nation stands for, and they may rest assured that, though their numbers be few, the place of the Spanish war veterans among the patriotic organizations of the United States is a definite and honorable one.

CHAPTER XXVI

THE WORLD WAR, 1917-18

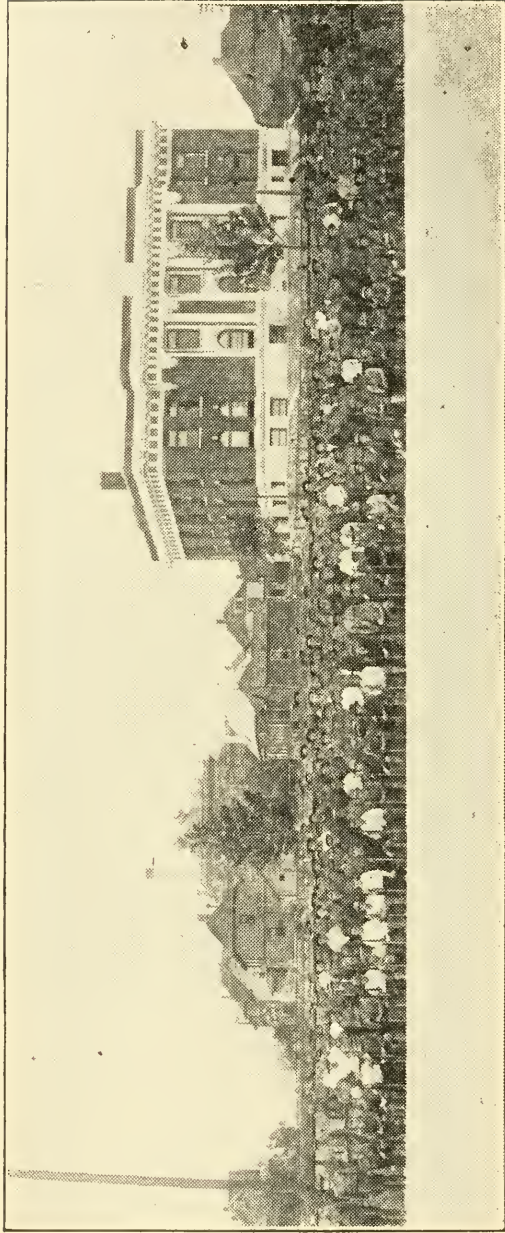
The World War, the most tremendous and stupendous of all modern wars, probably of all wars since history was first chronicled, found Duluth and St. Louis County practically at "attention." Companies A, C, and E, Supply Company and Hospital Unit, all Duluth units of the Third Minnesota Infantry, Company F of Eleventh and Company M, of Hibbing, had only returned a few months before from active campaigning on the Mexican border during the time of Pershing's expedition into Mexico. But from the moment President Wilson declared that the nation actually was (in the first days of April, 1917) in an actual "state of war" with Germany, the national guard units of Minnesota were ready for an immediate call to arms. On April 10, 1917, companies of the Third Minnesota National Guard were called into active state service, including companies A and E of Duluth.

On April 28, 1917, the citizens of Duluth gave way to what was at that time an unique outburst of patriotic fervour, seventeen thousand three hundred citizens marching in well-marshalled procession, to "do homage to the Red, White and Blue."

It was a memorable and inspiring day, the Duluth "News-Tribune," next morning stating: "Citizens of Duluth yesterday reached a common level before the flag. The steady tramp of marching thousands thrilled Duluth with the biggest thing in its history. It was patriotism. It was the crystalization of an ideal—that tramp of marching thousands. Its citizens, rich and poor, mingled; its streets devoted to business waved with a pulsing line of color—the Red, White and Blue."

Duluth, in common with all other communal parts of the United States, was destined to experience many even greater thrills during the next two years of united effort to adhere, even unto death, to the cause of right over might. Those who went into the armed forces of the nation, those who enlisted in the national industrial effort in the home sector, those who prayed and gave to their utmost to the governmental funds so that this country might be sustained unto victory, will ever vividly remember the stirring times; and at times may long for the renewal of such fervent patriotism, and whole-souled fellow-feeling. Common dangers uncover truer and nobler traits in man than do any other situations.

On August 26, 1917, the Duluth and Range companies of the Third Minnesota Infantry entrained at the Omaha station, Duluth, for Camp Cody, New Mexico, where the state regiment would be mustered into the federal service, and intensive training would begin. There were many pathetic scenes at the station, women fainting and men weeping as they saw their sons depart perhaps never to return. But, as a whole, the regiment left cheered and inspired by the warm-hearted, sincere and cheerful farewell tendered them by the people of Duluth. Colonel Eva's "message to the home folk," as he left with his regiment, was: "Duluth will be proud of its boys when they get into active service on the French battlefields." They expected to be in France early in the new year.



ONE OF THE STURDY CONTINGENTS FROM THE RANGE

On August 29th, rosters were published of the Third Bn. of the Minnesota Home Guard, which had been organized to take the place of the National Guard units federalized. Companies A, B, C and D, 315 men and fourteen officers, all told, constituted the third battalion, recruited almost wholly in Duluth, the commander being Captain (acting major) Roger M. Weaver. (That unit was destined to give the state good service in military capacity, in December, 1917, during the street railway strike at St. Paul.)

During the first week of September, 1917, the St. Louis County draft boards were able to publish the names of men first to be called into national military or naval service under the Selective Service Act. And in that month the first detachment of men called into service from St. Louis County under that act and plan left for camp.

As the months passed and demonstration followed demonstration, the people of the county were destined to realize that their own affairs were absolutely bound in and yet secondary to the national interest which was ever before them in those days. The boys had departed, or were departing, or were to depart, to take part in the armed resistance the government and nation were building to aid in the final defeat of the enemy; and drive followed drive for the money wherewith to equip and maintain the armed forces of the nation. People gave of their substance—gave “till it hurt,” and were glad to have that opportunity of sharing in the national effort. Each drive was an event worthy of chronicling. For instance, ten thousand persons marched in procession in Duluth on April 13, 1918, on which day the Third Liberty Loan campaign was opened, of which loan Duluth was expected to take bonds to the extent of \$5,000,000. Some of the slogans written on banners and other writing surfaces, by some of those who marched in that procession indicated the spirit and confidence of the nation. Some of the slogans read: “Slip a pill to Kaiser Bill”; “The early bird catches the worm; your bonds will help catch the kaiser”; “Save, save, save; then dig some more. Your bonds will bring the boys back home from Europe’s western shore”; “Your dollar is the seed of victory; plant it in Liberty bonds and watch it grow”; “Ho, Skinny! My dad bought some Liberty bonds. Did yours?”; “Dig and we’ll dig with you; slack and you slack alone”; “Put up, or shut up”; “Five million or bust; Duluth has never failed”; “This is the spring drive over here, to help the spring drive over there”; and other equally appealing slogans. Practically every organized society of public character was out in full force in that procession. The local paper next day stated: “The steady tramp of marching thousands gave a new thrill to the achievement of Duluth. It was more determined enthusiasm than that displayed in the first loyalty demonstration of a year ago. It was the crystalization of an ideal to do.”

Duluth and the county in general, did well. The war record is an enviable one, and whether the demand was for man-power or for money the county met it to more than the full. More than nine thousand men were taken into the federal armed forces, and many joined the auxiliary service corps, Red Cross, Y. M. C. A., and other welfare organizations. At least 232 men of St. Louis County gave their lives to the nation. It is not possible to give the space in this volume to name the whole of the valiant young men of St. Louis County who entered the armed forces of the nation in its supreme need, but space will not be stinted in an endeavor to honor the memory of those who failed to return. This chapter will end with as

complete a biographical review as it has been possible to compile of the men who, in their supreme self-sacrifice, have constituted an honor list worthy of the county.

Fortunately, St. Louis County was destined to welcome home again all but a few hundred of the 9,000 men that went to war. And it was fitting that the "biggest and most successful celebration Duluth ever staged" was that organized to welcome home the boys who had donned the uniform of "Uncle Sam." The "Welcome Home" celebration was held on Saturday, August 18, 1919, and "from the blowing of the whistles and the firing of the 100 guns at 10:30 o'clock Saturday morning until the bands stopped playing, for the dancers on the street, at 12:00 o'clock (midnight), the day was crowded with features for the entertainment and enjoyment of the heroes of the Zenith City."

That celebration over, the young men who for more than a year had had to give first thought to military matters, donned civilian garb and passed quietly into civil life again, the majority of them better men for their military experience. And that association will be perpetuated by the organizations the ex-service men have formed. There are many very strong posts of the American Legion in St. Louis County all of them resolute in determination to hold to what in reality was one of the principal motives of those good patriots who organized the American Legion—the maintaining of American institutions by orderly and legal government. In the manifestations of social and industrial unrest that followed the war, the American Legion on many occasions proved to be the stable body upon which reliance could be placed. In addition, the posts serve to cement a comradeship begun in the throes of a great national struggle.

And each American Legion post has been dedicated especially to the sacred duty of adequately honoring each year the memory of those of their comrades and neighbors who lost their lives while in war work with the national forces.

The Honor List of St. Louis County.—Of those who made the Supreme Sacrifice, it has been possible to collect some biographical data. The record is not complete, but is given in the hope that it will add something to existing printed record, and as a tribute to those brave patriots who willingly placed their personal interests second to those of the nation, and gave of their strength, even unto death, to defeat the power that sought to establish Might as Right.

F. O. Abrahamson met death in France. He belonged to the Machine Gun Company of the One Hundred and Second Regiment of Infantry, Twenty-seventh Division of the American Expeditionary Forces.

C. Albertson was twenty-six years old when he was killed in action in France in 1918. He was earnest in the cause, and had made many unsuccessful attempts to enlist before June 28, 1918, when he was accepted as a substitute for a volunteer who had been called but had failed to report for duty. Albertson left Duluth that day. The time was one of the darkest of the war and the need of man-power at the Western front was desperate. Apparently, Albertson was given practically no military training in this country for a few months later he was in France.

E. P. Alexander was a young Duluthian of distinct promise. He was born in Duluth, November 4, 1891, son of Edward P. and Agnes G. Alexander, of Duluth. He was an engineer of good collegiate training, for as well as being a graduate of the University of Minne-

sota he was a graduate of the Massachusetts Institute of Technology. He married Myra Salyards of Duluth and had entered civil engineering practice in Duluth, with bright prospects, when this nation became involved in the European war in 1917. He was one of the first to leave Duluth, going in June, 1917, to Fort Snelling, where he was given the responsibility of commissioned grade in the Engineering Corps. As a first lieutenant, he saw active service in France with the Five Hundred and Ninth Engineers. He succumbed to the ravages of influenza at St. Nazaire, France, and was there buried. His military record was good, and promotion to the grade of captain came to him on the day of his funeral.

Bryan Allen, who died in May, 1918, was a member of Battery C, One Hundred and Twenty-fifth Field Artillery, a unit originally belonging to the Minnesota National Guard. He was the son of Leo Allen, of 315 South Fifteenth Avenue, east, Duluth.

Francis Allie, who died in France, of wound received on July 16, 1918, right at the beginning of the great Allied counter-offensive, which did not end until the enemy went down in final defeat, in November, 1918. He was well-known in West Duluth and was assigned to, and saw active service with, the Machine Gun Company of the One Hundred and Fifty-first Field Artillery, Battery B.

Alfred J. Anderson enlisted from Duluth. His sister is Mrs. D. Lake, of 1308 East Fifth Street.

Dr. John Andres practiced his profession in Duluth before entering the Medical Department of the United States army.

Robert Arbelus, whose place of enlistment was Ely, is survived by a sister, Mrs. Minnie Retois, now resident in Iron Belt, Wisconsin.

Hillard Aronson belonged to a well-known Tower family. He was born in Tower, son of John and Beda Aronson, and was in lucrative business with his brother, as boat owners on Lake Vermilion. He registered early in 1917, but was not called into military service until June 24, 1918, on which day he reported at Ely for duty, as a private in the Infantry of the National Army. He was assigned to Company C, Three Hundred and Thirty-third Machine Gun Battalion, Eighty-sixth Division, at Camp Grant, Rockford, Illinois, and after an intensive course of machine-gun training was transferred to Camp Mills, New York. On September 14, 1918, he embarked on the British troopship "Olympic," and on September 20th, arrived at Southampton. Conditions of sea-travel in that time of shipping scarcity were rigorous, the troopships being much overcrowded. Young Aronson contracted sickness on the voyage and eight days after being landed at Southampton died of Lobar Pneumonia at Shirley Warren Hospital, Southampton, England. His body was interred in the United States Military Cemetery, Magdalen Hill, Winchester, England, on September 29, 1918, but eventually the body was disinterred and brought back to the United States by the government. His remains now rest in Forest Hill Cemetery, Duluth, the funeral taking place, with military ceremonies, on June 3, 1920.

Mike F. Bagley is claimed as a Duluthian. He was a married man and his widow, Alice, still lives at 318 West Fourth Street, Duluth.

Lorenta Bakke, whose name is in the Duluth records, resided at 3614 West Fourth Street, Duluth, prior to enlistment. His father, Ulrik B., lives in Bergen, Norway.

Glenn J. Ball, who was killed in action on September 5, 1918, on the French front, was a machinist in the employ of the South

Shore Railway Company, at Duluth, prior to entering upon military service. He was enlisted in June, 1917, at Marquette, Michigan, of which state he was a native, having been born October 20, 1899, at Peck, Michigan, son of Edward and Abbie Ball. After enlistment, in the grade of private, he was assigned to Company G, 128th Infantry, of Thirty-second Division, and sent to Camp Arthur, Texas, where for five or six months he remained. On February 8, 1918, he embarked, at Hoboken, New Jersey, and thus reached France before the great German offensive of 1918 had begun. His father now lives in St. Louis County, Rural Route No. 3, Duluth.

Alexius Rinhild Bang, who died of pneumonia, at Camp Cody, New Mexico, November 3, 1918, was formerly a resident in Culver Township. He was born on February 28, 1897, at Fieloberg, Vilhelminy Wisterbotten, Sweden, the son of E. F. Bang, now of Culver, St. Louis County. Young Bang was called to duty on October 21, 1918, and left then for Camp Cody, New Mexico. He was never destined to be assigned to a military unit, being stricken with influenza almost upon arrival at Camp Cody. Pneumonia developed and he died on November 3rd.

Chris. W. Baumgarten was of Duluth, where his mother, Mrs. Augustine Baumgarten lives.

Norman K. Bawks was a resident of Stevenson, Minnesota, where his widow, Alphonsine O., still lives.

Eli Belich was of Servian origin, his father being Waso Belich, of Labon, Servia.

Howard L(ewis) Bennett was a popular young resident of Buhl, and before the war was in the employ of the Oliver Iron Mining Company, Buhl, as assistant engineer. He was born on October 4, 1894, at Ironwood, Michigan, son of William H. Bennett, who has lived in Buhl, St. Louis County, for many years. Howard was one of the first in the Range country to enlist. He enlisted on May 23, 1917, and was sent to Fort Snelling, Minnesota, where he was assigned to the Medical Detachment of the First Minnesota Infantry. Later, he was sent to Camp Cody, New Mexico, about that time being transferred to the One Hundred and Thirty-fifth Regiment, a unit of the Thirty-fourth Division. He succumbed to pneumonia at Camp Cody, on April 14, 1918, at that time having the rating of private, first-class. To honor his memory his service comrades of Buhl gave his name to the Buhl post of the American Legion.

Harold Berg, whose name appears on the Honor Roll of St. Louis County, was of Norwegian birth, and lived at Proctor for some time prior to enlisting. His enlistment papers name as his father Lavritz Berg, of Lena, Ototen, Norway.

William E. Berg, son of Charles Berg, of 401 Mygatt Avenue, Duluth, was in the employ of the Rust-Parker Company, Duluth, before he entered the United States Army. He was called to active duty in June, 1918, and assigned to Company C, of the Three Hundred and Fifty-eighth Infantry. His training was short, for on July 4th his regiment embarked for France. On September 16th, 1918, he was killed in action.

Rada Besonovich lived at Buhl before the war. His brother is John Besonovich, of that place.

William Bodin was the son of Gust Bodin, of Proctor.

Herman Bjormhang, of Proctor, was kin to Paul Hendrickson, Grand Marais, Minnesota.

Alfred John Bradford was a married man, his widow, Mrs. M. C. Bradford living at 1011 East Third Street, Duluth.

Carl Bowman, who was killed in aerial combat in France on July 25, 1918, was a native of Seattle, Washington, although he was in business in Duluth when war came. He enlisted at Duluth in June, 1917, being accepted for assignment to the Aviation Corps. He became an observer, and was early sent to France.

Solem Eric Broman, who was killed in action on the French front on September 29, 1918, was one of those true defenders of liberty who sought to enter the fight before the United States Government was prepared to accept service. He was a resident of Duluth, but early in March, 1917, went into Canada, and enlisted in the Canadian Expeditionary Forces. On March 16, 1917, he was assigned to the Two Hundred and Forty-ninth Overseas Battalion. He saw five months of hard service in the front trenches in France before meeting death in action in September, 1918. The military record of the Broman family is a worthy one, two other brothers having given military service, one in the Canadian forces. Henry Broman, the father, lives at 232 Mesaba Avenue, Duluth.

Leo Arthur Brooks is listed as of Crookson residence prior to entering the service, but he might have been included with the honor men of Duluth, for he enlisted from Duluth, and had had residence in Duluth, living with his sister, Mrs. Leslie Code, 5107 Colorado Street, and working as a fireman in Duluth. He was born on December 11, 1886, at Hungerford, Michigan, son of Mr. and Mrs. A. Brooks. When he enlisted he was more than thirty years old, and proved to be a most zealous and reliable soldier. After enlistment, he was sent to Camp Wadsworth, S. C., and assigned to Company K of the Fifty-third United States Infantry. He embarked at New York in July and reached the front line trenches in the Vosges Mountains, on September 6th. He was killed during a trench raid night of September 15-16th, and his conduct during that raid was such as to bring him commendation from his commanding officer, Capt. R. A. Helmbold, who wrote that Brooks continued to fight after being wounded, the captain stating that he had lost, in Brooks, "one of his bravest and best soldiers." He testified that Brooks kept his automatic rifle going until he was relieved, notwithstanding that he was mortally wounded; and he was of the opinion that it was due chiefly to the bravery and reliability of Brooks that the German raid was repelled.

Wallace Orab Brown, who was gassed in the 1918 battle of the Marne, and died in hospital in France on October 17, 1918, was born on June 23, 1901, at Kennan, Price County, Wisconsin. His father, John Brown, lives at Woodland and Wallace for a while was a brickmaker at Princeton, Minnesota, at which place he enlisted on August 27, 1917, electing to give service in a field artillery unit. He was sent to Camp Cody, New Mexico, and assigned to Company B, One Hundred and Second Field Artillery, eventually embarking for France.

Peter Bruno, of West Duluth, was of Italian origin, his father being Antonio Bruno, of Goddisca, Udine, Italy.

Charles C. Butler, of Virginia, gave his life voluntarily in a brave, self-sacrificing service to his division. He enlisted November 23, 1917, in the Tank Corps, which eventually became part of the American Expeditionary Forces; and his division came into action at one of the most difficult parts of the Hindenburg line of trenches.

at Bony, France. Butler, the record states, volunteered to lay out black and white tape for tanks, one report stating that he was the only man of his division to volunteer for such work of extreme danger. He was killed while so engaged, a shell closing his career, and bringing his name onto the immortal roll of worthy American soldiers, who exceeded their duties in an endeavor to better serve their country. Butler was well-known and esteemed in Virginia, where his mother, Mrs. C. C. Butler, lives. He was born at Iron Mountain, Michigan, on November 15, 1889.

Charles A. Campbell, who died of pneumonia in France, just one day before the Armistice ended hostilities in November, 1918, was a volunteer above the draft age. He enlisted in the lowest grade and by reliable service reached the responsibility of a sergeant. He was the son of Mr. and Mrs. Charles D. Campbell, of 1511 East Third Street, Duluth.

John William Campbell, of the Marine Corps, A. E. F., died of bronco-pneumonia at Coblez, Germany, on February 9, 1919. He was born May 20, 1890, at Calumet, Michigan, and was called to military service in April, 1918.

Oscar C. Carlson, of Duluth, was the son of Mrs. Mary Carlson, of East Fifth Street, Duluth.

Leonard William Cato, of Duluth, was enlisted in September, 1917, and became a member of an Infantry regiment of the famous Rainbow Division. He, however, was not destined to see foreign service, death coming on December 6, 1917, at Camp Dodge, Iowa, from spinal meningitis. He was a native of Duluth, born in that city on January 24, 1896 (or 1897), son of Louis Cato, who now lives at 2131 Columbia Avenue.

Ole H. Christenson, whose papers show that he was a resident of Harding, St. Louis County, was the son of Mrs. Gunhild Christenson, of 508 W. Superior Street, Duluth. He died of pneumonia, at Camp Fremont, California, where he was stationed. He was a lieutenant of the One Hundred and Sixty-sixth Depot Brigade, and his body was sent under military escort to Duluth for burial in the Forest Hill Cemetery.

John Christopher, of Duluth, deserves good place among the Honor men of St. Louis County. He was a veteran of the Spanish-American War, and notwithstanding that he was forty-three years old, and could not get into the United States Army, which under the Selective Service plan was amply filled by much younger men, he was determined to find a place in the military forces arrayed against the German machine. He went to Canada, and at once was accepted for the Canadian Expeditionary Forces, and assigned to an infantry unit. He was killed in action in France on September 27, 1918. He was mourned by many in Duluth, having for years been an employee of the Scott-Graff Lumber Company. His mother, Mrs. Mary Christopher, lives at 321 East Fifth Street, Duluth.

Raulin H. Clark, a Duluth boy, was one of the first to enlist in May, 1917. He was assigned to the Medical Detachment of the One Hundred and Twenty-fifth Field Artillery, and went to France with that unit. After passing through all the dangers that came to his unit during the period of active fighting, he was destined to die of sickness, pneumonia necessitating his transfer to a hospital in Bordeaux, France, almost on the eve of the departure of his unit for home. He died in that hospital on January 21, 1919, but eventually his body was returned to the United States, and now rests in

Oneota Cemetery. He was born on January 31, 1898, at Willow River, Minnesota, and the family later came to Duluth, his mother, Mrs. E. Clark, now living at 5809 Cody Street. The boy graduated from Denfield High School in 1916, and was well under the draft age when he enlisted.

Mark Allen Cook lived in Cotton Township, his mother being Mrs. Allen Cook, of Cotton.

Alexander Cosgrove, who was a member of the Canadian Expeditionary Forces and was killed in action in France, was a Duluthian.

Walter Crellin, the first Virginia boy in United States uniform to give his life, was on board the British liner "Tuscania" when it was torpedoed off the coast of Ireland on February 5, 1918. His body was recovered and buried at Kilnaughton, Islay, Scotland, but in due time was disinterred and brought back to America, so that it might have honored place in the Arlington National Cemetery, near Washington. Interment there took place on October 22, 1920. Young Crellin was well-known in both Eveleth and Virginia. He was born on August 15, 1895, at Ishpeming, Michigan, the son of Captain John S. Crellin, a mine manager, who later came to Virginia, and latterly has been of Leonidas Location, Eveleth. Walter attended the Virginia schools, eventually, in 1914, graduating from the Virginia High School. In October, 1917, he enlisted in the Aviation Section, Signal Corps.

Frank M. Cullen, whose name is on the Duluth Honor Roll, has a sister living in West Duluth, Mrs. Minnie Gilbert, of 20 Fifty-third Avenue.

Benjamin Dachyk, of Duluth, was killed by a falling tree not far from the front-line trenches in France, on July 22, 1918. He was the son of Mr. and Mrs. Charles Dachyk, of Greysolon Farms, near Duluth, and he enlisted at Duluth, in June, 1917, being then assigned to Company A of the Third Minnesota Regiment. Later, he was transferred to the Eighth Company, Third Motor Mechanic Corps, Air Service.

Charles Daniels, whose father, Alphonse Daniels, lives in Buyck, St. Louis County, was a Belgian by birth, born at Berges, Belgium, May 23, 1896. The family came to St. Louis County in 1910, and took up the cultivation of an acreage of wild land in Buyck township. Charles was inducted on June 5, 1917, when he became a private of infantry, National Guard. He was assigned to Company I, One Hundred and Twenty-Seventh Infantry, and in due time crossed the sea to the French front. He was killed in action on the Argonne front on October 16, 1918.

Rocco Decenzo, who was in the employ of the Republic Iron and Steel Company, Gilbert, before entering military service, was born at Saglione, Italy, the son of Victoriano Decenzo, of that place. He was inducted on May 24, 1918, at Eveleth, Minn., in the grade of private of infantry of National Army. He was assigned to the Thirty-Fourth Company, Ninth Battalion, One Hundred and Sixty-Sixth Depot Brigade, soon after arrival at Camp Lewis, Wash., and later became a member of Company H, One Hundred and Fifty-Seventh Infantry, Fortieth Division. With that unit he embarked from New York, on August 8, 1918. His regiment was soon in action, and he received wounds from which he died. His body was interred in the American Cemetery, Commune of Brieyeaux, Meuse, France, on October 3, 1918.

James T. Doherty, who, like his father of same name, was well-known and popular in Buhl, Minn., where he was in the employ of the Dower Lumber Company, was born at Grand Rapids, on September 17, 1893. Inducted December 16, 1917, at Chisholm, he was destined to see strenuous service in France, and to safely pass through many major offensives, including St. Mihiel, and Meuse-Argonne. He also saw severe fighting on the Champagne front, and in a Verdun sector. A month or so after the Armistice he was taken sick, tubercular trouble keeping him in Base Hospital No. 52, Remaucourt, France, from December 15, 1918 to March 26, 1919. He was only partially convalescent when he left France in May, 1919, on the troopship "DeKalb." He succumbed to lobar-pneumonia during the voyage. His military service included six months of training at the Presidio of San Francisco. On June 24, 1918, he was transferred to Company B, Army Artillery Park, First Army, and embarked July 1st at Hoboken, for Bordeaux.

Frank Donatello, who was in the employ of the Oliver Iron Mining Company, at Hibbing, was inducted on June 28, 1918, at Duluth, and assigned in the grade of private to the Engineers National Army. He was born on June 4, 1886, at Barron, Wisconsin, and died of disease in France on November 25, 1918. His father, San Donatello, lived at Cumberland, Wisconsin.

Joseph Dragich's death, on May 1, 1918, at a Texas camp, was attributed to the effects of pneumonia. He was one of the most eager volunteers of the early days of the war, enlisting in May, 1917. He was an Austrian by birth, born October 17, 1888, at Tarvi, Austria, son of Nicholas Dragich, now of Chisholm.

Laurence P. Drohan, of West Duluth, left Duluth on April 26, 1917, and was early in France. He was killed in action on October 5, 1918. His mother, Mrs. Mary Drohan, lives at 9 Sixteenth Avenue, West, Duluth.

Arthur J. Duggen, whose mother, Minnie Duggen, lives in Bradford, Pennsylvania, had residence in Ely before enlisting.

Dr. Harry Dunlop, who died of wounds on November 2, 1918, was at one time in active practice in Duluth, associated with Dr. David Graham, of West Duluth. In 1912 he went to Peru, but the outbreak of the war in 1914 drew him to Canada, where, in 1914, he enlisted in the Canadian Army. He was commissioned and assigned to the Medical Department, and sent overseas. Eventually he became captain, and passed through the long, dark, and dangerous years of vigil with the Canadian Expeditionary Forces, his death coming only nine days before the Armistice ended the strain. A brother of Dr. Dunlop lives in Duluth, and has reason to be satisfied with the part taken by his family in the struggle for the Great Cause. Four of the family were in war service, three brothers and one sister.

Napoleon Duprey, a Duluthian who was killed in action in France, was born at Rib Lake, Taylor County, Wisconsin, on April 6, 1901, but lived for years in Duluth prior to entering service on November 3, 1917, as a private of infantry of the regular army. He was sent to Jefferson Barracks, and later to Camp Green, S. C., and embarked at New York on March 3, 1918, as a member of Company E, Thirty-Eighth Infantry, A. E. F. He was killed in action on July 15, 1918, in the Commune of Courtemont, Varennes, France. His mother, Celia Duprey, lives at 1932 West Michigan Street, Duluth.

Clarence E. Ellison was a Saginaw, Minnesota, boy, son of Elias Ellison, of that place.

Albert A. Erickson is claimed to have been a Duluthian; his brother, John G., lives in Cumberland, Wisconsin.

Edgar Eubanks, who was killed in action in France in October, 1918, and who prior to entering service lived in St. Louis County, was born in 1897 in Rice Lake, Wisconsin, where his parents still live. He was called to service in 1917, and assigned to the Machine Gun Company, Third Wisconsin Regiment, which eventually became a unit of the A. E. F.

John Fairgrieve, Jr., was well-known in Duluth. Until he was called into service on October 21, 1918, he was a salesman for the Knudson Fruit Company, of Duluth. He was born on November 26, 1893, in Galashiels, Scotland, the son of John and Margaret Fairgrieve. After enlistment, he was sent to Camp Cody, Deming, New Mexico, and there assigned to Company E, Three Hundred and Eighty-Eighth Infantry. He, however, was taken sick soon after arrival, and died in Deming, New Mexico, November 5, 1918. He was a married man, his widow, Edith (Hamilton) Fairgrieve still living in Duluth.

Guy Raymond Forbes, who died in France, was a volunteer much over draft age. He was born January 29, 1879, at Grand Rapids, Michigan. He enlisted on May 13, 1917, his technical experience causing him to elect to join an Engineer Service Battalion, with which he went to France. He died of cerebral hemorrhage, near Toul, France, on May 5, 1918. His widow, Grace, now lives in Minneapolis.

Frank Leo Fox, a Duluthian killed in action in France, was the son of Michael Fox, of 213 North Fifty-Third Avenue, Duluth. Frank enlisted in Duluth April 26, 1918, and soon went overseas.

Mozart Fredland was known to very many business men of Duluth. He was a barber in the Wolvin Building, Duluth, for some time before returning to his former home, Madison, Wisconsin, in May, 1918, to take military service. He was sent to Camp Grant, Illinois, and there died of influenza on October 10, 1918.

Leland Chester Giddings, who was killed in an aeroplane accident at Scott Field, Belleville, Illinois, on July 11, 1918, was a native of Duluth, born in that city on January 27, 1896, son of Mr. and Mrs. C. H. Giddings, of 19 East Victoria Street, Duluth. He was one of the early volunteers, enlisting in the aviation branch of the U. S. Army on May 3, 1917.

Walter Glockner, of Grand Forks, went with a Duluth quota to Camp Dodge, and eventually reached France. He was killed in action on August 2, 1918.

Cornelius Bertram and Frederick Norbert Goodspeed, brothers, were the sons of Alvin and Rose M. Goodspeed, of Kinney. Both boys were born in Virginia, Minn., Cornelius on February 15, 1898, and Frederick on November 10, 1899; and both were educated in the local schools. Cornelius was a brakeman at Kinney before entering the army, and Frederick was a locomotive fireman for the Swallow and Hopkins Mining Company, at the same place. The elder brother was called to military service in April, 1918, and sent to Camp Dodge, Des Moines, Iowa, to join a Regular Army infantry regiment. He became a member of Company C, Twentieth Infantry, Tenth Division, and was stationed at Fort Douglas, Utah, for a period, and later at Fort Riley, Kansas. He was appointed corporal on September 1, 1918, and probably considered himself unfortunate

in having to pass the whole of his service at a home station. He contracted scarlet fever at Fort Riley early in 1919, and died there on February 2d. His younger brother, Frederick Norbert, enlisted on May 6, 1917, at Virginia, as a private, and left without delay for Fort Bliss, El Paso, Texas, where he was assigned to the Headquarters Company of the Sixteenth Regiment, First Division. He was only at Fort Bliss for one month, leaving in June, 1917, for Port of Embarkation. He sailed from Hoboken on the "Havana," on June 14, 1917, and arrived safely at St. Nazaire, France, on June 25th, being thus with one of the first American units to set foot in France. The regiment remained in the Gondrescourt Area until October 20, 1917, and was in action on October 21, 1917, in the sector north of Canal de Parroy. Later, the regiment was in action at Cantigny, Soissons, St. Mihiel, and Argonne. For gallantry in action, young Goodspeed was cited on one occasion by his brigade commander, Brigadier-General Parker. Finally, the brave boy was killed in action, in the Meuse-Argonne offensive, on October 4, 1918.

Henry Patrick Gowan was an enterprising business man of Duluth, member of the firm of Gowan-Lenning-Brown Company, wholesale grocers of Duluth. His sister, Mrs. Mary Dacey, lives at 1621 East Fourth Street, Duluth.

John Graden, nephew of Charles Sandgren, 2901 West Third Street, Duluth, was thirty-two years old when he enlisted. In prior civil life he was an employee of the Duluth, Missabe and Northern Railway Co., Bridge and Building Department, at Duluth Docks. He went overseas, and died of pneumonia in France on October 9, 1918.

Charles H. Gordon, who lived at Proctor, was the son of Mrs. Katherine T. Graves, 534 West Second Street, Duluth.

Elmer L. Griffen, who was inducted at Duluth, was formerly a resident of Solon Springs. He reported for military duty at Duluth on July 25, 1918, being enlisted as private of infantry, and sent to Camp Wadsworth, South Carolina. There he was assigned to Headquarters Company, Three Hundred and Twenty-third Infantry, and with that regiment eventually crossed the seas. He died of pneumonia, in France, on October 8, 1918. His sister, Mrs. Bessie Mosher, now lives at 313 Morgan Park Street, Duluth.

Herman Gulbranson, who was wounded in action on the Vesle River front, August 1, 1918, and died a week later in hospital, was a native of St. Louis County, born at Hermanstown, February 2, 1896, son of Peter and Hilma Gulbranson. Before entering the service he was in the employ of the Duluth, Missabe and Northern Railway Company at Proctor. He enlisted on September 22, 1917, at Duluth, and left for Camp Dodge, Iowa, where he was assigned to Company B, Three Hundred and Fifty-Second Infantry. About a month later he was transferred to Camp Cody, New Mexico, and there remained until June 16, 1918, when his unit was ordered to Port of Embarkation. The regiment was at Camp Merritt, New Jersey, for a week, and sailed on June 28th, at a time when the call for man-power was most urgent, and the outlook darkest. Soon after reaching France, the regiment moved to a front area.

Alfred Israel Gustafson, who lived at Chisholm for some time before enlisting, was born in Eveleth, son of Fred Gustafson, now of Cook, St. Louis County. Date of birth, May 29, 1896. He entered the service on May 25, 1918, as private of infantry, and was assigned to Company I, of One Hundred and Twenty-Fifth Infantry, Fifth

Army Corps. He was killed in action in France on October 21, 1918.

Charles R. Gustafson, of Duluth, elected to give service in one of the most dangerous branches of the army, the Air Service. He was early in France, and as a lieutenant of the Twenty-Fifth Aero Squad, Fourth Pursuit Corps, was on the French front during the early days of the German drive of 1918. He was killed in action on April 9, 1918.

John Gustafson was a farmer at Angora prior to enlisting.

Robert H. Gustafson was of Duluth; his step-mother, Mrs. Mary Johnson, lives at 430 West Fifth Avenue.

William August Gustafson is on the Hibbing roll, his mother, Ida Gustafson, still living there.

Edward Cornelius Hagar, son of Mr. and Mrs. A. Hagar, of 814 Third Avenue, east, Duluth, was killed at sea on September 29, 1918. He had enlisted in the United States Navy, and was one of the ship's company of the U. S. transport "Ohioan." Death came from fracturing of skull and other injuries sustained by mishap encountered in launching a lifeboat.

Earl F. Haire is on the Honor Roll, but no biographical or service records are available from which his life and army service might be reviewed.

Theodore George Hall, son of George Hall, of 3124 Chestnut Street, Duluth, served in the army for twenty-two months and was in action in most of the major offensives and defenses from Chateau Thierry to the end. He was born on February 19, 1900, at Erie, North Dakota, son of George and Ida Ayers Hall. He was at heart a soldier and took keen interest in the functioning of the Minnesota National Guard. He was a member of Company C, Minnesota National Guard, and with that unit served on the Mexican border in 1916. Not many months after he had returned from the border, he enlisted for World War service. On July 15, 1917, he was assigned to Company C, Third Minnesota Infantry, which federalized became part of the Thirty-Fourth Division. From August, 1917, to June, 1918, the regiment was at Camp Cody, New Mexico. In June, 1918, young Hall was transferred, at Camp Cody, to the June Automatic Replacement Draft, and later to the Third Trench Mortar Battery, Third Artillery Brigade, Third Division, A. E. F. He sailed for France in the "Justicia," in the latter part of June, 1918, and upon arrival went almost immediately to the front. He saw fighting in most of the major offensives from Chateau Thierry to the end, being present at Chateau Thierry, Verdun, St. Mihiel, and Meuse-Argonne. After the Armistice, his division became part of the Army of Occupation, and marched to the Rhine. He was stationed at Mayen, Germany, until he died. Death came, after only one day of illness, on the last day of 1918, the sickness being diagnosed as lobar-pneumonia. Eventually, the body was disinterred, and brought back to this country, and to Duluth. Funeral services were held at Grace Methodist Episcopal Church, Duluth, on October 19, 1920, on which day his remains were laid finally in Oneota Cemetery with military honors, the ceremony being conducted under the auspices of the local post of the American Legion.

Carl Hansen, who was killed in action at the Meuse River, France, on October 31, 1918, was a well-known West Duluth musician. He was born on February 8, 1889, in Skrup, Sweden, where his mother still lives, although he had other relatives in Minnesota, a sister, Mrs. O. O. Woods, living at Hopper, Minn. Carl was

called into military service on April 26, 1918, and assigned to an infantry regiment, crossing the sea without much delay, being killed in action within six months of enlistment, almost.

Herbert Constantius Hansen, son of Thor and Atlanta Hansen, of Duluth, was born May 23, 1898, at Kennsett, North County, Iowa. He was a machinist by trade, and before entering the navy was employed at his trade at the Clyde Iron Works, Duluth. He was called to active duty on August 10, 1918, at Duluth, and was sent for training to the Great Lakes Naval Station. There he died of pneumonia on September 24, 1918.

Peter Hansen's endeavor to be of some use to his country in the time of need is obvious in his bare record. He was a cripple even before enlisting, a hunting accident injuring his spine. He was in a wheel chair when enlisted in September, 1917. He was a skillful radio operator, and asked to be assigned to such work at a home station, so as to relieve one physically fit man for everseas work. He served for more than a year, dying eventually of pneumonia, in October, 1918, at the Marine Hospital, Chicago. He was born on March 9, 1897, at Biwabik, the son of Peter and Jennie Hansen, now of Chisholm.

Bernard C. Hanford was a member of Company B, Fifteenth Machine Gun Battalion.

Thomas Hammer, who lived in Duluth for some time prior to enlistment, was killed in action in the Argonne offensive on October 7, 1918.

Jack Hanford, a lieutenant who died in a French hospital on August 8, 1918, of wounds received nine days earlier, was a native of Duluth, born in the city in 1897. His father, Harry C. Hanford, now lives at Cedar Rapids, Iowa, but for many years lived in Duluth, being at one time agent for a coal company of that place. He lived on Third Avenue, near Eleventh Avenue, east. Therefore Lieutenant Jack Hanford may rightly be placed on the Duluth Honor Roll.

About Thor Harris, who made the supreme sacrifice, there is no information available.

Arthur James Hayes, a native Duluthian, who died of pneumonia in a home camp within a few months of enlistment, was a young writer of promise. He was born in Duluth on October 1, 1894, the son of James J. and Margaret A. Hayes, now of Chisholm, and was given a good education, becoming eventually a college graduate. He took to literary pursuits, and gave indications of marked adaptability to that profession. He reported for military duty at Duluth in February, 1918, and was assigned to the Thirty-Sixth Engineers at Camp Grant, Illinois. There, on April 16th following, he died.

Edward Hedenburg, of Duluth, was one of four sons of A. Hedenberg, of 4525 Peabody Street, Duluth, to give service. He enlisted in October, or November, 1917, in the Ordnance Department, U. S. Army, and saw service in France with the Supply Division of Ordnance. Returning to this country, he was detained in a New York hospital, where he died in June, or July of 1919, of pneumonia.

Earl B. Herbert, who lived at 217 Second Avenue, west, Duluth, before enlisting, seems to have had no other relatives in St. Louis County. His mother lives at Menominee, Michigan.

George Heber is claimed by Hibbing, his mother, Margaret Heber, living there.

Michael Hesdal was of Duluth, although his parents still live in Norway. His father is Mons Hesdal, of Lillebergen, Bergen, Norway.

John E. Higgins, also of Duluth, died in October, 1918. He was a private in Casual Company No. 397. Beneficiaries of his estate are Helen and Della Bridget Higgins.

Arvid I. Hill, who died while crossing the sea to the War Zone, was a Virginia boy, born in that city on February 24, 1896. His father, Isaac Hill, lives in Embarrass, St. Louis County. Young Hill was called to duty on June 24, 1918, and assigned to Ambulance Company No. 341, Three Hundred and Eleventh Sanitary Train, Eighty-Sixth Division. He had the grade of wagoner, and died during the voyage to Europe. His body was buried at Liverpool, England, on October 4, 1918.

Joseph Horovitz was a Duluth boy, son of Mrs. Lottie Horovitz, of 320 East First Street. He died of influenza in France.

Axel M. Howalt, son of Louis Howalt, of Park Point, Duluth, was a sergeant of Battery B, One Hundred and Fifty-first Field Artillery, Rainbow Division. He was twice in hospital, being gassed on May 27, 1918, and severely wounded in the July fighting. He died in hospital in July-August, 1918.

Joseph Hurovitch, son of Mr. and Mrs. Hurovitch, of 320 East First Street, Duluth, was employed in the linen department of George A. Gray and Co.'s Duluth store before entering the army. He became a corporal, and acting sergeant of Headquarters Company, Three Hundred and Forty-Eighth Infantry, A. E. F. He died of bronco-pneumonia, in France, on October 25, 1918.

Frank Fred Indihar was of the prominent Gilbert family of that name. He was born at Biwabik, September 12, 1896, and passed most of his life in Biwabik and Gilbert. He was the son of Frank and Meri Indihar, and latterly was a clerk in his father's store at Gilbert. He enlisted in August, 1917, being assigned to an infantry regiment, which eventually was sent to France. He was killed by shrapnel on September 26, 1918, in the Meuse-Argonne offensive. His brother is village clerk of Gilbert.

Fred Jackson, of Tower, was a son of William R. Jackson, of that place.

John Alfred Jacobson, of Virginia, was born at Messabe, St. Louis County, son of August Jacobson, now of Virginia. He was in an infantry regiment, and was killed in action in France, being mortally wounded by bayonet.

Edward Jarvi was of Duluth residence; his brother, Nerst Jarvi, now lives in Hibbing.

Alfred Johnson, who was born on June 16, 1891, was the son of Christ Johnson, of Duluth. Alfred died of wounds in a base hospital in France.

Arnold Walter Johnson, whose name is on the Duluth list, was a son of Mrs. Nellie Johnson, Virginia.

Axel W. Johnson lived at 1331 West First Street, Duluth, prior to enlistment. His nearest relative is given as Miss Jennie Helbert, an aunt, of Kansas City, Missouri.

Carl W. Johnson, who went from Duluth, was the son of Charles E. Johnson, 2085 Sixty-Seventh Avenue, West, Duluth.

Cecil A. Johnson lived at Proctor. His widow, Effie, now lives at Bayfield, Wisconsin.

Conrad Gilbert Johnson was a native of Duluth, and a promising student at the University of Minnesota when war came. He was born in Duluth on November 25, 1896, the son of Otto and Christina Johnson, now of 2615 West Third Street, Duluth. He attended local schools, and eventually entered the University of Minnesota. On April 17, 1917, he enlisted at Minneapolis, as a candidate-officer, and was sent to the First Officers' Training School at Fort Snelling, Minnesota. Successfully passing examinations at the close of the course of training, he was accepted into the Air Service of the United States Army, which meant that he was as nearly physically perfect as was possible, the physical test of the aviation branch of the U. S. forces being the most rigid. He was assigned to the Princeton School of Aeronautics in July, 1917, and remained there until September. On September 25, 1917, he embarked, as a cadet, on the liner "Saxonia," at New York, safely reaching England, where for long he was in training. Crossing to France eventually, he went into action, and saw dangerous exciting service at the front. He was killed in action on October 23, 1918, during the last six months of service holding the rank of first lieutenant.

Frank F. Johnson, of Duluth, was called into service on June 28, 1918, and assigned to an infantry unit at Camp Grant where he did not remain for more than a month. On November 5, 1918, he died of wounds received in action in the Meuse-Argonne offensive. His mother is Mrs. Bertha Johnson, of 21 South Sixty-Sixth Avenue, West, Duluth.

Fritz Johnson, of Duluth, was a nephew of Thor Hanson, 2415 West Sixth Street, Duluth.

Harry E. Johnson was the son of John A. Johnson, of 125 North Sixty-First Avenue, West, Duluth.

Johan A. Johnson, who lived in Chisholm before going into military service, appears to have no relatives in St. Louis County. His sister, Esther, lives in Pittsburg.

John Johnson, whose mother now lives in Eveleth, was born on July 11, 1896, at Wasa, Finland, son of Mr. and Mrs. Andrew Johnson. He was enlisted into the infantry branch of the National Army in July, 1918, and was ordered to Camp Cody, Deming, New Mexico. There he was assigned to Casual Company No. 4, of the Three Hundred and Eighty-Eighth Infantry. He died of pneumonia in that camp on November 6, 1918.

Leonard Johnson, of Duluth, was a nephew of Mrs. Sandra Willis, 104 South Forty-Eighth Avenue, West, Duluth.

Robert M. Johnson, of Duluth, lived at 2112 West Third Street before enlistment.

Anthony Kaelis lived at 1022 West Superior Street.

John E. Kalahar lived in Hibbing, his widow, Viola C., still living there.

David Kaplan had lived in Duluth for about ten years before entering upon military duties, but he was born in Russia. He was killed in action in France on October 4, 1918.

Dan D. Katoski, who before entering upon military duty was a teamster in the employ of J. H. Clough, contractor of Duluth, was born in August, 1890, at Ragrot, Poland. He was enlisted, as private in infantry of the Regular Army, on July 24, 1918, at Duluth, and sent to Camp Wadsworth, Spartansburg, South Carolina, where on July 28th he was assigned to Company K, Fifty-Fifth Pioneer Infantry. His regiment left Camp Wadsworth, for Port of Embarka-

tion in August, and in September arrived at Brest, France. Katoski was transferred to Company D, One Hundred and Sixth Infantry, and saw five weeks of active fighting. As the result of his service, he was paralyzed, and rendered helpless in January, 1919. On March 3, 1919, he arrived in New York, and was sent to United States Army General Hospital No. 29, Fort Snelling, Minnesota, from which he was discharged on July 30, 1919. He died on October 29, 1920, at the home of his uncle, Charles Wisocki, 512 North Fifth Street, Duluth.

Paul R. Keehn, who lived in Duluth before entering upon army duties, was the son of Mrs. Lena Keehn, of Mount Clemens, Michigan.

Ambrose Manley Kelley was in business in Duluth before being called to service, being grain clerk for the Kellogg Commission Company of Duluth. He enlisted at Duluth in the early months of the war, on May 25, 1917, joining the Machine Gun Battalion of the Third Minnesota Regiment. Was at Camp Cody, Deming, New Mexico, from August, 1917, until September, 1918, when he left for Port of Embarkation, reaching France in October. He was stationed at La Bozage, Sarthe, France, for some time, and later was at Le Mans, France, where, on February 28, 1919, he died of broncopneumonia. He was born at Taylor Falls, Minnesota, January 3, 1892, son of J. D. and Mary (Manley) Kelley. His widow, Olivette Kelley lives in Duluth.

Fred Michael Kenney, whose aunt is Mrs. Frank Lesler of Duluth, was born on December 8, 1889, at Detroit, Michigan. By trade he was a granite cutter, and before enlistment was working at his trade in Chicago. It was in Chicago that he was influenced in November, 1916, to enlist, going to Canada for the purpose. He became a member of the Fourth Canadian Reserve Battalion, Canadian Expeditionary Forces, and after this nation joined the Allies, he was assigned to recruiting duties at the British Recruiting Mission's Chicago headquarters. Later, he returned to Toronto, and there embarked for England. He was in training at Witley, Surrey, for a short while in 1917, but was in the front-line trenches in France, and in action, in that year, meeting death there on August 9, 1917.

Marshall Louvain Knapp, a native Duluthian, popular in West Duluth and an accomplished violinist, died of influenza at Camp Humphries, on September 28, 1918, six months after enlistment. He was born in Duluth on March 9, 1897, son of Jerome M. and Susie H. Knapp, his mother now living at 17 North Sixty-Second Avenue, West Duluth. His education was obtained at local schools, he eventually graduating from the Denfield High School. Entering business life, he became a clerk in the offices of the Duluth, Missabe and Northern Railway Company, at Duluth, and was an estimable young man of steady refined character. Entering upon military service in March, 1918, he was assigned to duty with Company B, Second Engineering Training Regiment, at Camp Humphries, Virginia. There he died.

Teddy Kovecavich, who was killed in action in France in October, 1918, lived in Chisholm, where his brother, Nick, also lives. Teddy was born at Tisovic, Kalji, Croatia, Jugo-Slavia, on February 16, 1893. He enlisted in the infantry in May, 1917.

Henry S. Knowlton, who has a place on the Duluth Honor Roll, was in war service long before the United States joined the Allies. He enlisted at Winnipeg, Canada, in Company A, Twenty-Seventh Battalion, Canadian Army, and saw much service at the Front before

he was killed, on May 3, 1917, at Fresney, France. He was born at Superior, Wisconsin, February 1, 1891, the son of Edwin S. and Matilda Knowlton, now of Duluth.

Adam Kucharski, a native Duluthian, was not yet twenty years old when he enlisted at Duluth, in the early months of the war, in the Third Minnesota National Guard. He was assigned to Company C, at Camp Cody, New Mexico, and left with the regiment for France. He was killed in action on September 5, 1918. His father, Anton Kucharski lives at 316 East Ninth Street, Duluth.

William Henry Lahti was a native of St. Louis County. He was born April 2, 1895, at Soudan, the son of Alexander Lahti, now of Cook, St. Louis County. He reported for military duty in May, 1918, and was assigned to an infantry unit. He served in France during the time of greatest stress, and succumbed to influenza on October 6, 1918.

Svante Lampi, who was killed in action in the Meuse-Argonne offensive, was well known in Gilbert, where before entering military service he was a city official. He was of Finnish origin, born in Karvia, Finland, August 22, 1886, son of Alexander Lampi. He entered the U. S. Army on May 24, 1918, at Eveleth. From there he was sent to Camp Lewis, Washington, and there assigned to the Thirty-Fourth Company, One Hundred and Sixty-Sixth Depot Brigade, Fortieth Division. Six weeks later he was transferred to Camp Kearney, California, but within a month was on the way to France, embarking at Boston on the troopship "Berrima" on August 8, 1918, with Company I, One Hundred and Fiftieth Infantry, Fortieth Division. On September 25th he was transferred to Company D, One Hundred and Ninth Infantry, Fortieth Division, and was with that unit when he met his death, in action, on October 7, 1918.

Albert P. LaTendress was a Duluthian, and before reporting for military duty lived at 3 West Fifth Street, Duluth.

Lloyd Ernest Le Duc, also a well-known Duluthian, was the son of A. C. LeDuc, of 10 North Twelfth Avenue, east. Lloyd was in the United States Navy.

Fred LePage was known to a large circle in West Duluth, where he lived before enlistment. He left Duluth early in 1918, and was at the Front during about three months of hard fighting. He was killed in action in France on October 8, 1918. A sister, Mrs. J. LeSarge, lives at 2405 West Sixth Street, Duluth.

Martin Larson lived at 4405 Pitt Street, Duluth, before he enlisted.

August Felix Leppi, son of Andrew Leppi, of Floodwood, was born at Ely, St. Louis County, on December 4, 1895. He entered the army in September, 1917, and for eight months was in training at Camp Pike, Arkansas. He became tubercular, and died of consumption at Floodwood on July 18, 1919.

Rudolph M. Lindquist, of Duluth, was 29 years old when he reported for military duty on July 25, 1918. He was sent to Camp Wadsworth, Spartansburg, S. C., and there assigned to the Fifty-Sixth Pioneer Infantry, then being equipped for overseas duty. The unit left for France soon afterwards, and was hard pressed in the campaigning of that time. Lindquist developed pneumonia, and died in France on September 30, 1918. His widow, Jennie R. Lindquist, lives at 613 East Tenth Street, Duluth.

Frank A. Littlefield, who joined the Canadian Army and was killed at Hennencourt, Belgium, September 28, 1918, was in the

employ of H. C. Royce, Cramer, Minn., before enlistment. Littlefield was a native of Lowell, Massachusetts, where he was born on April 17, 1895, but for some years had been in Minnesota. He left Duluth in December, 1917, for duty with the Forestry Division of the Canadian Army, and was assigned to the Eighth Battalion. He did not go overseas until early in September, 1918, on the 28th of which month he was killed, being at that time a member of the Fifty-Second Battalion. His mother is Mrs. Emma Royce, 613 East Tenth Street, Duluth.

Allen Lloyd, who was killed in action in France on October 16, 1918, is given place among the Gold Stars of Chisholm, where he lived for some time before entering upon military duties. He was born on December 12, 1890, at Chippewa Falls, Wisconsin, where his mother, who now is Mrs. James W. Winkler, lives. Lloyd enlisted in September, 1917, and became a member of the Three Hundred and Seventh Engineers.

Victor Loisom was of Eveleth, but more regarding his civil and military record is not available. A brother, Mike, lives at Republic, Washington.

Beio Luiso was also of Eveleth.

Vito Luiso, an Eveleth boy, was killed in action in France.

Frank Lozar, of Ely, was a good loyal American soldier, notwithstanding that he was born in Austria. He died gallantly fighting for his adopted country. He was born on October 22, 1895, at Ritnica, Austria. He lived with his mother in Ely for many years before taking military duty, and was in good business as a storekeeper. He reported for military duty at Ely on September 21, 1917, and was sent to Camp Dodge, Iowa, where he was assigned to Company A, Three Hundred and Fifty-second Infantry, Second Division. Later, he was transferred to Camp Pike, Arkansas, but eventually crossed the sea, and saw much service at the Front. He was killed in action in France on September 13, 1918, and buried at the St. Mihiel American Cemetery 1233, grave 66, section 16, plot 2, Thiaccourt, Meurthe-et-Moselle.

Earl Bertram Lozway, of West Duluth, who died in service, was born November 26, 1897, at Sylvan Lake, Crow Wing County, Minnesota. His mother, Mary A. Lozway, lives at 124 South Twenty-Eighth Avenue, West Duluth, and he was well known in that part of the city. He enlisted in the United States Navy in the first month of war, and died at Philadelphia, where he was stationed, on July 4, 1918.

Fred Luhm, of Duluth, son of W. H. Luhm, of 4229 Gladstone Street, Duluth, was early in national service, enlisting at Duluth in the Ambulance Corps. He was assigned to the Forty-Eighth Ambulance Section, and was killed by a shell while at his duties on the Western front in 1918.

Louis McCahill, who was killed in action on November 7, 1918, is listed with the Duluth men. He was born in 1896, son of James McCahill, and the family lived in Duluth until the death of the father in 1909, when the family removed to Lake City, Minnesota, where Mrs. McCahill still lives.

Arthur W. McCauley was a brave Duluth boy. He was only seventeen years old when, in 1915, he left his home and went to Winnipeg, to enlist in the Canadian Army. His family never saw him again. He was born on July 10, 1898, the son of E. J. McCauley, who now lives at 13 East Superior Street, and as a boy attended

Jackson School, Duluth. He saw three years of terribly hard service in France, and passed through the severe fighting of 1916 and 1917 without as much as a scratch. Early in 1918, however, he was wounded, and when partially convalescent was sent on recruiting duty to Scotland. That assignment accomplished, however, he was again ordered to France, and was again wounded. That was on July 22, 1918, but the wound was not a serious one and he was soon back in the trenches, only, however, to meet instant death in action on August 8, 1918. He surely served the cause of Liberty to the full.

Edward J. McDermott, eighteen-year-old son of James McDermott, of 2325 West Ninth Street, Duluth, enlisted in the Marine Corps, on April 15, 1918, and died in France on August 10th of that year. Before leaving home he was in the employ of the Duluth Paper and Stationery Company.

Clarence McDonald is listed among those Virginia boys who did not return. His widow, Mrs. Jennie McDonald, now lives in Duluth. McDonald was killed in action in France.

Kenneth McInnis, who had lived in Duluth for some years and was in the employ of the Duluth Marine Supply Company, was of Scottish birth, and in October, 1917, enlisted in the Canadian Army. He crossed the sea in the spring of 1918, and in September, or October, following, was killed in action in France.

Luther McKey was of Duluth, his military papers show.

Frederick Thomas McLain, son of W. D. McLain, of Kenwood Park, Duluth, enlisted in the United States Navy and was assigned to the U. S. S. "Alabama." He died of spinal meningitis in 1918.

Douglas McLean was the son of George McLean, of 915 East Fifth Street, Duluth.

Robert McLennan, who died in France in 1918, of wounds received in action, was formerly of Duluth residence, living with his aunt, Mrs. M. C. Littleworth, at 409 Mesaba Avenue. He was assigned to the Chemical Service, and was a member of the First Gas Regiment, American Expeditionary Forces.

Garrick McPhail, of Duluth, was in the Air Service. His mother is Mrs. Margaret McPhail, of 821 West Fourth Street.

Kenneth D. MacLeod, of Duluth, was born July 5, 1898, at Rice Lake, Wisconsin, where his mother, Mrs. George MacLeod still lives. Early in 1917 Kenneth enlisted in the Machine Gun Section of the Third Wisconsin National Guard. He was killed in action in France in October, 1918.

Lloyd O. Magee, city editor of the Eveleth "News" and a popular young man of that city was killed in action in the Argonne Forest, France, on October 1, 1918. He was born on February 11, 1894, in Wisconsin. He reported for military duty on February 28, 1918, and was assigned to an infantry regiment, which soon went overseas. His father, H. M. Magee, lives at Little Falls, Minn.

Anton Maleski left Duluth with the first draft for Camp Dodge, Iowa, in September, 1917. He was assigned to Company E, Fifty-Eighth Infantry, Fourth Division, and was later transferred to Camp Greene. He embarked in May, and safely arrived at London, England, on May 26, 1918, soon afterward crossing the English Channel to France. He was killed in action at Chateau Thierry on July 18, 1918. His brother, John J. Maleski, lives at 621 Central Avenue, Duluth.

Garrett Mandeville, who was a cadet in the aviation branch of the U. S. Navy at the time he met his death, in August, 1918, by a fall of his seaplane at Pensacola, Florida, enlisted in Minneapolis where he then lived, but he was formerly of Duluth. He was born in Superior, but attended Duluth schools.

Albert Martinson was of Aurora. His sister, Mrs. J. Nassum, lives in Minneapolis.

Nick C. J. Marion went to Canada in 1917 and enlisted in the Canadian Army, being assigned to the Forty-Third Battalion. He was killed in action in France, on August 16, 1918. He was twenty-nine years old, the son of N. F. Marion, 1 Palmetto Street, Duluth.

Henry Edward Masucci, who was cited for gallantry in action, was a resident in Eveleth before entering the service. He was born on February 23, 1895, at Negaunee, Michigan, son of Mr. and Mrs. Otis Masucci, and his mother now lives in Eveleth. Henry was called into service on May 26, 1918, at Eveleth, and there enlisted in the infantry, and assigned to the Fortieth Division. He was transferred in September, 1918, to Company I, 305th Infantry, 77th Division, and with that regiment was in action at Argonne Forest, where he was killed by machine-gun fire on October 3d. He distinguished himself in the fighting and was recommended for a medal by his commander.

Jacob Andreas Kristofer Mattson is another of the Gold Stars of Virginia. Born April 18, 1884, at Trondhjem, Norway, he had lived in America for many years before enlisting on June 25, 1918, in the Medical Department of the United States Army. He died of disease while on the voyage to France, death occurring on October 11, 1918. His widow still lives in Virginia, Minnesota.

Samuel Nehemiah Maxwell, of Eveleth, was born on February 24, 1897, the family being well known in Eveleth. He was not called into service until August, 1918, and then assigned to the Motor Transport Corps. He died of influenza at Indianapolis, Indiana, on October 7, 1918.

Oscar A. Melander was a Duluthian by birth, and seemed to have a promising career before him as a dentist. He was born in Duluth on March 1, 1893, son of August H. and Cecelia Melander, now of East Fourth Street. He attended Duluth schools, and in 1912 graduated from the Central High School. He proceeded to the University of Minnesota, and was still an undergraduate when war came in 1917. He joined the Student Corps of the University of Minnesota when that was organized and became a sergeant of it. Very soon after graduating, as a dentist in 1918, he decided to enlist in the regular army, and did so on June 14, 1918, at St. Paul, Minnesota, as a private of the aviation branch. He was assigned to the Air Service Mechanical School, at St. Paul, and at that establishment was detailed to the medical section, because of his professional training. He was soon expecting examination for commission in the army when sickness intervened. Stricken with influenza, he was removed to the army hospital, Overland Building, St. Paul, and there died on October 11, 1918. Thus ended long preparations for a useful professional life.

Arthur A. Mellin, a Duluth boy who was killed in action within sixteen days of landing in France, was born in Duluth, October 22, 1897, the son of Alexander and Ida Mellin, now of 1719 West New Street. He was interested in soldiering long before the nation became involved in the European struggle, and as a member of the Third Minnesota Infantry, of the National Guard, went to the Mexican

Border, in 1916 when the country was virtually at war with Mexico. In civil life, he was a typewriter mechanic, and was with the Remington Typewriter Company, Duluth. In June, 1917, he enlisted for World War service. He belonged to Company C of the Third Minnesota Infantry, Thirty-fourth Division and was at Camp Cody, New Mexico, until June, 1918, then leaving for Camp Merritt, New Jersey, where he remained until July 12th, when he embarked for Europe with the One Hundred and Twenty-fifth Field Artillery, to Company C of which he had been transferred while still at Camp Cody. He left Camp Cody as a machine gun casual. Almost immediately after debarking in France, he was transferred to Company K of the One Hundred and Sixty-third Infantry, and went into the front-line trenches in the Argonne within four days of landing. He was killed in the Argonne Forest early in August, 1918.

William G. Messner, who made the Supreme Sacrifice, was a son of Jake B. Messner, of Hibbing.

Edward F. Mettner was born in Duluth on September 16, 1890, son of Edward Mettner, now of 5723 Avondale Street, Duluth. He died of influenza at Camp Edgewood, Maryland, October 10, 1918.

Sigurd Peter Moe, of McKinley, was one of the outstanding heroes of the early days of American participation in the fighting on the Western front. He was in the Marine Corps, and was killed in the memorable engagement at Belleau Wood on June 12, 1918, and because of his bravery in that engagement, the French Government honored his memory by awarding him the Croix de Guerre. The report shows that Sigurd Moe and another marine, Willis Shoemaker, left a shelter trench during heavy bombardment to rescue a wounded comrade. Moe was killed in the attempt.

Walter Monett, of Duluth, was nineteen years old when he met his death of wounds in France in October, 1918. He was born in Duluth and enlisted at Duluth on July 26, 1917. He was sent to Fort Snelling, Minnesota, and assigned to Company H, First Minnesota Infantry, later going to Camp Cody, New Mexico and overseas in June, 1918, with the Twelfth Casual Company. He died of wounds on October 6, 1918. His father is Amos Monett, of 280 Third Avenue, East, Duluth.

Harvey H. Morey was of Eveleth; a sister, Mrs. William Hein, lives at Jonesboro, Arkansas. Morey was killed in action in France, August 1, 1918.

William H. Morrison, who was killed in action in France in September or October, 1918, was a Duluthian. His sister, Miss Agatha M., lives at 1815 West Superior Street.

Michael J. Murphy, whose home was in Sioux City, Iowa, will be remembered by Duluth people. He was a sergeant of Marines, and was in charge of recruiting for the United States Marine Corps in Duluth; also, he was captain of the Duluth Marine Scouts. After leaving Duluth, he was stationed for a time at Quantico, Virginia, but soon assigned to service abroad. He was killed in action in France in August, 1918.

John J. Mustar, of Gilbert, succumbed to pneumonia, following influenza, at Camp Eustis, Virginia, on October 13, 1918. He had been in service for ten months, having enlisted at Gilbert on December 16, 1917, in Battery C, Forty-ninth Regiment. He was born in Biwabik, April 11, 1896, but lived for many years in Gilbert latterly, being in the employ of the Gilbert Hardware Company for some time before enlistment. His mother, Maria Mustar, still lives in Gilbert.

Arthur Nelson was of Prossit, Minnesota.

Charles G. Nelson was the son of Gust Nelson of Soudan.

Edward G. Nelson of Duluth died June, 1919. His sister is Mrs. Edward Peterson, 917 East Tenth Street, Duluth.

Max Neubauer, son of Florian Neubauer, of Ninety-second Avenue, West, and Grand, Duluth, departed from Duluth with the first detachment drafted in September, 1917. He went overseas and died of wounds in France in July, 1918, at first being reported: "Missing in action."

Carl Oscar Niemi belonged to a well-known and respected Eveleth family. He was born on July 28, 1894, at Tower, St. Louis County, son of Oscar Niemi. Carl attended the first Officers' Training Camp, at Fort Snelling, in June, 1917, and after a two months' course was commissioned second lieutenant, and assigned to the Air Service. He soon went overseas, and as an aviator did valuable and dangerous work along the Western front during the severe fighting in 1918. He also was for a time on the Italian front. When the Armistice came, he was on the French front, and soon afterwards was under orders to return home. The orders were rescinded and he continued to do reconnaissance work with his organization and met his death as the result of a mid-air collision of aeroplanes. He was buried in an American cemetery in France with the honors customarily tendered an aviator.

Gilbert Winsford Nordman, who was killed in action at Cote de Chatillon, France, October 16, 1918, had lived in Duluth for many years with his parents, Julius and Jennie Nordman of 221 East Fifth Street. Gilbert was born in Oshkosh, Wisconsin, on November 17, 1894, and by trade was an auto mechanic. He was employed by the Central Auto Company, Duluth, before enlistment, which took place on September 5, 1917, at Milwaukee, Wisconsin. He was sent to Camp Custer, Michigan, and there assigned to the Thirty-second Company, One Hundred and Sixtieth Depot Brigade, Eighth Battalion. He arrived at St. Nazaire, France, on March 6, 1918, and was in action at Badonvillers four days later. He saw considerable fighting during the following six months in Champagne, at St. Mihiel, Aisne, Meuse, Argonne.

James Novak, of Virginia, was a Bohemian by birth, but evidently seriously affected by the state of war in Europe. He went to Canada and enlisted in the Canadian army long before the United States became involved in the war. He, however, appears to have been transferred to the United States army in May, 1918, at his request. During that summer, he was at Fort Brady, Michigan, and during the epidemic of Spanish Influenza he contracted the disease and died on October 16, 1918, at that fort. His father is Frank Novak, of Greaney.

Erick Ofsted was of Duluth. He enlisted at Duluth, in April, 1918, and eventually became a member of Company F, of the Three Hundred and Eighty-fifth Infantry, with which unit he sailed for France in July, 1918. He was reported, "Missing in action."

Axel William Olson was a Duluthian, his mother being Mrs. Alice Olson of East First Street.

Chester Norman Olson lived at Cresson before enlistment. His nearest relative in America seems to have been Mrs. H. C. Hess, of Phelps, Wisconsin.

Ernest R. Olson was a Duluthian, his widow, Mabel Olson, living at 216 South Sixty-third Avenue, west, Duluth.



FOR THE RED CROSS—THE INDEFATIGABLE "GREAT WHITE MOTHER," WHO CARED FOR THE BOYS IN THE CAMPS, IN THE TRENCHES, IN HOSPITALS, AND IN THE GRAVE

John R. Olson, a Norwegian by birth, followed the trade of painter in Duluth before entering the service in May, 1918. He lived at 2422 West Seventh Street, Duluth, before reporting for duty. His military record covers four months of service at Camp Dodge, Iowa, where on October 15, 1918, he died of pneumonia. His body was returned to Duluth and buried with military honors. He had no relatives in America, but his mother, in Norway, survives him.

Fred Ostrom, of Eveleth, was gassed at the front, and later died of influenza. His remains now lie at Negaunee, Michigan Cemetery.

John Leo Ossowski was the son of John Ossowski, of 2830 North Hudson Avenue, Duluth.

David Livingston Page, of Duluth, enlisted early in 1917 in the Third Minnesota Infantry, Thirty-fourth Division. Later, he was transferred to the One Hundred and Twenty-fifth Field Artillery, of the same division. He died while on the voyage overseas, and was buried in England. His mother is Mrs. Mary Page, of 1001 Twelfth Avenue, West, Duluth.

Albin F. Palmer, of Duluth, was the son of C. A. Palmer, of Chisago City, Minnesota. Albin was called to military duty on May 25, 1918, and went overseas with the Seventy-seventh Division. He was killed in action on the French front on October 4, 1918. When in Duluth he lived at 2316 West Second Street.

Mervin Palmer was a brother of Albin.

John Paul Parker, who was well-known in Gilbert, was born in Minneapolis, Minnesota, February 20, 1888. He enlisted almost as soon as this country entered into the struggle in April, 1917, and was with one of the units early in France. He was killed in action at the Aisne River, France, July 20, 1918, and was buried in the American Area Cemetery, Row C, Grave 76, Commune Lecharmieu, Aisne territory.

Otto Pazari, of Eveleth, was killed in action in France.

John Perone lived at 1408 Gary Street, West, Duluth, before entering upon military duties.

Andrew Peterson, of Cotton, Minnesota, was the son of Peter Peterson, of same town. He was born in Norway, January 24, 1890. He enlisted on September 20, 1917, and was assigned to Company E, of the Fifty-eighth Infantry, which was sent to France in time to take part in the supreme effort made by the Allies after the July, 1918, drive of the Germans had spent itself. Andrew took part in the counter-offensive, but was killed on the second or third day of the great French counter-offensive which was destined to bring to the Allies a triumphant issue. Andrew Peterson is recorded as having been killed on July 18th.

Atry Peterson, of Eveleth, died of pneumonia on September 25, 1918. His remains were brought to Virginia, Minnesota, for interment.

August Peterson was the son of Nels G. Peterson, of Biwabik, and was born on May 23, 1892, at St. Ignace, Michigan. On July 27, 1917, he enlisted in the artillery and was assigned to Battery B, One Hundred and Twenty-fifth Heavy Field Artillery, Thirty-fourth Division. He went overseas and died of influenza at Liverpool, England, on October 15, 1918.

Axel Rudolph Peterson was a native-born Duluthian, son of Oscar R. Peterson, of 912 North Fifty-seventh Avenue, West. He was educated chiefly in Duluth schools, and was a steady boy, of exemplary habits, never having smoked. He was also a teetotaler,

and was earnest in his endeavor to succeed in life. He received license as assistant druggist at the age of twenty, and had it not been for the national situation early in 1917, would probably soon have secured the major license. He was twenty-one years old when he enlisted, in June, 1917, and was assigned to the medical detachment of the One Hundred and Twenty-fifth Field Artillery, going with the regiment to Camp Cody, New Mexico. There he died a year later, on June 2, 1918, of pneumonia.

Carl William Peterson was the son of August W. Peterson, 5632 West Eighth Street, Duluth.

Ernest O. Peterson, also of Duluth, was brother of Arthur W. Peterson, 2702 West Third Street, Duluth.

Harold Peterson, brother of Mrs. Carl Olson, 427 Forty-third Avenue, West, Duluth, lived in Duluth before the war came.

Helmer A. Peterson was born in Duluth, and was well-known. He was born January 23, 1894, son of John and Hannah Peterson, and his academic schooling was obtained in Duluth schools. He became a pharmacist and in that capacity was employed at Beyers Drug Store, Duluth, for some time before reporting for military duty on September 21, 1917. He was sent from Duluth to Camp Dodge, Iowa, and assigned to the Medical Corps, 350th F. A., 313th Sanitary Train. At Camp Dodge he remained for the winter and would probably have gone overseas in 1918 had he not succumbed to disease at Camp Dodge, on April 10, 1918. His mother now lives at 119 East Third Street, Duluth.

Henning O. Peterson lived at 520 West Superior Street, Duluth, before entering the army. His brother, Arvid lives in Chicago.

Rudolph Peterson was the son of Oscar R. Peterson, of 912 North Fifty-seventh Avenue, West, Duluth. Rudolph worked in Duluth before entering the service.

Elia Peteruka was of Duluth residence prior to the war, but appears to have no relatives in Minnesota. His brother, Gust Peteruka, is at Fort Morgan, Colorado.

John Pitich was one of the boys from Buhl.

John H. Pluth was of Ely, where his mother, who is now Mrs. Anna Matiehick, lives.

Neno Molidro lived at Aurora, his papers state.

George E. Porthan, of Ely, was the son of John E. Porthan, of that place. Porthan was killed in action in France.

Mott Prelbich was also of Ely; his father is John Prelbich.

Louis Press lived at Chisholm before leaving for military service. His brother, Samuel, lives at Eveleth, at 705 Hayes Street. Louis was born August 17, 1891, at Trovi, Russia, but had lived in the United States for many years before the war. He was enlisted in February, 1918, and went overseas with an infantry regiment. He was killed in action in France on August 15, 1918.

Clyde E. Prudden, who became a major of the Medical Corps, United States army and was much respected by the men of the One Hundred and Twenty-fifth Field Artillery, was a well-known and successful physician of Duluth before the state of war into which the nation became in 1917 so radically changed the course of the lives of so many of its worthiest citizens. Major Prudden was born in Duluth, and attended local schools. For the medical course he proceeded to Northwestern University, from which he graduated with the degree of Doctor of Medicine, with the class of 1909. In 1912 he was an associate of Dr. C. A. Stewart, in practice in Duluth, and

later with Drs. Bagby, Kohagan and Gillespie. He was for many years interested in military affairs, and in peace time was a member of the old Third Minnesota Infantry. He went with the regiment to Fort Snelling, and when it was converted from an infantry to a field artillery unit, he was advanced in rank and made senior officer of the Medical Detachment at the Base Hospital. Within a short time, he was again promoted and became major. Eventually, he became senior major of the Regimental Medical Detachment of the One Hundred Twenty-fifth Field Artillery. From August, 1917, to the autumn of the following year, he was with the regiment at Fort Deming, New Mexico. In September, the regiment went overseas and during the voyage Major Prudden developed pneumonia, from which he died before the regiment debarked. Doctor Prudden was married in Oklahoma City in January, 1918, and a child was born to his widow five or six months after his death. Both widow and child, however, met a tragic death, being drowned in the tidal wave that swept Corpus Christie, on September 14, 1919. The body of Major Prudden was returned to the United States in October, 1920. It was received in Duluth on November 1, 1920, and reinterred on American soil in his native city, with full military honors and with many other indications of the respect in which his memory is held by people of Duluth. His father is A. E. Prudden, of 3501 Minnesota Avenue.

Otto Pusarim, another of the soldiers of Ely who gave national service to the full, was the son of Matt Pusarim of Ely.

Howard C. Quigley, who was killed in action in the Argonne Forest, France, November 4, 1918, was a native of Duluth, born in the city July 18, 1894, the son of James R. Quigley, now of 123 Minneapolis Avenue, Duluth. Young Quigley passed through the Duluth schools, and was with the American Bridge Company, Duluth, when called into service on April 26, 1918, at Duluth. As a private of infantry, he was sent to Camp Dodge, Iowa, and became a member of Company D, Three Hundred and Sixtieth Infantry, Ninetieth Division, going to Camp Travis, Texas, within three weeks of reaching Camp Dodge. In June, 1918, his regiment embarked at Hoboken and was soon in action in France. Quigley was present at St. Mihiel and Meuse-Argonne major offensives, being killed in the Argonne within a week of the signing of the armistice.

William Henry Reddy, of Biwabik, was in the United States navy, and had the rating of baker, 2cl. His mother is Mrs. Mary Reddy, of Biwabik.

Frank Reed, of Arnold, was born in Duluth on July 27, 1897, son of Mike Reed, of Arnold, R. F. D. No. 4, Duluth. He was a smart, well-developed boy, and when enlisted, on March 30, 1918, was assigned to the cavalry branch of the United States army, and sent to the Mexican border. He died of pneumonia at El Paso, New Mexico, December 8, 1918, pneumonia developing at a time when he was somewhat weakened, owing to inaction that followed a fall from a horse while on patrol.

Charles C. Ringler was of Duluth prior to entering upon military duties. He was in the Chemical Service of the United States army, as chemist, and died at the United States Marine Hospital, Cleveland, Ohio, on November 22, 1918. His mother, who now is Mrs. Philip Allendorfer, lives in Chicago.

Albert Carl Robertson, who died of wound, was a Duluthian, born in the city on April 21, 1894, son of Charles and Hedvig Rob-

ertson, now of 2516 West Twelfth Street, Duluth. He also was a married man at the time of entering the army, and was employed at the Great Northern Power Plant. Enlisted at Duluth on June 28, 1918, he left that day for Camp Grant, and was there assigned to Company I, Four Hundred and Thirty-first Infantry. He was transferred in August to Company D of Three Hundred and Tenth Infantry and left for Port of Embarkation early in September. After a short stay at Camp Upton, New York, he embarked at New York, September 8th, and arrived in France on September 25th. He was in action on October 7th, at Bois de Loges, Argonne Forest, and from that time until he was wounded on October 18th, he was almost continuously in action. He died in hospital in France on November 5, 1918.

William L. Robideau before the war lived at 123 Astor Street, Duluth.

Yalmer Leonard Saari, of Virginia and Duluth, was born October 27, 1895, at Calumet, Houghton County, Michigan. His widow, Hulda Saari now lives at 540 West Fourth Street, Duluth. Saari reported for enlistment on April 28, 1918, and at Camp Dodge, Iowa, to which cantonment he was sent, he was assigned to Company D, Three Hundred and Fifty-eighth Infantry. Two months later he was on the way overseas; and on September 26th, 1918, he was killed by machine gun fire, in an attack on the Hindenburg Line in France.

Piotre Sagotowski, whose papers show that he formerly had Duluth residence, was a Russian, his father, Piotre, at Wytgamers, St. Kawno, Russia.

Christ O. Sandwich, who was a sawyer in the mill of J. P. Pfeiffer, Iverson, Minnesota, and lived in Duluth, where his widow still lives, was a Norwegian by birth, born in Gubbiansdalen, Norway, December 15, 1894. He was called into service on June 28, 1918, at Carlton, Minnesota, and sent to Camp Grant, Illinois, where he was assigned to the Three Hundred and Forty-first Infantry, a regiment of the Eighty-sixth Division. Soon afterwards he was transferred to Company D, Three Hundred and Eighth Machine Gun Battalion, Seventy-eighth Division. In August he left for an eastern camp, preparatory to going overseas and left Camp Upton, New York, September 8th, embarking then. He received promotion to the grade of corporal during the voyage. He first went into action at Verdun on October 12, 1918, and was fighting on that front until the 19th, when he received a shrapnel wound and was also gassed. The shrapnel wounds were not serious, but the gas set up a lingering illness. Finally, he died of tubercular meningitis, at the American Base Hospital, Brest, France, May 29, 1919.

Thomas B. Shaughnessy lived at Morgan Park prior to enlisting. He was born at Minneapolis, Minnesota, April 27, 1891, son of James P. and Ellen Shaughnessy, who now live at Morgan Park, Duluth. Thomas B. by trade was a structural ironworker and was with the Universal Portland Cement Company. He was a young man of grit, and earnest patriotic purpose, as he showed when called upon to report for military duty. He had received notice to report at Duluth on February 26, 1918, and on that morning sprained his ankle. But he refused to be left behind by the detachment then departing, so he was taken to the station in an auto, and upon arrival at Fort Leavenworth, Kansas, was placed in hospital, where he remained for ten days. Following that, he was in a detention camp for seventeen days and was given ten days of intensive drilling, and

then sent on to the port of embarkation. It was at the time of the breaking of the British front in France during the great spring drive of the Germans. Shaughnessy was on the British front in May, 1918, and in a Belgian sector. In June, he was in the Vosges Mountains. He was at St. Mihiel September 12th and from September 26 to October 2 was in the terrible fighting in the Argonne Forest, and later in the Meuse sector, five miles south of Verdun. He passed through the terrible fighting without hurt, but while waiting for home orders, he was taken sick and pneumonia developing he died at Base Hospital, No. 9, Bazoilles, France, on February 7, 1919.

Willard Shea, of Eveleth, succumbed to pneumonia in an American camp on September 25, 1918. His body was brought to Eveleth for burial.

Joseph Shepatz was of Virginia, son of John Shepatz of that place.

James Shannon, of Virginia, had a distinguished military career. He was the son of the late C. E. Shannon, of Duluth, and brother of Mrs. Harry Sleepack, of 2419 East Fourth Street, and had passed through West Point, having been appointed to that military academy by Judge Page Morris, then congressman from this district. He was killed in France in 1918, having attained the grade of lieutenant-colonel and a place on the staff of General Pershing, in France.

George E. Sigel, who is listed as a volunteer from Virginia, was a native of Duluth, born there on June 28, 1900. The family, however, has lived in Virginia for many years, and the boy was in school there. In fact, he volunteered in his senior high-school year and was graduated by proxy, with seven others who received diplomas. He enlisted on May 25, 1918, and became a member of Company B, One Hundred and Twenty-sixth Engineers, with which regiment he went overseas. He passed through the exciting latter half of 1918, but in February, 1919, suffered from bronchitis, at Brest, France, from which he never recovered. He returned to this country and was sent to Fort Bayard, New Mexico, his lungs having become affected. He died there on June 14, 1919, of tuberculosis. "A serious, right-living, clean-minded young man," Father J. O'Brien, army chaplain at Fort Bayard testified of him.

Matt Smuky, who made the Supreme Sacrifice, lived in McKinley before the war.

Mike Simney, of Duluth, was the son of Albert Simney, of 2631 West Fifth Street, Duluth, and was a member of the first detachment of Duluth manhood called into service under the Selective Draft. They left Duluth in September, 1917, for Camp Grant. Simney eventually saw much service in France. He was in the Engineers and on October 6, 1918, succumbed to wounds received in action.

Otto Smuland, son of Christian Smuland, Bangsund, Namdalen, Norway, and brother of Helmar Smuland, of 504 East Fourteenth Street, Duluth, was in the fishery business at Isle Royale before he was selected to give military service. He was twenty-eight years old when enlisted on July 25, 1918, at Duluth. He left at once for Camp Wadsworth, Spartansburg, South Carolina, and there was assigned to an infantry regiment. He died at Camp Wadsworth in August, 1918. Funeral services were held on August 28, 1918, at Bethesda Norwegian Lutheran Church, Duluth, following the return of the body to Duluth under military escort.

Anthony Snider was of Tower, although, unfortunately, more regarding his life and military service is now not available.

Peter Stark lived in Eveleth before going into the service. He was killed in action in France on November 7, 1918, only four days before hostilities ceased. His body lies in an American cemetery in France. His brother is Michael Stark, of McKinley.

Edward F. Snyder, who is on the Duluth list of gold stars, lived in that city for about two years before enlisting, although he was a native of Buffalo, New York. He enlisted in June, 1917, and was for more than a year on the Western battle line, France. He joined a Canadian regiment and was killed in action in 1918. He married Ruth Berglund, of West Duluth, in 1916.

Philip Steen, who enlisted at Duluth in August, 1917, and became a member of an artillery unit, died on the way over to France, on or about July 10, 1918. He was born in Duluth, and his father, John Steen, now lives at 510 Third Avenue, east.

Albert C. Steiner, also a Duluthian by birth, owned and worked a farm in St. Louis County before enlisting. He was born on November 25, 1891, and he reported for military duty on May 25, 1918, at Duluth. He was assigned to Company L, One Hundred and Fifty-ninth Infantry, Fortieth Division, at Camp Lewis, Washington. On June 29th he was transferred to Camp Kearney, California, and in August at that camp was transferred to Company E, Three Hundred and Seventh Infantry, with which regiment he embarked, after a period of preparation at Camp Nills, Long Island, New York. The regiment arrived in France before the end of August and was rushed to the front. Steiner was killed in action on November 4, 1918, and was buried in the Commune of Pierremont, Ardennes, France. Albert Steiner's brother, Fred, lives at 9 West Second Street, Duluth.

Ola H. Strand was of Virginia.

Pedro Stuppa also lived in Virginia before the war. His sister is Mrs. James Hogan, of Virginia.

Clarence B. Sundquist, of Duluth, son of Clarence B. Sundquist, of Palo (R. D. Box No. 72), Minnesota, was born November 12, 1895, in Superior. He was enlisted at Duluth, as a private of the Signal Corps, Air Service, and was assigned to Company C, Three Hundred and Twenty-third Field Service Battalion at Camp Funston. Later, he was at Camp Stanley, Texas, but eventually embarked for foreign service at New York, sailing on the United States transport *Leviathan*, which arrived at Brest, France, on September 28, 1918. Sundquist developed pneumonia while at Brest and died there on October 11, 1918. At that time he held the grade of corporal. The body was exhumed in 1920 and returned to this country, eventually reaching Duluth. Burial service was held on July 21st, former comrades firing the last salute over his grave at Park Hill Cemetery, Duluth. The funeral ceremonies were held under the auspices of the Duluth post of the American Legion.

Leslie Severt Swanman, who was a shipping clerk with the Knudson Fruit Company, Duluth, before enlisting, was born in St. Paul, Minnesota, on December 12, 1892. Duluth has been the home of the family for a long time and his mother still lives there, at 915 North Seventh Avenue, East. Leslie was enlisted at Duluth on May 25, 1918, and sent to Camp Lewis, Washington, where he was assigned to Company L, One Hundred and Fifty-ninth Infantry, Fortieth Division. On July 25th he was transferred to Camp Kearney and there transferred to the Three Hundred and Twenty-fourth Infantry, Eighty-first Division. On August 20th he embarked at New York and made quick passage to Liverpool, eventually reaching France.

He was in front-line trenches in the Vosges Mountains; was present in the battle of St. Mihiel, and passed through terrible fighting in the Meuse-Argonne offensive. On November 10, 1918, just one day before the signing of the Armistice, he was wounded in action at Haudimont, and died of those wounds twelve days later, on November 22, 1918.

Edward B. Swanson lived at Saginaw, Minnesota, son of Ben Swanson, of that place.

Wallace J. Taylor was of Virginia, where his mother still is.

Olaf Ugstad, of Duluth, was born October 3, 1891, at Hurum, Buskruds County, Norway, but has been in America for many years. At one time he was employed by the Wilson Contracting Company, Duluth, and later was foreman at the St. Louis County Work Farm. He was enlisted into the United States army in January, 1918, and assigned to the Spruce Production Section of the Forestry Division. He was accidentally killed at Emuclaw, Washington, on August 2, 1918. The body was returned to Duluth for burial. A brother is Reginald Ugstad, of Hermanstown.

Fiori Valbiter, a resident in Virginia before the war, was born in Rome, Italy, and at the time of enlistment in 1918 was twenty-seven years old. He died at Detroit, Michigan.

Haralebes Vasilion was of Hibbing.

Florent Van de Perre also was of Hibbing.

Peter Verdi made his home in Eveleth before entering the service, but was born at Agri, Italy, on May 2, 1897. He was a married man at time of enlistment, and his wife, Lydia, still lives in Eveleth. Peter left for military duty on May 17, 1918, and went to France with an infantry regiment. He was killed in action in France on November 1, 1918.

Leander Waillin, lived at Sandy, Minnesota, where his father, Tom Waillin, has a farm. The family is Finnish, and Leander was born in Finland on September 8, 1886. He was included in the second Duluth draft for the National Army, but was destined not to go overseas. During the epidemic of Spanish Influenza which swept through the home cantonments in the autumn of 1918, Waillin contracted the disease, and died on November 10, 1918, being then at Camp Kearney, California.

Aino Nicanor Wene was a stalwart agricultural pioneer of Buyck, St. Louis County. He was developing an acreage of wild land near Buyck when called into service in September, 1917. He was assigned to the Corps of Engineers and ultimately reached France, where he was killed in action on October 15, 1918. His sister, Mrs. Niemi Ahlgren, lives in Buyck, but the Wene family is of Finnish origin, Aino was born at Rauma, Finland, January 10, 1892.

Philip T. White was of Ely, son of Harry E. White, of that place.

Arthur Charles Williams was a native of Hibbing, although the family lived at Kinney at the time he enlisted. He was born on December 26, 1898, and lived on the Ranges practically all his life, his father having been connected with mining operations on the Range for almost a generation. He, William Williams, latterly has been blacksmith in the shops of the Oliver Iron Mining Company at Hibbing. The son was not yet twenty years old when, on August 5, 1918, he enlisted in the Medical Department of the United States army. He was almost immediately assigned to overseas duty and soon after landing in France was taken sick, pneumonia developing.

He died at Brest on September 26, 1918, and was there buried. In 1920, however, his body was returned to the United States and arrived at Virginia on June 12, 1920. Burial took place in the part of Virginia Cemetery set apart to mark the last resting place of its World War heroes who made the Supreme Sacrifice.

David Gilbert Wisted, in whose honor the Duluth post of the American Legion was named, was born in Duluth on September 13, 1893. In the early days of the war, he was a clerk with the United States Food Administration, but he enlisted in the Marine Corps on December 14, 1917, at Paris Isle. He was assigned to the Eighty-second Company and for a time was stationed at Paris Isle and Quantico, Virginia. On February 24, 1918, he was transferred to the One Hundred and Thirty-eighth Company, Replacement Battalion, and later to the Sixth Marines, embarking at Philadelphia on March 12th, 1918. Debarking at Brest on April 1, 1918, the Marines were soon at the front and were destined to bring glory to their country, in the part they took in the fighting at Chateau Thierry and Belleau Wood in May and June of that vital year. Wisted was killed in action at Belleau Wood on June 3, 1918, being instantly killed by a high-explosive shell. His father, Iver Wisted, lives at 1201 East Fourth Street, Duluth.

John Oscar Wuori is listed with the men from Duluth, but he lived in Gilbert for some time prior to enlistment. He was a Finn, born at Pomarkku, Finland, March 9, 1888. He reported for duty on August 8, 1918, and was sent to Camp Dodge, Iowa, where he was assigned to Company Thirty, One Hundred and Sixty-third Depot Brigade. He died of pneumonia in that camp on October 8, 1918.

As will be appreciated from a reading of the foregoing some of these men had wide accomplishments and definite capability, some were worthy tillers of the soil and some were industrious workers in commercial affairs of St. Louis County. But all were patriots; and the names of all who have been inscribed on the great national Roll of Honor, there to remain for as long as the great republic lasts. And for as long as there is a County of St. Louis, Minnesota, for so long will these of her sons be willingly and deservedly accorded the place of honor in any comprehensive review of the County's part in the Great World War.

CHAPTER XXVII

HISTORY OF THE TOWNSHIPS OF ST. LOUIS COUNTY

Unorganized.—A glance at the map of St. Louis County will show that it is now well organized, only a small part of its territory being now outside of the jurisdiction of some organized township. And while the unorganized townships are, in the main, only sparsely populated, it would be erroneous to suppose that because a township has no organized township administration it is necessarily undeveloped, or uninhabited, territory. Several of the unorganized areas adjoin townships of old establishment, and in many cases the unorganized townships exceed in population those exercising organized township privileges.

While it is not possible to go much into detailed review of the unorganized spaces of St. Louis County, it might be appropriate in this township chapter to briefly record the census statistics of those unnamed parts of the county. Beginning in the south, unorganized township 50-18 is part of the Fond du Lac Indian Reservation. The population in 1910 was 105, and in 1920, 203. Township 50-19 is a continuation of the Indian Reservation. Only six persons were recorded as living in it in 1900; 67 in 1910, and 146 in 1920. Township 51-19 continues on between Floodwood and Culver townships. Its population was thirteen in 1900; fifty-seven in 1910, and 120 in 1920. Township 52-19 completes that chain of unorganized territory. It had six inhabitants in 1900; twenty-seven in 1910, and seventy-four in 1920. Township 52-21 is crossed, from southeast to northwest by the Great Northern Railway and on section 16 is a station, named "Island," one version stating that the station was so named because "this was about the only dry spot between Floodwood and Wawima, at the time of the building of the railway. Drainage, however, has now converted swamps into fertile fields. Township 52-21 had four inhabitants in 1900; in 1910 it had sixty-nine, and in 1920 there were 123 people living in it. Township 53-15 recorded twenty-seven inhabitants in 1910, but made no report in 1920. Township 53-16 had sixteen inhabitants in 1910, and 240 in 1920. Township 54-13 had a population of 14, in 1910 and 61, in 1920. Township 54-15 had 169 residents in 1910 and only twenty-three in 1920. Township 55-14 had no recorded population in 1910, but the 1920 census gives it a population of 300 then. Township 55-15 had fourteen in 1910, and seventy-three in 1920. Township 55-18 had thirty-one inhabitants in 1910, and 130 in 1920. Township 55-21 had sixty-nine in 1910, and seventy in 1920. Township 56-14 had two residents in 1900, none in 1910, and 264 when last census was taken. Township 56-16 had a population of 196 in 1910, and 340 in 1920. The next township west, 56-17, had three inhabitants in 1900, sixty-nine in 1910, and 157 in 1920. Township 57-14 had 27, in 1900, none in 1910, and 125 in 1920. Township 57-16 had ninety-five residents in 1910, and 126 in 1920. Township 57-19 had seventy-nine residents in 1910, and 279 in 1920. Township 58-14 is prominent chiefly because it is the railway junction between the Mesabi and Vermilion range towns. It had thirty-seven inhabitants in 1900, sixty-two in 1910, and 100 in 1920. Township 59-12 had two inhabitants in 1900, none in 1910, and no report was made in 1920. Adjoining town-

ships, however, have recently become active, with the impending exploitation of low-grade ores. Township 59-16 has shown no population in the last three census-takings. Only the northern half of township 59-18 is unorganized, the southern half being included in Nichols township. No population was recorded in the unorganized portion in 1920, although there were sixty-two residents in the township in 1910. Township 59-21 had fourteen inhabitants in 1910, and eighty-four in 1920. Township 60-18 recorded nine inhabitants in 1900, forty-three in 1910, but no report was made in 1920. Township 60-19 had 122 in 1910, and ninety-two in 1920. One tier of sections of this township was added to Great Scott Township and perhaps explains the decrease in population. Township 61-12 had fifty-six people in it in 1910, and thirty-eight in 1920. Township 61-13 had five inhabitants in 1910 and twenty-six in 1920. Township 61-17 recorded one inhabitant in 1900, none in 1910 and fifty-six in 1920.



A. J. FILIATRAULT'S ORIGINAL HOME NEAR THE MUDHEN RIVER, T. 56-16. (IT IS TYPICAL OF THE LOG HOUSE OF TWENTY YEARS AGO, IN OUTLYING PARTS OF ST. LOUIS COUNTY; THE HOMESTEADER OF TODAY, HOWEVER, FAVORS THE TARPAPERED SHACK, FOR THE FIRST YEAR OR TWO OF PIONEER EFFORT)

Township 62-16 had twenty-two residents in 1900, 198 in 1910, and 112 in 1920. Township 62-17 had thirty-seven inhabitants in 1900, twelve in 1910, and 116 in 1920. Township 62-21 had 197 in 1910 and 237 in 1920. Township 63-14 had fourteen residents in 1910, and only eight in 1920. Township 63-15 has been recorded as uninhabited during last three census-takings. Township 63-16 was credited with fifty-eight inhabitants in 1900, none in 1910, and twenty in 1920. Township 63-17 had forty in 1900, fourteen in 1910, and eighteen in 1920. In 63-19 there were eighty-nine people in 1910, and 116 in 1920. In township 63-21 there were 270 inhabitants in 1910, and 282 in 1920. Only three townships of sixty-four north have organized administration, the unorganized divisions being those of 12, 13, 14, 15, 16, 17 and 21 west; and out of a total population, in 1920, of 307 persons, 185 lives in township 64-21, part of which is allotted to the Bois Fort Indian Reservation. Townships of sixty-five north not yet organized are those of range 12, 13, 14, 15, 16 and 21 west. As is in the case in sixty-four north, the bulk of the population of sixty-

five north is found to be in range 21, that township having in 1920, 194 of 353 inhabitants. The Indian Reservation extends into and beyond sixty-five north, range 21 west, and includes the western half of each township. It seems, however, that the census tabulation given above is of white settlers only, as the federal announcement of population, for 1920, gives no figures for the Bois Fort or Vermilion Lake Indian reservations, although the former was shown to have 210 residents in 1910, and the both reservations 881 inhabitants in 1900. Seven townships of sixty-six north are unorganized, Portage (formerly Buyck) township embracing the other three townships, range 17, 18 and 19, west. Four townships had no population in 1920, ranges 12, 13, 14 and 15. Logging operations probably are responsible for the presence of 283 persons in township 66-16 in 1920. Then there were fifty-four in 66-20 and twenty persons in 66-21. Fractional townships of sixty-seven north, ranges 13, 14, 15 and 16 are uninhabited; township 67-17, in 1920, had eleven inhabitants, 67-18 had 123, 67-19 had ninety-eight, 67-20 had 261, and 67-21 had twenty-three. Fractional townships sixty-eight north, ranges 14 and 15 and townships sixty-eight north, ranges 18 and 19, had no population in last census, township 68-17 had four persons, 68-20 had 235, and 68-21 had ninety. No figures were reported from townships sixty-nine north, and only from one of 70 and 71 north, fractional township 70-18, recording 145 residents in 1920.

The northern townships are mostly in virgin state and logging operations will continue in them probably for another fifteen or twenty years. Some of them have mineral possibilities.

The unorganized lands of St. Louis County figure in the tax sheet to an appreciable extent. In 1919, the assessed valuation of these areas was \$2,364,023, and the taxes \$163,117.59. The logging companies probably are the principal taxpayers in the northern territory, but some good farming acreages are opening. It is still possible to homestead in the county, and some of the state lands, without mineral rights, can also be bought almost as cheaply as from the federal authorities.

The total assessed valuation of St. Louis County in 1877 was \$1,339,121.68. In the intervening forty-two years to 1919 the seemingly infinitesimal efforts of the individual toiler within its limits have brought an aggregate increase in the assessable wealth of the county to \$357,787,544. The total taxes levied in 1877 were \$29,034.41; in 1919 the taxes were \$20,705,448.24.

St. Louis County is not only the largest of the state of Minnesota; it is also the wealthiest. The total value of taxable property in the State of Minnesota in 1919 was \$1,777,153,420. St. Louis County's part of that total was \$357,787,544, roughly one-fifth. From its mines come more than half the yearly United States output of iron ore, and from the operation of its mines chiefly comes the about three million dollars it has of late years contributed to the maintenance of the state administration (\$2,894,650 out of a total requirement of \$14,373,427 in 1919). The result from a region which Proctor Knott, in his historic ridiculing speech in 1870, as referred to "cold enough, for at least nine months of the year, to freeze the smokestack off a locomotive."

Review of the history of the organized townships of St. Louis County follow, in alphabetical order.

Alango.—The township of Alango was organized February 8, 1910, under section 451 of the Revised Laws of Minnesota, 1905. Its

extent is one congressional township, that of township sixty-one north, range nineteen west.

Elias Matson was the man most active in prosecuting the matter of organization. He took oath, when presenting petition to county officials that the legal voters in the township at the time petition was signed did not exceed thirty-five.

Commissioners at their February, 1910, session granted the petition, and to bring the new township into organization and operation, election was held at No. 3 schoolhouse, in the township on Saturday, February 26, 1910.

In 1910 the assessed valuation of Alango was \$16,709. Total tax levy was \$800.36. In 1919, the township valuation was \$25,081, and the total tax levy \$2,021.53.

The population of the township in 1910 was 335 persons, according to federal statistics; and in 1920 the census showed 511 residents. The township is gradually becoming a well developed agricultural section.

Alango and Angora townships were served by School District No. 42.

The township officials are: E. Mattson, chairman; F. Leinonen and J. Kustor, supervisors; F. Saari, clerk; R. F. Saari, assessor; Nels Nukala, treasurer.

Alborn.—On August 1, 1900, S. G. Johnson and twenty-six others signed a petition, praying the county commissioners to organize congressional township 52 north, range 18 west, under chapter 10, Statutes of Minnesota, 1894, as a township to be known as Burg. This was a shortening of the name first written into the petition, Gothenburg having been first proposed.

The commissioners, in session at Duluth on August 10, 1900, considered the petition, and granted same ordering election to be held at the schoolhouse situated in section 12 of township 52-18, on Friday, August 30, 1900.

Election was accordingly held, and the first officers elected to serve the township were: F. A. Trolander, chairman; Matt Perry and Alfred Nordling, supervisors; G. W. Mell, clerk; L. B. Ash-jornson, treasurer; S. G. Johnson, assessor; John Mell and Gust Benson, justices; Otto Dahl, constable.

At the first township meeting it was decided to plan the levy for the first year:

Road and Bridge Fund.....	\$200.00
General Fund	150.00

It was also resolved to seek to change the name of the township to "Alborn," such being the name of the postoffice within the township. Authority to change name was given by county commissioners on September 5, 1900.

The assessed valuation of real and personal property of Alborn Township in 1919 was \$75,614. Tax levy, \$6,593.54. The population of the township in 1900 was 62 persons; in 1910, 266; in 1920, 257.

The township officers in 1920 were: H. Blom, chairman; A. Hoiem and Sivert Holten, supervisors; G. A. Truman, clerk; S. Holten, assessor; F. A. Trolander, treasurer.

Alborn township is served by School District No. 33, which embraces townships 52, 18 and 19. There are three frame schoolhouses in the district, the three valued at \$10,000. The enrollment for the school year 1919-20 was 98, and staff of four female teachers, who received an average pay of \$77.00 monthly. School Board: L. B.

Marvin, chairman; Peter Fooness, J. M. Andrews and G. A. Truman, directors; Roy A. Wiles, clerk; B. L. Hill, treasurer.

Alden.—The Township of Alden is of very recent establishment. It was organized on September 8, 1920, and consists of two congressional townships formerly part of the Township of Duluth, townships 53 and 54 north, range 12 west.

The first officials were: Don D. Driscoll, chairman; A. J. Nappa and Henry Kontola, supervisors; E. A. Driscoll, clerk; F. X. Spanfelner, assessor; Mike Hakkila, treasurer; Louis Rossini, justice; Henry Lampala, constable.

With the exception of the Duluth and Iron Range Railway, which passes through the extreme northeastern corner of township 54-12, Alden has no railway facilities. Neither are the roads good. However, proximity to Duluth should bring it good development, eventually.

Allen.—The Township of Allen was erected in 1899. A petition which bears date of September 23, 1899, seeking the organization of congressional township 61 north, range 14 west, was signed by W. P. Jockam, J. P. Brown, L. Pennington, S. J. P. Lackie, H. Eno, L. Kniers, Julius Dahl, Alec Cameron, John Hickey, M. Lawlor, R. E. Heath, James Villars, John Mirandy, K. Nilsen, Peter Mustad, J. Antuli, August Buboltz, George Donohue, and Levi S. Wilson.

Election was held at the office of the Tower Logging Company, at Bear Head Lake, on Saturday, December 23, 1899, following the granting of petition by County Commissioners E. Morcom, J. Williams, Fred W. Kugler, Charles Kauppi and Ole A. Berg. At the election, or first town meeting, William Allen was elected "moderator" by the assembled electors, and Charles Underhill clerk of the meeting. Albert Graetz and Charles Lund were appointed judges of election, and they eventually declared the balloting to have resulted in the election of the following: William Allen, chairman; D. Willenberg and Martin Lawler, supervisors; Charles Underhill, clerk; J. Cuculi, treasurer; L. A. Johnson, assessor; August Buboltz, justice; Patrick Murphy and Elijah Pennington, constables; and William Gustafson, overseer. Each man elected received twenty-seven votes.

In 1900, the population of Allen Township was 179 persons; no report was made to the Federal Census Bureau in 1910, and in the 1920 census only one person was found to be resident in it.

The land is apparently held by people who do not live in the township as the 1919 tax levy upon property in that township totalled to \$2,856.46.

Allen Township, for educational purposes, is in School District No. 9, which centers at Tower.

Angora.—The Township of Angora was organized in 1905, its boundaries being the congressional township 61 north, and range eighteen west, formerly unorganized and undeveloped territory.

Petition bears date September 9, 1905; first signature, Carl L. Nord; total signatures, twenty-five. Carl L. Nord took oath on September 9th that when petition was circulated there not less than forty or more than fifty voters in the township proposed.

Commissioners granted prayer of petitioners, and on September 12, 1905, ordered election to be held, at the residence of Carl L. Nord, in the southeast quarter of the southeast quarter of section 9, township 61-18, on September 30, 1905.

An interesting paper is that dated March 15, 1909, upon which W. H. Bristol, clerk of the township of Angora, certified that at the

annual town meeting held on the 15th of that month the question of granting a license for the sale of intoxicating liquors within the township was put to the public vote, and, of twenty-one votes cast, nineteen were against and two in favor of the granting of the said license.

The assessed valuation of real and personal property in the township in 1905 was \$63,375. Taxes levied in that year, \$1,438.61. In 1919 the total valuation was \$54,819; and the taxes levied \$4,511.60 in that year.

The township officers in 1920 were: L. M. Burghardt, chairman; John Metser and Henry Rombeck, supervisors; C. H. Sherman, clerk; James Sherman, assessor; Walter Olson, treasurer.

Angora Township had a population of 255 persons in 1910; in 1920 its population had become 392.

Argo.—The Township of Argo was organized on December 7, 1920, and consists mainly of congressional townships 60-12, 59-13 and 60-13, the northern boundary of the organized township extending a little into township 61-12—to the southern border of Birch Lake.

The men primarily and chiefly active in the developments which led to the organization of the Township of Argo were D. C. Jackling, of San Francisco, a mining engineer and executive of international reputation, and his associates of the banking firm of Hayden, Stone & Co., of New York and Boston; and Messrs. W. G. Swart and Dwight E. Woodbridge, mining engineers of Duluth. Mr. Jackling's force, far-sightedness, enthusiasm and high standing carried the new and questioned enterprise past the many obstacles that it naturally encountered, and the whole souled support of his eastern associates solved the financial problems upon which so many untried and costly experiments are wrecked.

The first township election was held on December 22, 1920, and the original administration is constituted as follows: W. G. Swart, chairman; Wm. Mudge and O. C. Burrell, supervisors; Mrs. Jas. R. Mitten, clerk; Clyde M. Pearce, assessor; Dr. P. D. McCarty, treasurer; T. B. Counselman and Wm. J. Baumgrass, justices; Oscar Birkness and Al Johnson, constables.

The township organization is the natural outcome of the growth of the population of that region, which, prior to the forming of Argo was unorganized territory. The important mining enterprise begun at Babbitt in the spring of 1920 made it certain that organized municipal and town administration would soon follow.

Treating the Low-Grade Ore of Eastern Mesabi.—On the eastern part of the Mesabi range lies an immense deposit of magnetic iron ore, or taconite. Early explorers were well aware of it, but had to pass it by because of the low grade of the ore, which seemed to have no commercial value. Dwight E. Woodbridge, however, gave the matter of treating the ore considerable thought, study, and experimentation, carrying his research even to Europe. In 1909, he visited northern Europe where there were somewhat similar deposits, and where plants for the magnetic separation of ore had been established. He visited Sweden, Norway, and Lapland, and spent much time at the Actieselskabet Sydvaranger plant, at Sydvaranger, Lapland. And he pursued the matter until he had succeeded in interesting the men—perhaps the only men in America—likely to carry the experiment through to success, that is Mr. Jackling and Hayden, Stone & Co. When organized for an intensive trial of the project, W. G. Swart, an accomplished metallurgist and skillful executive was made general

manager, and on the organization of the Mesabi Iron Co. and the beginning of construction of its works at Babbitt, in Argo Township, Mr. Swart became its vice president, Mr. Jackling being president.

Village of Babbitt.—The village of Babbitt is situated in the northeast part of section 18-60-12, with its mills in section 7. It is about sixteen miles from the village of Mesaba. There was a time when Mesaba grew from nothing to a centre of trading and outfitting. In 1890-91, after the discovery of marketable ore on the Mesabi range to the westward, Mesaba, the nearest point on the Duluth and Iron Range Railway, grew, it seemed, to a place of fifteen "hotels" and many stores "in a few days." Most of the expeditions to the westward outfitted at Mesaba, and for a year or so returned to that station for supplies. Now, with the new mining developments to the eastward it would seem that Mesaba is again coming into a degree of temporary importance. It was necessary to build a wagon road from Mesaba to Babbitt, and in that work the mining company employed a number of men. For some part of the distance of sixteen miles the route lay over the trail cut by George R. Stuntz in the '60s, after the "gold rush" first brought the Vermilion Lake into public notice. And it was probably over this trail that George R. Stuntz led Professor Chester in 1875, for the latter avers that his unfavorable report on Mesabi ore was of "only the lean magnetic belt of the Mesabi range, in towns 59-14 and 60-13," which is the grade of ore now being treated by the Mesabi Iron Company. The village of Babbitt began to take shape in the spring of 1920, when the Mesabi Iron Company began to erect its ore-treating plant in the vicinity. The village rapidly grew in population to approximately 400 persons, and while Babbitt will probably never become one of the large villages of the Range, it is expected to at least maintain its present importance for many years—indefinitely, one might say. The reason why the village will not expand as have other villages of the Mesabi range is that it is dependent upon enterprises such as that of the Mesabi Iron Company, and although the plant now being brought into operation is but the first of the mills the Mesabi Iron Company plans to build near Babbitt, if conditions are favorable, the chances of benefit coming to that village from similar, but independent, mining enterprises is remote, as the Mesabi Iron Company owns outright, or has leased, or has the option of much of the mineral land within a radius of ten miles of Babbitt, which for long is likely to maintain the status of "a one-company town." Corporate powers for it may not be sought for some time, but its affairs appear to be well administered, and the town-planning has been good. The townsite was platted off the ore body, so that the heavy ultimate removal expense incurred by other mining villages will be avoided at Babbitt. The buildings erected by the mining company for the housing of the population are models of utility, the large barrack-like buildings being of what is known as "the unit plan," an arrangement whereby, when necessary, the long buildings may be divided, section by section, and with very little additional expense converted into detached one-family cottages. A hospital has been built, and is under the direction of Dr. P. J. McCarthy. There are also many individual dwellings. There has been no independent building in the village; indeed, there is no outside enterprise. Neither is there likely to be for some time, the policy of the company being to discourage speculation in real estate. And as almost every man in the village is in the employ of the company, the accommodation provided and the general mode of

living bears to that of the communal order, most of the employees relying mainly upon the company for eating and sleeping quarters. In course of time, as more married men come in with their families, the general plan of domiciliation will probably change.

Babbitt takes its name from Judge K. R. Babbitt, who for many years has been chief legal advisor for the firm of Hayden, Stone & Co., and who died at the time a name was under consideration. Judge Babbitt was formerly a resident of Denver, and his wife was a sister of Thos. Cullyford, who for many years operated the St. Louis Hotel, at Duluth.

It is not proper here to enter to any extent into a technical description of the Mesabi Iron Company's plant, but it may be stated that there is every probability that St. Louis County will benefit largely from the exploitation of its deposits of low-grade ore by the Mesabi Iron Company. That company entered upon its present venture very carefully. It spent \$750,000 in experiments before deciding to embark upon the heavy outlay the Babbitt plant represents. It has cost the company more than \$3,000,000 to establish the plant there and bring it into operation. Yet its capacity is only 3,000 tons a day, which fact gives one an indication of how enormous will be the enterprise if the plans of the directors are carried through to the full. It has been stated that eventually the company expects to treat 100,000 tons of ore daily at mills in the vicinity of Babbitt.

The construction of the present plant, the first mill unit, was begun early in August, 1920, and within a fortnight the steel superstructure was being erected upon the concrete foundations. The mill is 1,350 feet long, by 130 feet wide, and the plant is in five sections, planned so as to give continuous process. The process, in brief, is to mine, crush, pulverize the substance mined, and then separate ore from rock by magnetic attraction, the concentrate then being formed into a clinker of high-grade ore. The process, if commercially successful, will bring within marketable possibility billions of tons of low-grade Mesabi ore. The treatment of low-grade ore of the Eastern Mesabi is by no means a new endeavor. David T. Adams, who made several exploring trips along the Mesabi range between 1883 and 1890, when ore was discovered at Mountain Iron by the Merritts, writes:

In, or about, the fall of 1888 I gathered about 500 pounds of banded magnetic ore and slates from croppings in township 5^o-14, in the interest of Judge Ensign, Colonel Gagy, Major Hoover, and a Mr. Peatry, and I took the ore to New Jersey (the name of the place I have forgotten) and had a concentrating test made, on a magnetic concentrator invented by one George Finney—possibly the first of its kind in existence. The separation was successful. The ore after treatment analysed well over 60 per cent in metal, but on account of the high cost of treating the ore at the time, and the low prices of ore, nothing further was done by us in trying to commercialize the magnetic ores of the eastern Mesaba. In the winter of 1888 and 1889, I did some work, in section 11-59-14, on the magnetic formation, with no success.

However, the experiments made by the Jackling interests have satisfied them that their process is financially possible, and in view of the reputation of the projector, the average person expects that success will attend the operations at Babbitt, thus giving St. Louis County, literally, a new industry. The immense deposits of the Eastern Mesabi are so placed that it is possible, in most places, to mine the ore without much difficulty, there being no deep overburden—in some places not any, and at the deepest point in the Babbitt neighborhood not more than nine feet. Quarrying, therefore, is

possible without heavy initial outlay for striping. It is planned to load the ore by steam shovels, although of course the quarrying will be done with explosives. From the crushers, the ore will pass, by conveyor belt, to the roll plant, thence to the ball mill plant, thence to the magnetic separating plant. It reaches the sintering plant comminuted to 100 mesh, and there takes the form of a clinker of high-grade ore with so little phosphorus as to be negligible and without moisture, a radical conversion certainly, from the original low-grade state of only 27 to 30 per cent iron. There is also a by-product of crushed rock, which the company hopes to market, believing it to be well suited for the making of concrete.

If successful, the Mesabi Iron Company certainly has an immense field in which to operate. Drilling has discovered magnetic ore to a depth of 500 feet, in places.

The three congressional townships that constitute the Township of Argo were recorded as having no inhabitants in 1900. The 1910 census discovered a population of 102, and the 1920 federal census, showed that ninety-eight persons were then living in the three townships, 59-13, 60-13, and 60-12. The present population of Argo is probably about 500.

Ault.—Residents in congressional townships 55 north, ranges 12 and 13 west, and townships 56 north and ranges 12 and 13 west, sought; in 1906, to obtain the consent of the county commissioners to the organization of that territory into one township, to be known by the name of Ault. The man most active in circulating the petition was George L. Ault. His name heads the petition, and when same was filed with the county auditor on August 31, 1906, George L. Ault swore to the accuracy of the statements made in said petition.

At the September, 1906, session, the County Board of Commissioners granted the petition, and ordered election to be held at the schoolhouse situated on section 4 of township 55-12. Election was held on September 22d, and the township organization then completed, in accordance with chapter 143, Laws of 1905.

The population of Ault Township when organized in 1906 was stated to have been not in excess of fifty. In 1900, according to Federal Census Bureau statistics the population was 76; in 1910 it was 474; and in 1920, owing to the detaching of the two northern townships; the population was found to be only 111.

Townships 56-12 and 56-13 were detached from Ault in 1918, to form the Township of Fairbanks (see Fairbanks, this chapter).

Ault has only one schoolhouse, a frame building, valued at \$5,000, situated at Brimson, in township 55-12. It is classified as School District No. 51, the officers of which are: Minnie Bodey, Brimson, clerk; Charles Swanson, treasurer; Mrs. B. M. Highland, chairman of directors. Enrollment in 1919-20 was 22, one male teacher conducting the school at a salary of \$100 monthly.

Before the erection of the Township of Fairbanks, there were three school districts in the Township of Ault, numbers 51, 60, and 61. School District No. 61 has been abandoned.

The township officers in 1920 were: Casper Soderlund, chairman; Albin Hassel and George Berry, supervisors; F. C. Highland, clerk; T. C. Peterson, treasurer; W. B. Bodey, assessor.

Balkan.—The Township of Balkan, as now constituted, includes all of township 59 north, range 20 west, and all of township 58 north, range 20 west, excepting one tier of sections on the south. Within its borders is the important mining district centering in Chisholm.

Organization.—It was not until 1912 that Balkan was erected, the county commissioners on March 6, 1912, acting upon the prayer of William Cooper and other signers of a petition circulated on or about March 2, 1912, among the inhabitants of township 59-20, said petition praying for the organization of that congressional township into a township to be known as "Balkan." At that time there were not more than seventy-five legal freeholders resident within the territory concerned.

First Town Meeting.—The first election and town meeting was held in the schoolhouse situated in the northwest quarter of the northeast quarter of section 33, on Saturday, March 30, 1912.

Annexation of Chisholm and Part of Stuntz.—In May of the next year, a petition was presented to the county officials, asking that the bounds of the Township of Balkan be altered and changed so as to include within said town all of sections 1 to 30, inclusive, of township 58-20, then part of the Township of Stuntz, thus bringing into the township jurisdiction all of the then Village of Chisholm, stated to be in sections 21, 22, and 28, the south one-half of northwest quarter of section 23, the southwest quarter of northwest quarter of section 27, and the eastern half of the southeast quarter of section 29, of that township. The petition asked that the township be henceforward known as "New Balkan."

The petition met with the approval of the county commissioners on August 6, 1913, and notice of their action was given to the townships of Balkan and Stuntz, and Village of Hibbing. Apparently, however, the name was not changed, and the township is still officially designated "Balkan."

Population.—The population of township 59-20 in 1910 was found to be 48; in 1920, Balkan Township, as now constituted, had a population of 670, exclusive of the population of the Village of Chisholm, which in 1920 was 9,039.

Valuation.—Balkan Township in 1912, when first organized, had an assessed valuation of \$83,287. The tax levy in that year was \$2,207.11. The assessed valuation of real and personal property within the enlarged township in 1919, including the Village of Chisholm, totalled to \$35,092,197, and the taxes levied in that year \$1,786,089.76, more than one-half of which revenue came from the Village of Chisholm.

Township Officials.—The township officials in 1920 were: W. E. Bates, chairman; W. A. Wright and John Thomas Holmes, supervisors; Victor Beck, clerk; Jacob Hakala, assessor; and John Perry, treasurer.

School System.—Balkan Township is served by two school districts, by Independent School Districts 27 and 40. Review of the history of School District No. 27 will be found in the chapter devoted to Hibbing and school history of district No. 40 is given in Chisholm chapter.

Bassett.—The Township of Bassett now embraces four congressional townships, 58 north, range 12 and 13, and 57 north, range 12 and 13.

Organization.—The township was erected in May, 1913, following petition of Victor Beck and twenty-four other residents of townships 57-12, 57-13, and 58-12, in which three townships it was then stated that not more than thirty male freeholders lived. Said petition which bore date of April 14, 1913, sought the granting of township jurisdiction over these three congressional townships.

First Election.—At session of May, 1913, the county commis-

sioners approved petition, and ordered election to be held at the residence of the Rev. A. J. Lehner, in section 28 of township 57-12, on May 24, 1913.

Annexation of St. Louis Township.—A movement was started in August, 1917, to attach to the Township of Bassett, as an integral part of it, the adjoining Township of St. Louis, 58-13. Petition signed by a sufficient number of the freeholders of that territory was presented to the county commissioners on August 31, 1917, J. M. Palinsky taking oath to its accuracy and legality. Only five signatures were appended to the petition, signers being G. E. Wolfe, Berndt Peterson, R. E. Jefferson, J. M. Palinsky and Adolph G. Peterson, but a footnote certified that these five men constituted "all the legal voters and freeholders in the Township of St. Louis." Petitioners stated, as a reason for consolidation with Bassett: "That the territory may be better developed by the construction of roads." On December 7, 1917, the county commissioners agreed to the consolidation, and on December 20th the clerks and treasurers of both townships were requested to deliver to the new township of Bassett the records and funds of the old organizations.

Valuation.—Real and personal property in the Township of Bassett, when organized in 1913, was assessed at \$198,348, and taxes levied in the amount of \$4,530.12. The addition of St. Louis Township to its boundaries has not materially increased its value, which in 1919 was assessed at \$223,150, for the four congressional townships of Bassett. Tax levy in that year was \$16,556.74.

Population.—The population of Bassett Township in 1910 was 314, but in 1920 only 235. St. Louis Township, according to federal census report, had a population of 218 in 1910.

Township Officers.—The township officers of Bassett in 1920 were: John A. Beckman, chairman; Alex Nisula and Thomas Holmes, supervisors; Victor Beck, clerk; Jacob Hakala, assessor; and John Perry, treasurer.

School System.—The township is in two school districts, Nos. 36 and 70. School District No. 36 covers townships 57 and 58 north, range 13 west. There is only one schoolhouse, a frame one, valued at \$3,600, and situated at Skibo. The enrollment in the 1919-20 school year was only five. The teacher was paid \$100 a month, for a school year of nine months. The school tax, in 1919, was \$2,008.50, for a school to which went only five pupils. The school board officials of that district, in 1920, were: Mrs. Albert Erickson, chairman of directors; Charles Monstroth, Skibo, Minn., clerk; Mrs. Frank Gravelle, treasurer.

School District No. 70 covers townships 57 and 58, of range 12. There is only one schoolhouse, a frame one, valued at \$5,000. The enrollment in 1919-20 year was forty-eight. There were four female teachers, who received an average salary of \$72.50 a month. The school levy, in 1919, was \$4,448.80. School board officials: John Gustafson, chairman of directors; William Ahola, Toimi, Minn., clerk; Mrs. Catherine Martin, treasurer.

Beatty.—The Township of Beatty takes the name of one of the pioneer mining men of the Mesabi Range. Noble A. Beatty was the first signer of a petition, dated at Tower, February 20, 1906, praying for the organization of a township under chapter 143, of the General Laws of the State of Minnesota, 1905, said township to have juris-

diction over sections 1, 2, 3, 4, 5, and 6 of congressional township 62-18, and the whole of townships 63-18 and 64-18, the erected township to take the name of "Vermilion."

The petition met the approval of the commissioners, at session of April, 1906, and election was ordered to be held at the schoolhouse situated in the southwest quarter of the southeast quarter of section 34, township 63-18, on April 21st.

On May 8, 1906, at the request of the state auditor, the county commissioners changed the name of the new town to Beatty, with the sanction of the petitioners, there being another township of the name of "Vermilion" in the state.

The boundaries of Beatty Township have remained unchanged since organization. In 1906, the assessed valuation was \$69,207, and the taxes levied \$2,020.84. The valuation in 1919 was \$68,567, and the tax levy \$5,725.34 for all purposes.

The township at one time was in School District No. 41, but that district has apparently been abandoned, it perhaps being more economical to let the township be served by what is known as the unorganized school district, which comes directly under the supervision of the county superintendent. The tax levy, for school purposes in Beatty Township, for the school year 1919-20 was 47.1 mills.

Beatty had a population of twelve, in 1900; in 1910, it claimed 53 residents; and in 1920 the census-taking showed that 139 persons lived in the township.

The township is in process of development, much of it now being cut-over land.

Township officials, 1920: Thos. Wikely, chairman; Chas. Lappi and Albert Larson, supervisors; J. G. Larson, clerk; A. L. Whiteside, assessor; Robert Beatty, treasurer.

Biwabik.—The township of Biwabik, which is limited to the congressional township 58 north, range 16 west, and includes the villages of Biwabik, McKinley and Merritt, and is the center of a rich mining field, was organized in 1892. Petition to organize was circulated in April, 1892, and was signed by thirty-four men resident in the area for which township powers, under the provisions of chapter 10, General Statutes of 1878, were sought. The first signature put on the petition was that of John B. Weimer. The petition was presented to the county officials, and sworn to by A. P. Dodge, on April 28, 1892.

First Election.—At the May, 1892, meeting of the county commissioners, the petition was granted, and election ordered to be held in the store of A. P. Dodge, that being situated in the northeast quarter of section three, township 58-16. Election was accordingly held on May 25, 1892, the following men casting votes: Thomas Seadden, J. R. Beringer, Colin McIver, C. W. Leninger, L. Lewis, John Goldsworthy, John Critzer, George Klobutcher, Thomas Murray, Martin Moiren, J. G. Cohoe, W. A. Housel, John Sullivan, Archie McComb, Dudley W. Freeman, W. P. Johnson, Pat Carney, T. Antin, J. G. Hansen, Mike Tanner, William Quist, John Pogorde, Nick Bodovintz, Martin Thomas, Steven Brosnitz, Edward G. Linquist, and Carrol Corson.

First Township Officials.—The voting brought the following named men into office as township officers: J. G. Cohoe, A. P. Dodge, and H. Duggan, supervisors; W. A. Housel, clerk; D. W. Freeman, treasurer; A. J. Carlon and Harry Spence, assessors;

Robert Fausett and Carrol Corson, justices; Archie McComb and L. Lewis, constables.

Population.—The boundaries of the township have remained the same since the first organization. The census statistics do not credit congressional township 58-16 with any population in 1890. In 1900, Biwabik Township had a population of 574; in 1910 it had 778; and in the 1920 census-taking shows only 304 in the township, exclusive of the population of the villages of Biwabik and McKinley. Biwabik village had 1,299 residents in 1900, 1,690 in 1910, and 2,024 in the present year, 1920. The figures for McKinley are: 1900, 262; 1910, 411; 1920, 395.

Valuation.—The assessed valuation of Biwabik Township, exclusive of the villages of Biwabik and McKinley, for the year 1919, was \$3,057,081, and the taxes collected in that year \$191,937.43. There are two school districts, independent district No. 18 and district No. 24.

Present Officials.—The township officers for 1920 are K. S. Johnson, chairman; Edward Kinney and Grover Helsel, supervisors; Wm. J. Lundgren, clerk; Wm. Dopp, assessor; Oscar Strom, treasurer.

Breitung.—The Township of Breitung was the first of the central townships of St. Louis County to come into prominence. It has historic interest, in that it is the center of the mining on the Vermilion Range, the first iron range to be discovered in Northern Minnesota.

The "Proceedings of the Lake Superior Mining Institute," for 1895, in which year its meetings were held on the Vermilion and Mesabi ranges, gives the following summary of mining conditions on the Vermilion Range:

"On the Vermilion Range is quite a different set of conditions than those on the Mesabi. Instead of nearly flat deposits of ore we find them nearly vertical. Instead of a layer of ore of limited thickness all over a 40-acre tract, with no hanging wall to work under, we find steeply inclined lenses of ore confined between walls of schist and extending in a series downward to an indefinite depth. In the place of ore so fine and powdery that it is objected to by the furnace operators, we have here ore so solid and massive that it must be artificially crushed by powerful machines before it can be sold (at the Chandler mine, the ore has been crushed by nature). In the place of covered deposits, which must be sought for by drill holes and test pits, there were originally bold bare knobs of hard jasper and hematite projecting in polished peaks and domes a hundred feet above the surrounding, more easily eroded, schist. It must be admitted, however, that there is more regularity in the occurrence of the Mesabi ore beds than those of the Vermilion; and more can be told of the probable occurrence of ore in a given locality by a study of the surrounding geology and topography than can be predicted in any way on the Vermilion."

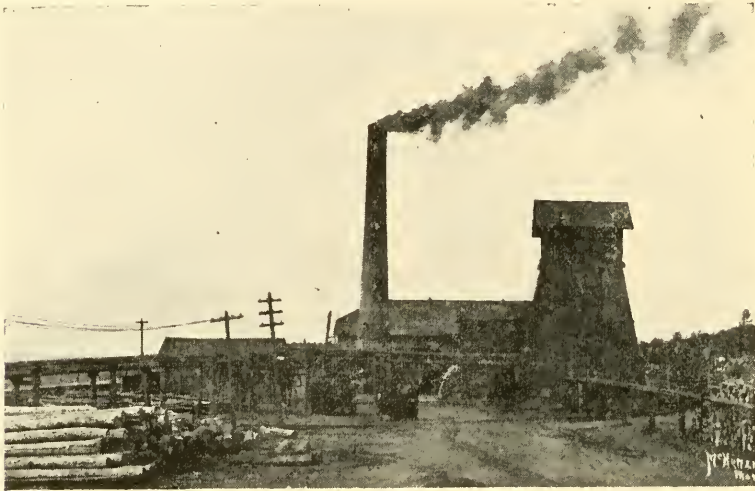
A historical review of mining on the Vermilion Range will have place in the chapter regarding Tower and Soudan, which places, chartered city and unincorporated village respectively, owe their existence to the mining operations begun on the Vermilion in the early '80s.

The Township of Breitung was organized in 1883, to have jurisdiction over unorganized townships 62 north, ranges 14 and 15 west. It takes its name from that of one of the pioneers of mining on the

Vermilion. Vermilion Lake covers more than half of township 62-15, and apart from the ceaseless mining operations at Soudan, there is very little activity in the township. Or at least there was until quite recently when negotiations were completed to work valuable beds of peat in the township, which in places is very marshy.

The roads of the township are moderately good, and the district is well served by the Duluth and Iron Range Railway, which passes through to Ely. Breitung Township is famed for most beautiful lake and most majestic mountain scenery. In parts the township is absolutely in the wild state.

In 1883 the Township of Breitung had an assessed valuation of \$20,133; in 1919 its assessment was on \$543,069. The total taxes in 1883 were \$251.62; in 1919 the total was \$46,944.67, exclusive of Tower, which city had a tax-levy of \$18,109.78 in that year.



SODAN SHAFT AND POWERHOUSE

Breitung Township is in School District No. 9, which centres in Tower. A review of the school history will be part of the Tower chapter, and therefore school matters need not be further referred to here.

The present township officials are: Walter Wellander, chairman; Nels Bodine and Matt Karvala, supervisors; J. Nyberg, clerk; Ben P. Johnson, assessor; John Helstrom, treasurer.

The population of Breitung Township has shown a decline since the opening of this century, although the decline has not been proportionate with the decline in mining operations, which thirty years ago totalled to 500,000 tons a year, and now is not much more than one-fifth of that yearly output. The population of the township in 1900 was 2,034; in 1910 it was 1,214; and in 1920 it was 1,227. The population of the City of Tower is now only 706; in 1900 it was 1,366.

Canosia.—The township of Canosia was organized in 1888, and formerly was part of Rice Lake Township. Its organization was the outcome of a petition of Leonard Reamer and thirty-six other freeholders of that part of Rice Lake Township, the petitioners praying that congressional townships 51 and 52 north, ranges 15 and 16, four townships in all, be set apart from Rice Lake Township, and

organized as a separate township, which it was originally proposed be named "Camasia," that name having been first written into the petition, but eventually ruled out, and the name "Canosia" written above it on the instrument.

The petition came before the county commissioners at their board meeting of December 6, 1887, and they then took exception to the granting of it. The matter was referred by them to a committee, which, on February 3, 1888, reported favorably, and "recommended that the prayer of the petitioners be granted."

Therefore, the board of commissioners set apart the township on that day, and ordered the first town meeting to be held at the schoolhouse in School District No. 10, in the Township of Canosia, on Thursday, February 23, 1888.

The four congressional townships which constituted the township of Canosia had an assessed value of \$225,274 in 1888, and the taxes levied for all purposes in that year totalled to \$4,353.65.

Three other townships have since been created (see townships of Dinham, Grand Lake and Fredenburg, this chapter) out of territory originally in Canosia, and the boundaries of the last named township now embrace only the congressional township 51 north, range 15 west. The assessed valuation of that reduced area of Canosia in 1919 was \$144,437; and the tax levy, \$7,726.92.

Population of Canosia Township in 1900 was 221; in 1910, it was 287; and in the last census, 1920, the population was found to be 311.

Township officers in 1920 were: Peter E. Michels, chairman; Chas. A. Sundell and J. Kolodzeski, supervisors; John W. Johnson, clerk; W. C. McCummon, assessor; E. B. Emgren, treasurer.

Canosia township is served by two school districts, Nos. 10 and 55. There are three schoolhouses in the township, one each in sections 12, 30 and 35. In School District No. 10 which covers part of township 51-15, there is one frame schoolhouse, to which went twenty-three scholars for the school year 1919-20. Its one teacher (female) received a salary of \$90.00 monthly. The school board officials were: Jacob C. Clark, clerk; Joe Kolodzeski, treasurer; John W. Johnson, chairman of directors. Its school levy, in 1919, was \$1,883.18. School District No. 55 embraced part of townships 51-15 (Canosia) and 51-14 (Rice Lake). Its two frame schoolhouses were valued at \$2,000 in 1919, when the enrollment was 37. One school was conducted by a male teacher, and the other by a female. The average salary was \$77.50 a month. School levy, in 1919, was \$1,809.89, Canosia paying a school tax of 25.3 mills. Officials of School District No. 55, in 1920, were: P. E. Michele, R. F. D. 4, Box 66, Duluth, Minn., clerk; Chas. Sundell, treasurer; P. A. Paulson, chairman of directors.

Cedar Valley.—A petition, signed by Mike Snyder and twenty-five others, dated October 22, 1908, was duly presented at the St. Louis County Court House. The instrument sought to secure the organization as a township, under section 451, chapter 7, Revised Laws of Minnesota, 1905, to be known by the name of "Rosemount," all of congressional township 53 north, range 21 west.

At the February, 1909, session of the Board of County Commissioners, the petition was approved, and the first town meeting ordered to be held at School House No. 2, on Saturday, February 26, 1910. After the election, the county commissioners were advised by the state auditor that there was another township in the state named "Rosemount." They therefore resolved that the name of the newly

organized territory be "Cedar Valley," their action being eventually confirmed by the residents of that township.

In 1912, a petition was circulated among the freeholders of township 54-21, and signed by a majority of them, the petition seeking to include that unorganized township in the boundaries of Cedar Valley. Mike Snyder, chairman of the supervisors of Cedar Valley at that time discussed the matter with the county commissioners at session of the county board on February 6, 1913; and the matter was further discussed by the commissioners at meeting of June 6, and August 6, of 1913. At the August session, the commissioners resolved to add township 54-21 to Cedar Valley. So, the Township of Cedar Valley is at present constituted.

Assessed valuation of real and personal property in Cedar Valley Township in 1910 amounted to \$66,555. Tax levy, for all purposes, was \$1,590.66. In 1919 the assessed valuation was \$141,136, and the tax levy for all purposes, \$8,919.79.

Population in 1900 was 98 persons; in 1910 it had increased to 234; and in 1920 to 323 persons.

The Cedar Valley school district is No. 23 of the county system. There are four frame schoolhouses, valued at \$8,000 in the district, which covers the whole of townships 53 and 54, range 21. Total enumeration in 1919-20 school year was 99. The school term was eight months, and the four teachers received an average salary of \$82.50 a month. The school levy, in 1919, amounted to \$4,730.63. The school board officials were: Wm. Gustafson, clerk; Jalmer Perkijö, treasurer; Erick Hill, chairman of directors.

The township officials in 1920 were Matt Maki, chairman; Peter Myllykangas, and Jonas Hietala, supervisors; Mike Siermala, Jr., clerk; J. Perkkijö, assessor; Andrew Tuola, treasurer.

Clinton.—The Township of Clinton, which borders onto the rich mining territory of the Mesabi Range, embraces the township 57 north, range 18 west.

Organization came in 1892, following the presenting of petition, dated October 13, 1892, to the county commissioners, said petition being signed by Frank M. Zeller and twenty-three other voters within the territory, praying for the organization of township 57-18, as the Township of Clinton, under the General Laws of the State of Minnesota, 1878.

The petition came before the county commissioners at their October, 1892, session. It was then resolved to grant the prayer, and public notices were posted calling upon the electors to assemble for the first town meeting, at the Section Car House, situated on the southeast quarter of the southeast quarter of section 15 of township 57-18, on Friday, the 28th day of October. Election was duly held, and organization of Clinton Township duly perfected. Since that time, its boundaries have remained the same, and it is somewhat surprising to note that its valuation is now less than it was in 1892. In that year, the real and personal property of Clinton was assessed on the basis of a value of \$107,184, the tax levy then being \$2,599.21. In 1919, the assessed valuation, exclusive of Iron Junction, was only \$105,979, although the tax levy had materially increased being in that year, \$7,227.77. Also, the valuation of Iron Junction, which is only \$11,575, adds very little to the wealth of the township.

Clinton Township population, including Iron Junction Village, in 1900 was 221; in 1910, the census showed 316 residents; and the 1920

census tabulated 752 persons, then resident in the township. The township is developing agriculturally. It is in school district No. 25.

The township officials in 1920 were: J. S. Soine, chairman; Edward Berg and J. P. Johnson, supervisors; Jens Jenson, clerk; Eli Hautala, assessor; P. W. Thompson, treasurer.

Iron Junction.—The incorporated village of Iron Junction has had such powers since 1893, when it seemed that a much more important municipal history would be its destiny. There were 142 legal voters in 1893, and the total population would feasibly have been more than that. In 1920, the population was only 92, and the place is little more than its name indicates—a railway junction.

Petition to incorporate was circulated in May, 1893, John Campbell, Frank Ansley, Stephen Ryan, and others, seeking corporate village powers over 480 acres, describing as: "the west half of southwest quarter, section 14; the southwest quarter of northern half, and the southeast quarter and south half of southeast quarter of section 15; and the north half of the northeast quarter of section 22, township 57-18." The petition stated that census taken of inhabitants on April 1, 1893, showed that 365 persons were then living in the area.

The petition was deemed regular by the county commissioners, who ordered election to be held on July 25, 1893, "at the store building of P. J. Clure." One hundred and forty-two votes were then cast, and all were in favor; therefore the commissioners ordered election for officers to be held on August 10th, "in the vacant store building, rear of P. J. Clure's store."

The value of taxable property in Iron Junction in 1895 was \$21,158; in 1919 the assessed valuation was only \$1,575.

The present village officials are: E. M. Moline, president; Thos. Wood, Albert Fischer, and Wm. Molander, trustees; C. F. Zacher, clerk; Chas. Peterson, treasurer.

Colvin.—The Township of Colvin came into being in 1910. Its boundaries are those of congressional township 56 north, range 15 west, and was organized by the county commissioners in answer to the request of inhabitants within the territory, as set forth in petition, dated April 14, 1910, of John J. Ljung and twenty-four others.

The projectors at first thought of naming the new township "Markham," but the name of "Colvin" was decided upon before the petition was presented to the county commissioners. The document was filed in the St. Louis County Court House on April 27, 1910.

It was considered by the commissioners on May 6th, and adopted by them on that day, they ordering election to be held on Monday, May 23, 1910, at the schoolhouse situated on section 27, of the township concerned.

In 1910, the assessed valuation of Colvin Township real and personal property was \$87,437, and the tax levy \$4,503.01. The 1919 valuation was \$72,986, and the tax levy \$5,700.21.

The population of Colvin in 1910 was 252; in 1920, it was 370. The growth is gradual, and will be stable with increase of agricultural development.

The township officials, in 1920, were: Anders Anderson, chairman; Manu Ekola and Emil Waltanen, supervisors; John Carlson, clerk; John J. Ljung, assessor; and Eekki Nieminen, treasurer.

Cotton.—The Township of Cotton was erected in 1903. The congressional township (54-17), it then constituted was formerly part of the township of Kelsey, and the separation came as the result of

a petition circulated among the residents of that region. The petition was dated May 7, 1903, and signed by C. J. Keenan and others. Its object was to bring about the division of the then township of Kelsey into three, as follows: congressional townships 53-18 and 53-19 to form the Township of Meadowlands; township 54-17 to form the Township of Cotton; and townships 54-18 and 54-19 to remain as, and to constitute the Township of Kelsey.

The petition came before the county commissioners for consideration at the board meeting of June 8, 1903. Hearing of remonstrances were set for the next monthly meeting of commissioners, and no opposition of consequence then arising the commissioners resolved to divide the five congressional townships as asked by petitioners, and ordered notices of election to be posted.

Election was held on July 31, 1903, at the Miller Trunk Schoolhouse, Jacob Weingast being elected "moderator" of that first town meeting of Cotton. The balloting brought the following named residents into office, to constitute the original administrative officials of the new Town of Cotton: Jacob Weingast, chairman; N. Salin and N. M. Nelson, supervisors; Ole Mark, treasurer; W. T. Jenkins, clerk; P. A. Johnson, justice; Hy Moberg, constable.

On November 5th of that year the boundaries of the township were enlarged, to include the adjoining township, 54-16, which up to that time had been unorganized territory. The action of the county commissioners followed petition of residents of township 54-16, said petition being filed in the County Court House on September 17, 1903.

Cotton Township assessed valuation in 1903 was \$88,734, and the tax levy, for all purposes, \$971.29. In 1919, the valuation for the two congressional townships of Cotton totalled to \$124,436, and the tax levy \$7,702.12.

In 1910, the population of Cotton Township was 325 and there has only been a slight increase in ten years, the 1920 census recording only 376.

The township officials in 1920 were: William Soderlund, chairman; O. A. Hoag and L. J. Larson, supervisors; W. T. Jenkins, clerk; W. Wickstrom, assessor; and E. A. Nelson, treasurer.

Part of Cotton Township is, for educational purposes, in School District No. 49. That district has two schoolhouses, of frame, valued at \$2,100. The enrollment in the year 1919-20 was 25 scholars. Each school is directed by one teacher, female, and the average monthly salary is \$82.00.

The school board and officials are: Chauncey White, Cotton, clerk; Olaus Lorentzen, treasurer; M. E. Nordstrand, chairman of directors.

Culver.—The Township of Culver, which borders on the Fond du Lac Indian Reservation, was established from unorganized territory in 1893, following the presenting of petition by Edward J. Featherstone and twenty-six other freeholders of the thirty legal voters of congressional township 51 north, range 18 west.

The petition was filed with the county auditor in 1893, and was considered by the county commissioners at their September meeting of that year. They ordered notices to be posted, calling upon voters of that township to gather at the house of Isaac Reano, east half, northeast quarter of section 12, on October 3d in order to elect township officers. That was done, and the township has since held the territory then brought under its jurisdiction.

In 1893, the assessed valuation of the Township of Culver was \$19,828. Taxes, for all purposes, in that year amounted to \$361.86. In 1919, the assessed valuation was \$50,753, and the tax levy \$3,800.91.

Population of Culver Township, including Brookston Village, in 1900 was 185 persons; in 1910, it had increased to 331; and in 1920 the population was 371.

The township does not appear to have a separate school district, probably being directly under the county school administration, which is able to economize for sparsely inhabited townships by handling its school affairs as part of the immense unorganized school district directed by the county superintendent. The school levy for 1919 was 37.1 mills.

Township officials, 1920, were: C. T. Larson, chairman; Chas. Carlson and H. O. Knudson, supervisors; Wm. Carlson, clerk; C. O. Eklund, assessor; C. O. Eklund, treasurer.

Brookston, Village of.—The incorporated village of Brookston is the principal community centre of Culver Township. It was incorporated in 1907, following circulation of petition in March of that year.

The petition sought village powers, under section 702 of the revised state laws of 1905, and was signed by a majority of the legal voters of Brookston, the first signer being H. C. Shur. It stated that the number of residents within the area for which corporate powers were sought was then two hundred. That would represent the bulk of the population of the township. (In 1910 the total for the township of Culver was 331.) The statement, and others made in petition, were vouched for by J. F. Ryan, and H. C. Shur, who presented the petition to the commissioners of the county. The last named county board met on March 7, 1907, and approved the petition, and ordered the matter to be put to the public vote, polling to take place on Tuesday, April 2d, "at the general store of J. F. Ryan, situated on the west half, ne qr., section 34, t. 51, n. r. 18 w." The vote was unanimously in favor of the incorporation, forty-one votes cast being all in favor. The subsequent election brought in the following village officers: J. F. Ryan, president; H. C. Shur, Ed Donley, and Wm. R. Miles, trustees; Rowe McCamus, recorder.

There can have been very little to the village in 1907, for the county records show the total assessed valuation then to be \$873, on which basis a levy of \$44.78 was made. In 1919 the valuation was \$14,683, with a tax levy of 137.0 mills, this unusually high taxation being made so by a 63 mill tax on state loan to the village. (The township levy is only 76.0 mills.)

An important special election in Brookston was that held on September 22, 1918, when the question: "Shall the Village of Brookston be separated from the Township of Culver for election and assessment purposes?" brought fifteen voters to the polling booth, all voting in favor of the separation.

The village officials, in 1920 were: Arthur Hutchins, president; John Couture, Thos. Flin and Ed. Kernaski, trustees; Oliver Olson, clerk; Leo Michaud, assessor and treasurer.

The village was at one time in School District No. 67, but it is now, for school purposes, under county jurisdiction.

The 1910 census taking by federal authorities recorded Brookston as with 160 inhabitants; in 1920 the number living within the village limits was only 135.

Dinham.—The Township of Dinham was erected in 1896 by

detaching part of the Township of Canosia. It is not now in existence, part of its territory reverting to Canosia, but the greater part going to constitute the Township of Fredenburg.

Petition was presented to the county commissioners on September 4, 1896, signed by Peter E. Michaels and other freeholders of township 52 north, range 15 west, and sections 1, 2, 11, 12, 13 and 14 of township 51 north, range 15 west, all then under jurisdiction of the township of Canosia, praying that the designated territory be set apart to form a separate township under the name of Dinham.

The commissioners made known that at the next monthly meeting of their board, hearing of any objections to the proposed separation of land from the Township of Canosia would be held. No opposition showed at the October meeting, and the commissioners consequently approved the petition, and set apart the land asked for, and designated October 26, 1896, as the day upon which voters should gather at the house of Peter Michael, in the northwest quarter of section 12 of township 51-15, for the purpose of holding the first township meeting of the township erected.

Fourteen votes were cast at that meeting, and the following named residents were elected as township officers: W. McComber, chairman; T. Maleska and E. Kehtel, supervisors; L. Ostrovitzki, treasurer; P. E. Michaels, clerk; M. Navitzki, assessor; P. Michaels and F. Kehtel, justices; T. Novitzki and M. Langan, constables.

Petition to reinstate the Township of Canosia to its original dimensions was filed on February 5, 1897, but the petition was denied at the February meeting of commissioners. The agitation was, however, persisted in, and eventually the Township of Dinham passed out of existence, the land reverting to Canosia. Eventually, however, congressional township 52-15 was taken from Canosia to form the Township of Fredenburg. (See Canosia and Fredenburg parts of this chapter.)

Duluth.—The Township of Duluth was one of the first to be organized. It is not necessary here to more than briefly touch upon its history, as that will be found in appropriate place in the pioneer Duluth chapters of this work.

In 1873, the Township of Duluth was one of the five included on "Tax Notice of St. Louis County" for that year, the township being divided into two districts, Nos. 3 and 4. Its taxable property was then valued at \$571,016. The tax levy was 28 mills.

At that time there was only one incorporated place, the City of Duluth, and five townships, Duluth, Oneota, Fond du Lac, Rice Lake, and Herman. In 1920, St. Louis County had twenty-five incorporated places, and at least sixty-nine organized townships. The degree of development and prosperity is even more strikingly shown in tax levy. In 1877, the total tax levy was \$29,034.41 for the whole of St. Louis County; in 1919 the tax levy was \$20,797,144.95.

The present bounds of the Township of Duluth are those of congressional township 52-12, and fractional township 51-12. Congressional township 51-13 was taken from Duluth in January, 1902, to form the present Township of Lakewood; and congressional townships 53 and 54 north, range 12 west, were detached on September 8, 1920, to form the Township of Alden (see Lakewood and Alden articles, this chapter).

Duluth Township, even with the two congressional townships taken to form Alden, had only 841 inhabitants in 1920. In 1910 the

population was 358 and in 1900 only 194. For school purposes it is in the unorganized district.

The townships recently detached to form Alden came within the boundaries of Duluth in 1897. The two congressional towns under reference, townships 53 north and 54 north, range 12 west, were formerly unorganized territory, and the few settlers therein had made two attempts to be brought within the jurisdiction of the Township of Duluth. The petition upon which action was taken was that signed in 1895 by W. H. Smallwood and fifty-three others, and sworn to on December 3, 1897, by Matt Smith and W. H. Smallwood. Action was taken favorably by the county commissioners at their session of December, 1897.

The officers of Duluth Township in 1920 were: F. W. Shilhon, chairman; Don D. Driscoll, supervisor; F. L. Damman, clerk; D. Sammoni, assessor; E. E. Reynolds, treasurer.

Ellsburg.—The Township of Ellsburg, situated in congressional townships 55 north, and ranges 16 and 17 west, was established, or organized, in 1914.

Archie Smith was the first signer of petition circulated in those townships among freeholders in June of that year, and A. P. Smith appears to have been the most active projector of the township petition. He delivered it to the County Court House for filing with the county auditor, and he took oath to its accuracy of statement, and regularity of preparation.

At the next meeting of the county commissioners, held on July 7, 1914, the petition was considered and resolution of approval passed. The commissioners therefore ordered the first town meeting to be held at the Cameron Hotel, situated in the southeast quarter of the southeast quarter of section 18, township 55 north, range 16 west, on the 25th day of that month. On that day the township organization was completed, in accordance with the state law.

The assessed valuation of the township, as constituted in 1914, was \$187,083. The total tax levy was \$8,087.09. In 1919, the valuation was \$186,140, but the tax levy had increased to \$14,704.77.

The population of the territory in 1910 was recorded as 37; in 1920, Ellsburg is credited with 145 inhabitants. There are several small lakes within its boundaries, and its development has not passed far beyond the pioneer stage.

The township clerk is John J. Hruska; and the treasurer is Louis Cameron.

The school system is divided. Part is under the county superintendent directly, being included in the unorganized school district, elsewhere described, but township 55-17 is under the jurisdiction of School District No. 31, which covers townships 55-17 and 18, and part of 56-18. In that area, and under the direction of that school district, there are four schoolhouses, all of frame construction, the four valued at \$8,000, in 1919. There were in that year 104 scholars enrolled. Four teachers were engaged, at average salary of \$84.00. The school levy upon Ellsburg tax payers, in 1919, amounted to 36 mills on \$39,035, for school district No. 31, and 37.1 mills on \$147,105 valuation for school facilities as part of the county unorganized school district.

The school board and officials of district No. 31, in 1920, were: Mrs. Harold Teed, Zim, Minn., clerk; Ole Olson, treasurer; Mrs. S. W. Levin, chairman of directors.

Elmer.—The Township of Elmer was organized in 1920, and

resulted from the presenting of a petition, signed by John Rohnu and twenty-seven other residents in unorganized congressional township fifty-three north, range twenty west, and that part of township 53-19 lying west of St. Louis River, at that time included in the Township of Meadowlands. The petitioners filed application with the county commissioners on March 10, 1920, and the commissioners set May 11, 1920, as the date upon which hearing of objections to the granting of the petition would be held. On that day, the petition was granted and the boundaries fixed as asked.

First election was held on May 29, 1920, at the Town Hall Building, in township 53-20. Those elected were: Max Bernsdorf (chairman), Emil Beldo, Martin Warlick, supervisors; W. H. Bailey, clerk; John Greiten, treasurer; Henry Helmet, justice; Albert Horvath, constable; Matt Finnila, road master; John Horvath, pound master.

The assessed valuation of township 53-20, in 1919, was \$48,089, and the taxes levied \$2,813.21, for all purposes.

Population of township 53-20 in 1900 was three; in 1910 it was forty-three; in 1920 that congressional township is shown as having sixty-seven residents. That the population of that part of township 53-19 now in Elmer Township cannot be stated, as the census figures include it in those of the Township of Meadowlands.

Elmer is a separate school district, being known as School District No. 82. The present school board officials are: Henry Helmet, Box 255, Meadowlands, clerk; Nick Guth, treasurer; Paul Kamper, chairman of directors.

Embarrass.—Two unorganized congressional townships, sixty north and ranges fourteen and fifteen west, was set apart in 1905 by the county commissioners, to organize the Township of Embarrass, as prayed for by signers to a petition filed with the county auditor on May 5th of that year. Twenty-eight freeholders in that territory signed the petition, which was considered by the county commissioners at meeting held on May 6, 1905, when the instrument was approved in form. The commissioners did not, however, grant the petition until July 10, 1905.

The first town meeting was held in the schoolhouse situated in the northwest quarter of the northwest quarter of section 25, of township 60-15, on July 29, 1905.

In April, 1911, the inhabitants of township 60-14 petitioned the county commissioners to separate that township from Embarrass, alleging failure of the Town of Embarrass to construct roads in township 60-14. The separation asked for was bitterly opposed by the people of Embarrass, but on February 6, 1912, the county commissioners decided to detach the eastern congressional township from the Town of Embarrass and found the Township of Waasa. This was effected by election held on February 27th (for further information, see Waasa, this chapter).

The Township of Embarrass in 1905 had an assessed valuation of \$115,800. The tax levy then was \$2,304.42, for all purposes. With the reduction of area, its valuation is now reduced to \$50,753 for assessment, but the taxes in 1919 totaled to \$4,182.05.

The school levy is 37.1 mills, Embarrass Township, for school purposes, being included in the unorganized school district directed from the county superintendent's office. Such an arrangement effects an economy to some townships of small population.

Embarrass Township had a population of forty-nine in 1900. Its population in 1910 was 648. And in 1920, the population was found

to have increased to 712. It is the center of a good agricultural section of St. Louis County.

The present township officials are: Erick Lehto, chairman; Nick Lehto and Matt Hill, supervisors; John Waisanen, clerk; John Kangas, assessor; John Koski, treasurer; A. Waisanen and Charles Reinstrom, justices.

Fairbanks.—The Township of Fairbanks embraces two congressional townships, fifty-six north, and ranges 12 and 13. This area formed part of the Township of Ault until 1918.

The first attempt to separate townships 56-12 and 56-13 from Ault was made in 1912, a petition being filed with the county officials on June 11th of that year, the petitioners praying for the erection of the Township of Fairbanks, averring that for five years the officers of the Town of Ault had neglected to build roads through the part of the township in which they lived. No action was then taken, apparently, by the county commissioners.

In August, 1918, another attempt was made to detach the two northern townships from the four that then constituted the Township of Ault, the petition signed by J. O. Clapperton and others being presented on August 5th. The commissioners did not act until October 8th, when they resolved to detach townships 56-12 and 56-13 from Ault to form the Town of Fairbanks, and election was ordered to be held at the schoolhouse of district 60, Fairbanks, on October 23, 1918.

On November 2, 1918, Isaac Pust, who was one of the founders of Ault, appealed against the action of the county commissioners, representing that the petition was not signed by a majority of the resident male freeholders of townships 56-12 and 56-13; also, that the separation left only eleven freeholders in the Town of Ault. His remonstrance recommended that, in order to properly remedy matters, sections 13 to 36, inclusive, of town 56-12 be taken from Fairbanks and added to Ault. The matter remained undecided until August 6, 1919, when the county commissioners decided to deny the petition of Isaac Pust and others. Therefore, Fairbanks remains as originally organized.

The 1920 census shows the population of Fairbanks Township to be 324. The assessed valuation in 1919 was \$132,749, and the total taxes levied in that year \$8,089.39.

The township officers in 1920 were: J. Luvina (chairman), Conrad Johnson and Matt Autes, supervisors; Jacob Wesala, clerk, and Nick Kylen, treasurer and assessor.

Part of the township is without school facilities, there being no need for such provision, but the populous part of the township is served by school district No. 60. That district has one frame school house, valued at \$1,500. For the school year 1919-20 there were twenty-seven pupils enrolled. One female teacher was engaged at a salary of \$95 a month. The school officials were John Stoeger, Fairbanks, Minnesota, clerk; W. R. Depew, treasurer, and G. S. Burham, chairman of directors.

Fayal.—The organization of the Township of Fayal in 1896 followed the beginning of important mining operations and explorations in congressional township 57-17, which is and since its erection always has been the boundaries of the Town of Fayal.

The important mines are the Fayal Fee, the Fayal No. 1, No. 2, No. 3 and No. 4, all of which are now operated by the Oliver Iron

Mining Company. From these mines have been shipped more than thirty millions of tons of ore.

Pioneer of Mining.—David T. Adams was responsible for the discovery of merchantable ore in Fayal. In his "Memories of the early discovery and development of the Mesaba Iron Range in St. Louis and Itasca counties, Minnesota," he states, regarding Fayal explorations: "The next deposit of ore to be discovered by me in the vicinity was on the northwest quarter of the northwest quarter of section 5, and the north half of the northwest quarter of section 6, township 57-17, in the month of November, 1893, which is now known as the Fayal No. 1. * * * The Fayal No. 1 was explored by the McInnis Mining Company, which was organized by me on the thirty-first day of January, 1894, in honor of the late Neil McInnis, who had been my purchasing agent of goods to supply the camps and paymaster during the latter part of my explorations in connection with Humphreys and Atkins, on the Virginia group of mines, and who also acted in the same capacity for the Adams Mining Company. The late Marvin VanBuskirk was in charge of the men, and under him the work of development was rapid, indeed. The McInnis Mining Company finally sold their lease on the Fayal No. 1 to the Chicago Minnesota Ore Company, on September 6, 1894. About two and a half years later I discovered ore on that part of section 5, township 57-17, which was known as the South Fayal."

Township Organization.—Mining operations were therefore well advanced when early in 1896 a petition was circulated among the residents of congressional township 57-17, praying the commissioners of the county to organize that township, under chapter ten of the General Statutes of Minnesota, 1878. The petition was dated February 4, 1896, and was filed with the county auditor on the sixth day of that month, but it apparently had been circulated in the spring of 1895. The petition bore the signatures of one hundred and sixty-five voters of the township, the first to sign being L. McNeil, G. A. Burns, W. H. Shea, A. J. Shea, John Shea and J. P. Welsh.

First Election.—On February 6, 1896, the county commissioners approved the movement and passed resolution granting the petition, and ordering election to be held at the "Carpenter Shop by the Fayal Iron Company, located on the northeast quarter of northwest quarter of section 5, township 57-17 on February 25th, 1896." Notices to that effect were posted "on the front of Jackson's Store and one on a tree near Talboy's Boarding Camp," also one on the carpenter shop which was to be the polling place. Notices were posted by W. J. Bates, deputy sheriff.

The election was duly held, and the township organization legally brought to completion.

Since that time, the township has been peopled mainly by men employed in the Fayal mines. There has been some agricultural development, but mining is the first consideration.

Population.—The population was 1,016 in 1900; in 1910 it was 1,141; and in 1920, the census takers credited Fayal Township with 1,360 inhabitants.

Valuation.—The assessed valuation of real and personal property in the township in 1896 totaled to \$313,087, and the taxes in that year amounted to \$7,858.18. The 1919 figures give some idea of the development during the period. The assessed valuation of Fayal Township in 1919 was \$4,177,738. The tax levy in that year was

\$190,504.85, the bulk of which fell upon the mining companies, real property being valued at \$3,800,691 for assessment.

Schools.—Fayal has good schools, being in Independent School District No. 39 (see Eveleth). The school tax in 1919 was 21.7 mills.

Present Township Officials.—The township officers in 1920 were: A. G. Anderson (chairman), E. A. Trenholm and Arsen Corbin, supervisors; E. M. Dormer, clerk; Louis A. O. Marzer, assessor; Philip Jacobson, treasurer.

Fern.—The Town of Fern was organized at the November, 1905, session of the Board of County Commissioners, Commissioner Ryan presenting resolution to grant petition of A. H. Farr and twenty other freeholders of congressional township sixty north, range twenty west and Commissioner Patterson moving adoption.

The petition, which was undated, state that there were at that time only twenty-five legal voters in the township and the signers sought to have township powers, in accordance with the General Statutes of the State of Minnesota, said organized township to be given the name of "Fern."

The commissioners ordered election to be held for township officers on November 25, 1905. Place of election was the residence of A. H. Farr, situated in the northeast quarter of section thirty of township 60-20.

In 1905 the assessed valuation of the township was \$73,611. Taxes levied were \$1,545.83 for all purposes. In 1919, the assessed valuation was \$58,866, and the tax levy in that year, \$4,379.63.

The population in 1910 was 144 and the 1920 census records a population of only fifty-seven.

The township is not well developed, but eventually will be good agricultural land. The Sturgeon River passed through the township.

The 1920 township officials were: August Wegener (chairman), John Magnuson and August Forseland, supervisors; John R. Einsweiler, clerk; Gust. Larson, assessor and treasurer.

Educationally, the township is served by School District No. 81. There is one frame schoolhouse, valued in 1919 at \$3,000. The school board officials are: John R. Einsweiler, clerk; Gust Larsen, treasurer; August W. Wegener, chairman of directors. The school levy in 1919 was \$1,383.35.

Field.—The Township of Field, the boundaries of which are those of congressional township sixty-two north, range nineteen west, was organized in 1906. It then included within its limits the present Township of Owens, which adjoins it on the east. On the northeast, the Town of Fields borders on the Township of Beatty, for the length of one section; on the north it adjoins Leiding Township; on the west, Linden Grove; and south of it is Alango Township. The Little Fork River runs through it and through sections 11 and 12 on the extreme northeast is laid the road of the Duluth and Winnipeg Railway, the nearest railway station being Cook, in Owens Township.

A petition, dated at Ashawa (now known as Cook), Minnesota, April 5, 1906, and signed by fifty-two freeholders resident in congressional townships sixty-two north, ranges eighteen and nineteen west, the first two signers being August Buboltz and James A. Field, prayed for the organization of that territory under the township laws of the State of Minnesota, and that when organized it be known by the name of "Field." The petition testified or asserted that the total number of legal voters then resident in the territory for which township jurisdiction was sought did not exceed one hundred, and a rider

to said petition left to the option of the county commissioners the question of detaching the northernmost tier of sections of township 62-18 from the Township of Beatty, which the county commissioners had erected only a short while earlier, or of reducing the territory granted to the projectors of the proposed new Township of Field by that extent.

The petition was filed on April 6, 1906, and appears to had at the consideration of the county commissioners at their monthly session held on that day. And the record shows that the commissioners granted the petition, setting off the Township of Field as all of township 62-19 and thirty sections of township 62-18, sections one, two, three, four, five and six of that township having been included in the territory set apart as that to constitute the Township of Beatty.

The first election in the Township of Field was held at the schoolhouse situated in the northwest quarter of section seventeen, township 62-18, on Saturday, April 21, 1906.

On August 6, 1912, the Township of Owens was organized, which proceeding reduced the acreage of the Township of Field to the one congressional township 62-19. (See Owens, this chapter.) That is its present extent.

In 1906, the Township of Field (62-19 and sections 7 to 36 of 62-18) had an assessed valuation of \$51,089. The tax levy was \$1,410.53. The land is now in a good state of development, agriculturally, the assessed valuation of township 62-19 (Field) being in 1919, \$81,424, and of the thirty sections of township 62-18 (Owens), \$102,332. The increase is represented in the settler development, Owens and Field townships having now many rich farms. The tax levy of Field, in 1919, was \$5,434.98 and of Owens \$7,597.11.

The township officials of Field, in 1920, were: Andrew Scott (chairman), A. B. Tonheim and Louis Swanson, supervisors; Peter Burtness, clerk; Theo. Burtness, assessor; John F. Buboltz, treasurer.

The township of Field is, for school purposes, part of the unorganized school district directly supervised by the county superintendent. There are three schoolhouses in the township, on sections 12, 23 and 28, but whether all are in use is not known to compiler of this record. The levy for school purposes in 1919 was 37.1 mills, probably less than the cost of providing education by the county staff.

Fine Lakes.—The Township of Fine Lakes originally formed part of Prairie Lake Township, which was organized in 1906 from unorganized territory.

Upon the action of Adolf Ylen and nineteen other residents of township 50-20 in 1909 depended the erection of that congressional township into a separate organized township of the name of Fine Lakes. These twenty men petitioned the county commissioners to separate township 50-20 from Prairie Lakes, alleging that the officials of the latter township refused to make improvements in that part of it, the officials having "spent practically all the moneys of the said Town of Prairie Lake in township 50-21, with the exception of approximately \$240.00 towards helping build a county road near the western boundary line of township 50-20," and that the officials "wrongfully and intentionally discriminate against the residents of township 50-20."

It seems that the petitioners originally thought to call the new township by the name of "Blackwood," but finally the name "Fine

Lakes" was written into the petition, which was filed December 15, 1909.

No action was taken by the county commissioners until the March session of 1910. They then ordered hearing of objections to the granting of petition at their board meeting at the Court House, Duluth, on Friday, May 6th. On that day, no objections to such a course having been made, they decided to grant the petition of the residents of township 50-20. Accordingly that township was detached from the Township of Prairie Lakes, which by that action was limited to township 50-21, the extreme southwesterly township of St. Louis County.

The first election in the new Township of Fine Lakes was ordered to be held on the twenty-third day of May, 1910, at the Schoolhouse No. 19, situated on section thirty of township 50-20.

There are several sheets of water in Fine Lakes Township, the largest being Prairie Lake, which has an area of approximately two square miles. The township is bounded on the east by Fond du Lac Indian Reservation, on the north by the Township of Floodwood, and on the west by Prairie Lake Township. Its southern boundary is the county line between St. Louis and Carlton counties.

The assessed valuation of Fine Lakes Township in 1910 was \$67,017. Tax levy in that year, \$2,781.21. It was \$4,607.76 in 1919, the assessed valuation then being only \$62,776.

Prairie Lake Township (the two congressional townships) had a population of forty-one in 1900, in 1910, the same territory was inhabited by 199 persons. The 1920 census gives the following figures: Fine Lakes Township, 189; Prairie Lakes Township, 136.

Originally, Fine Lakes Township was served by School District No. 74. That district, however, now covers more than the one township, extending into township 50-19. There are four schoolhouses in the district, the four frame buildings being in 1919 valued at \$3,000. Apparently only two are used, as the district only employs two teachers (female), who are paid an average of \$75 a month. The total enrollment in 1919-20 year was thirty-two. The school board officials in that year were: O. R. Bolstad, Floodwood, Minnesota, clerk; N. O. Stageberg, treasurer; Adolph Ylen, chairman of directors. The school levy in 1919 was \$2,421.73.

The officials of Fine Lakes Township in 1920 were: Ole H. Gjora (chairman), E. Nordness and E. S. Smith, supervisors; N. O. Stageberg, clerk, also assessor, and Hans O. Gjora, treasurer.

Floodwood. Organization.—The township of Floodwood is one of the comparatively old townships of St. Louis County. Its organization dates back to 1893, and when township organization was first projected, it was thought to endeavor to secure the sanction of the county commissioners to embrace within the proposed new township eight congressional townships, extending from the county line, two townships deep, to and including fifty-three north, ranges 21 and 20 west. Petition to that effect was circulated within the territory during February of 1893. And the paper was signed by Dauvet (David) Hill and twenty-five other legal voters resident in the region. However, before the petition was presented to the county commissioners it was amended to pray for the organization of congressional township 51-20 as the Township of Floodwood under the laws of the State of Minnesota, 1878, chapter 10. The petition was filed with the county auditor on March 2nd, and sworn to on that day by George C. Blackwood, one of the signers.

First Election.—On March 30, 1893, John McKay, another signer wrote to the county auditor acquainting him that the schoolhouse designated in the petition as the place where the first election in the proposed township could be held "is on Lot No. 8, Block 25, as shown by Plat of Floodwood," further stating that: "We have two lots for the school, viz: Lots 8 and 9, block 25, but the schoolhouse is built on Lot No. 8. This place has been platted out of south half of southeast quarter and also northeast quarter of southeast quarter of section 6, township 51, range 20."

The committee appointed by the county commissioners to consider the matter brought forward by the petition resolved at an April, 1893, meeting that the petition be granted, and that election be held at the designated schoolhouse on the twentieth of that month. The county commissioners therefore on April 4th made an order accordingly.

Boundaries.—The boundaries of the Township of Floodwood have since remained unchanged, although organized townships have since surrounded it, Fine Lakes on the south, Halden on the west, Van Buren on the north, and the Indian Reservation on the east. The St. Louis River passes through the township, from the northwest to the southeast, and the territory is excellent farming acreage. The prosperous farming community has developed the village of Floodwood.

Valuation.—In 1893, the assessed valuation of the Township of Floodwood was \$18,595. The tax levy was \$527.17. In 1919, the assessed valuation was \$80,790. The taxes, for all purposes, in 1919 were \$7,796.24.

Population.—The population of the township in 1900 was 310; in 1910 it was 745, and in 1920 the census stood at 722. These figures include those of the Village of Floodwood, which in 1900 had a population of 224; in 1910 a population of 481; but in 1920 only 277.

Present Township Officials.—The township officials in 1920 were: Simon Reylik (chairman), John Stenback, Sr., and Charles Nissi, supervisors; H. A. Shumaker, clerk; John H. Stenback, Jr., assessor, and M. W. Johnson, treasurer.

School History.—The Township of Floodwood is part of the area embraced in Independent School District No. 19, which centers in the Village of Floodwood and serves the three congressional townships 52-20, 52-21 and 51-20. The School District has three frame schoolhouses and one of brick construction, the whole property being valued at \$55,000. The enrollment in 1919-20 year was 310, the main school being at Floodwood. The teaching staff consists of twelve female teachers, in addition to one male, who receives \$150 a month salary. The other teachers receive an average salary of \$90 monthly. The school board officials in 1920 were: Frank W. Hutchinson, clerk; A. O. Molden, treasurer; Fred Wain, James Girvan, R. W. Wilson and John Stenback, Jr., directors; A. J. Meldahl, superintendent.

Floodwood Village.—A petition, dated March 18, 1899, was circulated among the residents of the village, seeking to secure the incorporation, under the laws approved March 10, 1885, as the Village of Floodwood, twelve hundred and eighty acres including and contiguous to the one hundred and twenty acres shown on Plat of Floodwood, township 51-20.

The petition was signed by thirty-four voters, the first three to sign being Jean W. News, John McKay, and A. A. Hall. These three residents took oath to the accuracy of statements made in petition.

The county commissioners approved the petition, and ordered an election to be held "at Town Hall location," section 6, 51-20, on May 10, 1899, the commissioners appointing the same three men to act as inspectors of election.

The election was duly held and forty-one votes were cast forty being, in favor of the incorporation. Hence, the community then took corporate powers.

On November 4, 1914, an election was held "for the purpose of voting on the proposition of detaching and taking out of the incorporated Village of Floodwood" the unplatted lands, and "separating the village from the Town of Floodwood for all purposes whatsoever." The election showed that thirty-eight of thirty-nine votes cast were in favor of the detaching, consequently the area embraced in the incorporated village was reduced, and to an extent this explains the difference in 1910 and 1920 census returns.

The assessed valuation of the incorporated Village of Floodwood in 1919 was \$52,506; tax levy, \$4,725.54. In 1899 the figures were: \$46,075 valuation; \$815.53 tax. The school tax in 1919 was 42.2 mills.

The village officials in 1920, were: Garfield Blackwood, president; J. C. Arnold, Chas. Williams, A. O. Molden, councilmen; M. R. Adams, clerk; James Girvan, assessor; J. L. Lalin, treasurer.

Floodwood Township is eminently agricultural. Some of the lower lands are peaty and the high lands are sandy, with a clay subsoil. Grasses average from two to four tons an acre, and potatoes from 200 to 500 bushels an acre.

The Village of Floodwood is a typical agricultural community; it has good general stores, each doing more than a \$50,000, yearly business, a good banking institution, the Floodwood State Bank, which has a yearly deposit of about \$45,000 and there is a strong agricultural co-operative society and a thriving creamery. It also has a newspaper, an excellent brick schoolhouse and a hotel. The Floodwood Farmers' Co-operative Society has a membership of about eighty producers, who pool their agricultural products shipped to other markets, and what they need to buy from outside markets they buy collectively, at wholesale prices, through the society. The creamery was organized by the farmers in May, 1911. It has about 100 stockholders and practically all the dairy farmers of the neighborhood use the creamery.

Fredenberg.—The Township of Fredenberg was erected in 1904 out of part of the Township of Canosia, residents in that part of the last-named township (52-15), praying the county commissioners, in petition presented on July 6, 1906, to set apart as the Township of Fredenberg congressional township fifty-two north, range fifteen west, declaring that "said Township of Canosia is so divided by lakes, rivers, marshes and other natural impediments that it is inconvenient for all the citizens * * * to transact town business."

The county commissioners decided to hear objections to the petition on August 4th. On that day they set apart township 52-15 as the Township of Fredenberg, and ordered the first township meeting to be held at the schoolhouse on the southeast quarter of section 24 of that township on August 23, 1904.

In that year the assessed valuation of Fredenberg Township was \$145,818. It has since scarcely changed, being a few hundred dollars less in 1919. Taxes in 1904 totaled to \$2,945.52; in 1919 the levy was \$5,784.98.

Township officials in 1920: R. T. Williams (chairman), J. A. Roy and Chas. M. Johnson, supervisors; F. W. Johnson, clerk; O. H. Stuberud, assessor; also treasurer.

Population of the township in 1910 was 115; in 1920 it stood at only eighty-seven. It is, therefore, only sparcely inhabited, yet it is a separate school district, being in School District No. 38, which covers two townships, 52-15 (Fredenberg), and 53-15 (unorganized territory). Township 53-15 had only twenty-seven inhabitants in 1910 and no population was reported to the 1920 census. There are four schoolhouses in Fredenberg Township, or there were four a few years ago, but the school report for 1919-20 school year shows that in District No. 38 there were two frame schoolhouses, valued at \$5,000, but as only one teacher was employed during that year, it is presumed that only one schoolhouse was used. The enrollment was twenty-two; the teacher was paid \$86.00 a month and the tax levy for that year was \$4,897.64. School board officials were: R. T. Williams, clerk; F. W. Johnson, treasurer; H. P. Stuberud, chairman of directors.

French.—On Saturday, August 26, 1905, "in that certain two-story log building known as the French House, situate on southwest quarter of southeast quarter, section twenty-three of township sixty north, range twenty-one west" was held, by order of the county commissioners the first town meeting of the newly-erected Township of French, which the county commissioners were influenced to form by a petition signed by William French, and a majority of the freeholders of township 60-21.

The petition, which was presented by and sworn to by William French, stated that at the time it was circulated among the residents of the township, there were not in excess of forty voters resident in the territory for which township powers were sought, under chapter 10, of the Laws of the State of Minnesota, 1894.

The petition was considered and approved by the county commissioners at their session of August 10, 1905.

French Township assessed valuation in 1905 was \$192,774; in 1919, it was \$64,676. Tax-levy in 1905 was \$5,627.74; in 1919 it was \$3,350.62. In 1910, the population was 167; in 1920 it was only thirty-one.

School District No. 54 embraces only French Township. There is a schoolhouse, valued at \$2,400, and a female teacher is employed at a salary of \$95.00 a month, notwithstanding that the enrollment for the year 1919-20 was two. The school levy in that year was \$905.46, seemingly an expensive method of teaching two pupils. The school board officials in that year were: Hattie Fritcher, clerk; Sarah Portuguese, treasurer; W. H. French, chairman of directors.

The officials of French Township in 1920 were: Veder Fritcher, chairman of supervisors; O. H. Moon, clerk; Wm. H. French, assessor; A. W. Klofauda, treasurer.

Gnesen.—The Township of Gnesen was organized in 1879. Its proximity to Duluth will eventually make its land valuable, although up to the present, it cannot be said that its advance has been rapid. In 1879 its assessed valuation was \$32,086, which figure by forty years of development was increased to \$183,218, the valuation of the

township in 1919. Taxes certainly have increased more rapidly, the twenty-two mill levy of 1879 becoming 81.7 in 1919 including a school tax of 36.2 mills.

Gnesen has advanced slowly mainly, perhaps, because of lack of railway facilities. The Northeastern Railway is the nearest, passing within a few miles of the northwestern part of Gnesen Township. Otherwise, there is only roadway means of transportation and the roads are not very good, excepting the Vermilion Road, which passes through the eastern half of Gnesen, entering in section 35 of township 52-14, and passing out in section 2 of 53-14. There are several small lakes in Gnesen, which is bounded by Fredenberg and an unorganized township on the west, by unorganized territory on the north, by the Township of Normanna on the east and by Rice Lake Township on the south.

The present township officers are: Jos. Trudel, chairman; Peter Trader and John Krezewski, supervisors; S. C. Machnikowski, clerk; John Jakubek, assessor; Jacob Mosiniak, treasurer.

Its educational district is known as School District No. 8. Three frame schoolhouses are in use in the township, the value of the three being estimated in 1919 to be \$6,900. The school in that year had an enrollment of 101 scholars. There are five female teachers; the average salary was \$91.00 a month; and the school term was eight months. The school board is constituted as follows: Frank Labud, clerk; Ignace Karalus, treasurer; John Jakubek, chairman of directors.

Grand Lake.—The Township of Grand Lake was organized in 1895, out of territory formerly part of the Township of Canosia. It resulted from the circulation of a petition signed by residents in townships 51-16 and 52-16 in March, 1895, asking that the two congressional townships be separated from the Township of Canosia, and given the township name of Grand Lake. William Keir was the first signer of the petition, which was referred by the county commissioners to the county attorney on May 7th. No further action was taken until October 8th, when the instrument was found to be in regular legal form. It was then filed by County Auditor Halden, and considered by the county commissioners on the same day. Hearing of remonstrances was set for November 5th, when the commissioners organized the Township of Grand Lake, embracing the two congressional townships named in petition, with township powers as provided by Chapter 10, General Statutes, 1878.

The first election was held at the schoolhouse situated in the northeast quarter of section 22, township 51-16, November 23, 1895. There has since been no change in the boundaries of Grand Lake Township.

The Cloquet River runs through township 52-16 and two railways pass through, the Duluth, Missabe and Northern and the Duluth and Winnipeg, and there are several good roads.

The assessed valuation of Grand Lake Township in 1896 was \$150,979; in 1919 it was \$322,210. The tax levy in 1896 was \$4,474.69; in 1919 it was \$14,241.68.

Population in 1900 was 104; in 1910 it was 283, and in 1920 it was 329.

The township is in school district No. 15, which serves the full area of Grand Lake, i. e., township 51 and 52, range 16. There are three frame schoolhouses, valued in 1919 at \$15,000. The teaching staff (four female teachers) get an average pay of \$80.50 a month.

The enrollment in 1919-20 school year was sixty-five. The school levy in 1919 was \$3,061.00. The school board officials in that year were: S. N. Peterson, Twig, clerk; Arvid Anderson, treasurer; Ed Anderson, director.

The township officials in 1919 were: Ben Clauson (chairman), Ed Nelson and Martin Bolland, supervisors; A. W. Kroll, clerk; Carl A. Anderson, assessor; S. N. Peterson, treasurer.

Great Scott.—The Township of Great Scott, which embraces three congressional townships, and one tier of sections of another, all of range nineteen west, has administration of rich mineral territory. Within its bounds are some of the substantial mining properties of the Mesabi Range, properties which have developed the prosperous villages of Buhl and Kinney. The jurisdiction of the Township of Great Scott is over townships fifty-seven, fifty-eight and fifty-nine north, and the southernmost tier of township sixty north, all of range nineteen west.

Great Scott Township was so named under somewhat singular circumstances. The principal petitioners called upon the county commissioners, presenting their petition, which prayed for the organization of the territory, but left to the commissioners the task of naming the township, when organized. This the commissioners did not want to do, and requested the petitioners to decide upon a name. Much pondering and discussion among the projectors followed, but without result. At last one of the commissioners impatiently ejaculated: "Great Scott! Still thinking of a name?" "That will do," replied one of the promoters of the township. And under that cognomination the township has since been recorded in county records.

The villages of Buhl and Kinney will be separately dealt with, as they need a more detailed description than does Spina, the other incorporated place of the township.

Spina (Village of).—The Village of Spina secured corporate powers only after a long struggle against opposing interests, and by dint of persistent effort. Twice the attempt to incorporate was defeated at the polls and the third attempt was successful probably because of another movement then being prosecuted to attach Spina location to the incorporated Village of Kinney.

The first petition bears date of September 14, 1909. The paper was signed by a sufficient number of the 222 people then resident in the location and asked for the incorporation of about 450 acres of land, the acreage including and adjoining the platted townsite of Spina, the whole being in sections fourteen and fifteen of township 58-19. The first signers of the petition were Alex. Renlund, Louis Cordileone and Fred Erickson, and it came before the county commissioners at their November, 1909, session. It received their approval and they ordered election to be held on December 12, 1909, "at the restaurant of Louis Cordileone, lot 8, block 5, townsite of Spina." Before election could be held, however, the county commissioners reconsidered their resolution, ordering election to decide the matter of incorporation and withdrew their approval of the petition. Why, is not recorded in the papers available to compiler of this.

On December 21, 1909, another petition was in circulation, this petition reducing the acreage for which incorporation was sought to 360 acres of section 14, including twenty acres platted as the townsite of Spina. The petition was filed with the county auditor on January 4, 1910, and on January 18th considered favorably by the commissioners. Election was to be held on February 9th, but the

order was withdrawn by the commissioners. The petition remained without action until October 7, 1910, when the commissioners decided that election should be held on November 1st.

Of fifty-one voters at that election, thirty-three voted against the incorporation. The "Report of the Inspectors of Election" stated that they found the place selected as the place of election was "in a room adjoining a saloon." They considered it "an improper place and, therefore, held the election in Johnson's Boarding House, immediately west of the designated polling place."

No further attempt to secure the incorporation of Spina was made until 1913. A petition signed by Luigi Cordileone and others and filed with the county auditor on August 26, 1913, sought to bring about the incorporation of only twenty acres, that is all of the land platted as the townsite of Spina, the twenty acres being the western half of the southwest quarter of the northwest quarter of section fourteen, township 58-19, upon which townsite there were then resident 237 persons. The petition was signed by twenty-seven persons, who were all sworn to be legal voters of that place.

At about the same time the county commissioners were advised that a petition had been presented to the village council of Kinney by certain residents of Spina location, asking that Spina be annexed by the incorporated Village of Kinney. The petition had even been adopted by the Kinney Village council, and a date fixed for election, when the county commissioners, on September 6th, granted the petition of Luigi Cordileone and ordered notices to be posted in the townsite of Spina calling upon voters to ballot, on October 10, 1913, and designating the "vacant store building, lot 17, block 3, townsite of Spina" as the place of election. The voting was in favor of incorporation.

The assessed valuation of the village of Spina in 1913, was \$11,069. In 1919, it was \$15,582. Its place in the township is therefore not a very important one, when one considers that Kinney's valuation runs near to two millions and Buhl's to almost ten million dollars. However, possibilities of growth in visible wealth as well as population are ever present on the Mesabi Range, and the present Spina may be the nucleus of a much greater Spina a decade or so hence.

Mining.—The mines of Great Scott Township are all in township 58-19, and a full review will be found in the Buhl-Kinney chapter. The principal mines are, or have been, the Grant, Thorne, Sharon, Shiras, Woodbridge, Itasca (Dean), Cavour, Yates, Kinney, Dean, Wade, Deacon, Wanless, Seville, Whiteside and Frantz. The ore shipped from Buhl and Kinney in 1919 season totaled to almost one and a half million tons and immense stripping operations are under way in one mine, where an electric 300-ton shovel has been introduced. The available reserve of ore in the Buhl group of mines runs into eight figures.

Schools.—The schools of Great Scott Township are excellent, some of them being models of architectural excellence, and practical utility. The high school at Buhl and the Wilson School at Kinney are schools of which the township might well be proud. The school district is known as Independent School District No. 35, which centers at Buhl, and has direction of education throughout townships fifty-eight and fifty-nine north, range nineteen west. (See Buhl-Kinney Chapter.)

Taxes.—The assessed valuation of Great Scott Township in 1919 totaled to \$586,386, exclusive of the about twelve million dollars

valuation of the incorporated places. The total taxes amount to 83.8 mills, with a school tax of 41.5 mills. The school levy in 1919 for Independent School District No. 35 amounted to \$484,464.08, that to provide education to 1,166 children, the majority of whom are of foreign-born parents, natives of seventeen different countries, chiefly European. Many of the children are unable to speak in, or understand, the English language when they first attend school. Americanization is soon achieved, however.

Population.—There were 108 people in the township when the 1900 census was taken. In 1910, the population was 2,322, and in 1920 there were 3,963. The bulk of the inhabitants are resident in Kinney or Buhl village. Kinney's 1920 population was 1,200, while Buhl had 1,005 in 1910 and 2,007 in 1920.

Township Officials, 1920.—John McGrath (chairman), Nestor Peltonen and M. E. Anderson, supervisors; Chas. Linihan, clerk; Geo. R. Barrett, assessor; John W. Pasich, treasurer.

Halden.—The Township of Halden, the bounds of which are township 51-21 was organized in 1903.

On May 13th of that year a petition was signed by Joseph B. Todd and other freeholders of the territory for which township powers were sought, and in due course presented to the board of county commissioners, with the request that if granted, the new township be named "Savanna."

The petition was approved "in form and execution" by the county attorney on June 18, 1903, but was not passed by the Board of County Commissioners until September 3rd. The commissioners then ordered the first town meeting of the township of Savanna to be held at the schoolhouse situated on the northeast quarter of north-east quarter of section 14, township 51-20, on Wednesday, September 23, 1903.

Election was accordingly held and the first officers of the township of Savanna were: Nels Wuotila (chairman), Henry Peterson and Aug. Wuotila, supervisors; L. Randall, clerk; Aug. Anderson, treasurer; Jacob Jurvelin, assessor; Henry Peterson and Aug. Wuotila, justices; Joseph Kangas and Aug. Anderson, constables.

Shortly afterwards, the county auditor was advised by the state auditor that another name for the newly organized township must be chosen, as "Savanna" was the name of another township in the state. "Roosevelt" could not be secured, for the same reason. The county commissioners, therefore, on October 6, 1903, decided to name the township "Halden," the patronymic of the then county auditor. Their naming was subsequently confirmed by the voters.

Halden Township in 1903 had an assessed valuation of \$55,642; in 1919 its valuation was \$83,532. The tax levy, for all purposes, in 1903 was \$2,025.37; in 1919, the levy amounted to \$6,248.19. The population in 1900 was seventy-five; in 1910 it was 265; in 1920 it was 365.

The township officials in 1920 were: Waldemar Alho (chairman), Glenn F. Chapin and Nathan Nelson, supervisors; S. Magnuson, clerk; John Hannula, assessor and treasurer.

Halden has no separate school district. It is part of the immense unorganized school district which is directly supervised by the county school superintendent. The school levy, in 1919, was 37.1 mills. At one time, the township of Halden was in School District No. 19. Apparently, the county unorganized district is more economical for the taxpayers.

Hermann.—Prior to May, 1897, the Township of Hermann comprised two congressional townships, 50-15 and 50-16. In 1873, the valuation of the township was \$18,757.00 for assessment. The total tax levy in that year was forty mills, and as distributed, the revenue was:

Special School Fund.....	\$150.06
General Fund	93.78
Road Fund	93.79
Total.....	\$337.63

In 1897, the assessed valuation of the township was \$222,484. The total tax levy was \$5,651.09. In May of that year, congressional township 50-16 was detached from Hermann Township, to form the Township of Solway. With the necessary settling of accounts, the statement of Otto Zebott, clerk of Hermann, showed that, on that date, the township had no outstanding bonds; that outstanding orders totaled to about \$20; and that there was \$77.11 in the treasury.

Hermann Township since 1897 has been limited to the one congressional township, 50-15. Its assessed valuation in 1919 was \$206,638, with taxes amounting to \$17,068.30 levied.

The population is not given prior to 1900, but the statistics since that year are: 1900, 625 persons; 1910, 925; and 1920, 842 persons resident in the township.

The Hermann Township officials in 1920 were: C. R. Olson (chairman), Ernest Zebott and Otto A. Witte, supervisors; James R. Grady, clerk; Wm. Janzig, assessor, and H. Halvorson, treasurer.

School District No. 6 covers the one township 50-15 only, and therefore comes directly into the levy of Hermann. There are four frame schoolhouses in the district, the four valued at \$35,000. The school year is of eight months' duration and with an enrollment of 184 scholars in 1919-20, fourteen female teachers were regularly employed, at an average salary of \$81. The school levy amounted to \$7,232.33. The school board officials, 1919, were: Rudolph Martin, clerk; Emil Johnson, treasurer; Chas. Avery, director.

Industrial.—A petition circulated in November, 1890, and signed by John Johnson Holm and other freeholders of township 51-17 appealed to the county commissioners to grant them township powers and privileges. The petition asked that the proposed town, if organized, be named "Industrial," and designated the house owned by James Erickson, and situated on the southeast quarter of section 2, of township 51-17, as the place at which the first town meeting could conveniently be held.

The county commissioners, on February 7, 1891, granted the petition, and ordered election to be held "at the saw-mill on the southwest quarter of the southwest quarter of section 22, township 51-17," on February 26, 1891.

The election was accordingly held, and township officers chosen.

In the next year, on October 25, 1892, a majority of the white residents of township 50-17 sought, by petition of D. F. Lemire and fourteen other voters, to prevail upon the county commissioners to annex to the township of Industrial all of fractional township 50-17 not included in the Fond du Lac Indian Reservation. The petition was disapproved by the commissioners, and nothing further was done to affect the boundaries of the Township of Industrial until April 7, 1911, when Nick Lyngstad and others presented another petition, making a like request, and on June 7th of that year "all

that part of township 50 north, of range 17 west, lying south and east of the St. Louis River in St. Louis County" was attached to and made part of the Township of Industrial.

In 1891, the assessed valuation of the Township of Industrial was \$19,749; in 1919, it was \$156,531. The tax totalled to \$347.58 in 1891; it amounted to \$11,040.60 in 1919.

The population in 1900 was 158; in 1910 it was 362; and in 1920 a material increase was shown, the census tabulation crediting the enlarged township with 789 residents.

The township officials in 1920 were: H. Pichelmann, chairman; M. Bloom, supervisor; M. Galvert, clerk; F. A. Balcom, assessor; and W. Longton, treasurer.

The school system is under the direct supervision of the county school superintendent, there being no separate school district in Industrial. Its territory is embraced in the huge unorganized school district directed from the county offices at Duluth. The school levy, in 1919, consequently amounted to 37.1 mills.

Kelsey.—The Township of Kelsey has been in existence for more than twenty-five years. It was organized in 1895, out of unorganized territory, its limits being congressional township 54-18 originally. Later, the township was enlarged to include townships 53-19 and 18 (now Meadowlands), 54-17 (now part of Cotton), 54-18 (the present bounds of Kelsey), and 54-19 (now part of Toivola).

Organization.—The organization of Kelsey Township in 1895 was the outcome of petition of F. C. W. Zacher and other legal voters of township 54-18. The petition was dated July 9, 1895, and sought township powers for that territory, under authority of chapter 10, General Statutes of 1878, requesting that the new township, if organized, be named "Kelsey."

The petition came before the county attorney, for examination on July 9th and on that day he reported to the county commissioners that the document was correct in form and execution. On motion of Commissioner Swenson, township 54-18 was set off as the Township of Kelsey, in accordance with petitioners' wishes.

First Election.—The first election was held "at the Pump House of the Duluth, Missabe and Northern Railway Company," situated on the NE quarter of section 22, of that township, on July 29, 1895."

Area Increased.—At about that time, the inhabitants of adjoining and contiguous territory manifested a desire to be included in the organized Township of Kelsey. A petition was presented to the county officials on August 6, 1895, asking that four other unorganized congressional townships, 53-13, 53-19, 54-17, and 54-19, be annexed to the Township of Kelsey. The petition was signed by a majority of the legal voters of those townships, and the county commissioners acted quickly, granting the petition on August 6, 1895.

Organization of Meadowlands and Cotton.—So, the area of Kelsey Township remained until 1903. On May 6, 1903, a petition was prepared, in the hope of bringing about the separation of three congressional townships from Kelsey. The document was signed by C. J. Keenan and others, and asked that townships 53-18 and 53-19 be detached from Kelsey to form a new township, to be known as "Meadowlands" and township 54-17 to form a separate township under the name of Cotton, leaving townships 54-18 and 54-19 as the territory of the Township of Kelsey. Hearing of remonstrances was held by the county commissioners, and on the 13th day of July, 1903, they reorganized Kelsey, and erected the townships of Cotton

and Meadowlands, in accordance with petition (see Cotton and Meadowlands articles, this chapter). The organization came under authority of Chapter 152, General Laws of Minnesota, 1901.

Reorganization of Kelsey.—A special election was held on July 31, 1903, at Kelsey School House, to regularize the new organization of the Township of Kelsey, and the following named residents then took office: John E. Grandy, (chairman); William Conners and H. A. Mickelson, supervisors; J. D. Post, clerk; J. McKay, treasurer. At the first town meeting it was resolved that township officers be paid a remuneration of \$1.50 a day and expenses, on the day of town meetings, or when upon the business of the township.

Taxes.—The Township of Kelsey had an assessed valuation of \$34,144 in 1895. Presumably this embraced the five congressional townships. In 1919, the assessed valuation of Kelsey (54-18), was \$82,071. Taxes in 1895 amounted to \$1,024.32; in 1919, the tax levy was \$5,203.30.

Erection of Toivola.—The area of Kelsey was reduced to the one township in 1911, when the Township of Toivola was formed from townships 54-19, which was part of Kelsey, and unorganized township 54-20. The separation was affected on July 29th. (See Toivola.)

Population of Kelsey.—The population of Kelsey Township was 291 in 1900, 194 in 1910, and 188 in 1920.

Transportation.—Two railways, the Great Northern and the Duluth Missabe and Northern, pass through the township, and the White Face River winds through Kelsey from east to southwest.

Present Officials.—The township officials, in 1920, were: G. J. Kingsley, chairman; J. H. Schrader and J. O. Scott, supervisors; Fred E. Watson, clerk; J. W. Erickson, assessor; J. Wm. Erickson, treasurer.

School Systems.—Its school district is designated No. 75. There are two schoolhouses, both of frame construction, the two valued at \$1,200 in 1919. The school term in that year was of eight months duration. The enrollment was 43 scholars. Four female teachers constituted the teaching staff, they receiving an average salary of \$80 a month during the school year. The school levy amounted to \$2,470.34. The school board officials were: E. L. Channer, Kelsey, clerk; H. Person, treasurer; H. D. Makinster, chairman of directors.

Korpi.—A petition signed by fourteen legal voters of unorganized township 60 north, range 19 west, the first signer being Charles Kolander, sought permission of county commissioners to organize that territory into a township to be known as "Korpi." Petition stated that at the time of signing, there were not more than twenty-five male freeholders, "not less or more," in the territory.

The commissioners considered the petition, but disapproved it.

A second petition was filed on July 20, 1916, but was not favorably received by the commissioners.

The southernmost tier of sections of township 60-19 now belongs to Great Scott Township. Federal census statistics show that township 60-19 had a population of 122 in 1910, and 92 in 1920.

Kugler.—The Township of Kugler, 61-15, was organized in 1904. Petition was filed on August 24th of that year, signed by Martin Nelson and others of congressional township 61-15, which the petitioners sought to have organized, under chapter 10 of the Statutes of Minnesota, 1894, as a township designated "Nelson."

At session of Board of County Commissioners September 6, 1904, the Township of Nelson was organized, and the first town meeting was held at the schoolhouse situated on section 8, of township 61-15, on September 26th.

Later, it became known that another name must be selected for the new township, as there was already a Nelson Township in another part of the state. The commissioners therefore, with the consent of the freeholders of the territory, named the township "Kugler," that being the name of one of the county commissioners.

In 1904, the assessed valuation of the Township of Kugler was \$109,894; in 1919, it was \$54,956. Taxes, in 1904, totalled to \$2,285.80; in 1919 the levy, for all purposes, was \$3,984.31. The township had a population of 82 in 1900; 136 in 1910; and 168 in 1920.

Kugler Township borders on the Vermilion Range, and possibly has mineral deposits of value, although no mining operations have been undertaken within its boundaries. The township is marshy and peaty in places, and several streams pass through it. The Duluth and Iron Range Railway passes through the township, with two communities, Athens and Rivers, served by the railroad. Rivers is the larger community, although both in reality are little more than stopping places.

The township officials in 1920 were: Albert Hoppa, (chairman); R. Johnson and Peter Pearson, supervisors; C. E. Wahlston, clerk; John Fredrickson, assessor; Gust Lee, treasurer; A. D. Fuller, justice.

Kugler, for school purposes, is in the unorganized school district directly supervised by the county school administration. The school levy in 1919 was 37.1 mills.

Lakewood.—The Township of Lakewood, which embraces almost all of congressional township 51-13, was formerly part of the Township of Duluth.

Petition to set apart, from that township, congressional township 51-13 was circulated in November, 1901, and signed by D. J. McDonnell and twenty-one other residents and legal voters of that territory. The petition argued that it was convenient to the citizens of township 51-13 to attend to township affairs of the Town of Duluth, which at that time embraced more than forty square miles.

A hearing was set for January 7, 1902, before the county commissioners at Duluth Court House. No material remonstrances then developing, the commissioners approved the petition, and notices were prepared, calling the first town meeting of the newly organized Town of Lakewood, January 25, 1902, at the schoolhouse situated on the northeast quarter of section 14, township 51-13. For some reason, the town meeting adjourned until February 15, 1902, to meet then at the house of Z. Perault, on the south half of northeast quarter, section 21, of that township. At that adjourned meeting, the township organization was completed by the election of the following named residents as first township officers: David Jamieson, (chairman); Z. Perault and S. Wakelin, supervisors; Wm. M. Jameson, clerk; D. J. McDonnell, treasurer; Jas. Mohan, assessor; Worth Axford, justice; Frank Erickson, constable.

The valuation of Lakewood has scarcely increased since 1902. It then stood at \$199,557 (assessed valuation); in 1919, the figures were \$215,313. Taxes in 1902 totaled to \$4,090.92. In 1919, they were \$10,571.87. The population was 224 in 1910; in 1920 it was 294.

The present township officials are: John Hendrickson, chairman;

Ed Schau and F. P. Johnson, supervisors; James Mohan, clerk; D. J. McDonnell, assessor; Chris Hendrickson, treasurer.

At one time Lakewood Township was in School District No. 20. District No. 62 now serves part of township 51-13. There are three frame schoolhouses in use, the three valued at \$5,000, in 1919. The enrollment in that year was 62, for a school year of nine months. Four female teachers were apportioned to the district, and they averaged a salary of \$85 a month. The school levy was \$3,854.10. The school board officials were: F. J. Monkhouse, clerk; Joseph Pommerville, treasurer; D. J. McDonnell, chairman of directors.

Lavell.—Lavell Township, which now embraces three congressional townships, was first organized to have jurisdiction over unorganized townships 55-19, in 1904.

A petition, signed by Richard Carrigan, Martin Lavell, and others who were legal voters of congressional township 55-19, was prepared during the winter of 1903-04, asking the county officials to organize that territory, and name the township so organized "Lavell." Martin Lavell presented the petition at the county offices for filing on August 4, 1904, and then took oath that statements made in petition were correct.

The matter came before the county commissioners at their meeting on that day, and met with their approval. They ordered an election to be held at the house of Martin Lavell, sw qr. ne qr., sec. 18, twp. 55-19, on August 23, 1904. Martin Lavell, acting as deputy sheriff, posted notices to that effect.

The election completed the organization of the township, and within ten days another petition was in course of preparation, the residents of congressional townships 56-19, 56-20, and 55-20, seeking to have that territory annexed to the new Township of Lavell. The petition was signed by P. E. Meehan and others, in sufficient number, to influence the county commissioners to act upon the request. They placed these three unorganized townships into the Township of Lavell, taking that action at their monthly meeting of October, 1904, having considered the petition at their September meeting and called for the hearing of remonstrances at the October session.

The boundaries remained so until November, 1913, when congressional township 56-20 was separated from Lavell, and added to the Stuntz territory (see Township of Stuntz, this chapter).

In 1904, the assessed valuation of the township of Lavell was \$267,323; in 1919, the valuation, excluding township 56-20, was \$153,343. The tax levy in 1904 was \$3,795.95; in 1919, the levy was \$10,875.78 for the three townships.

Lavell Township is content to let its school system be part of the unorganized school district administered by the county school superintendent. Such an arrangement is probably less expensive for the township, the population being scattered. Lavell Township had a population of 548 in 1910, and 632 in 1920.

The township officials, 1920, were: John Turkula, chairman; Jacob Hellman and Fred Rekkala, supervisors; Alex Narva, clerk; Matt Korpi, assessor; and Herman Lammi, treasurer.

Leiding.—The Township of Leiding was organized in 1907, and now embraces four congressional townships 64 and 65, ranges 19 and 20. The Duluth, Rainy Lake and Winnipeg Railway passes through the township, which is the administrative centre of big logging interests. Glendale, Orr, and Cusson are the railway stopping places, communities having developed at each place, Orr being a trading

centre, and Cusson the largest village, being the logging headquarters village. Pelican Lake, probably more than half a congressional township in area, is situated in townships 64 and 65, range 20, a fraction of it breaking into range 21. There are several other smaller lakes, and the township is rapidly becoming cleared of timber, and promises to eventually be good agricultural land.

Organization.—A petition, dated August 27, 1907, signed by Frank Korpi (or Karpi) and thirty-four other freeholders of congressional townships 64 and 65, range 19, and of township 64-20, sought to obtain the permission of the county commissioners to the organization of the territory into one township, under section 451, of the Laws of Minnesota, 1905, said organized township to take the name of Leiding, who was the main projector. It stated that the residence of Charles Leiding would be a convenient place at which the voters might assemble for the holding of the first town meeting. The petition was sworn to by Carl Laitenen, of Pelican Lake (Gheen P. O.), on August 27, 1907, and was filed with the county auditor, at Duluth, on September 10th.

First Election.—The county commissioners met, in monthly session, on that day, and the petition came before them for consideration. They approved it, and set apart the three townships at that meeting, and designated the territory "Leiding" township. They also ordered election to be held on September 28, 1907.

In April, of 1909, Charles Oakman, Nils Johnson, William Orr and seventeen other residents of township 65-20 sought to attach that congressional unorganized township to the township of Leiding. Petition to that effect was filed with the county officials on April 12, 1909, was approved by the county attorney May 4th, and considered by the board of county commissioners at their sessions of May, July, August, and October, 1909. They finally fixed a date, December 3d of that year, upon which they would hear remonstrances against the projected annexation. On December 3d they granted the petition.

Township of Pelican.—An attempt was made in 1914 to detach from Leiding, the two townships of range 20, so that they might be organized as the Township of Pelican. Petition was circulated in those two townships toward the end of the year. It was signed by Nils Nilson, William Orr, and others, and sworn to on January 6, 1915, by Fred Swartz, who testified to the accuracy of the statement that the legal voters in the territory at the time of the circulation of the petition did not exceed fifty. Thirty-three signed, asking for organization under section 452, General Statutes, 1913, and indicating that election place could conveniently be the Town Hall at Orr, in the southeast quarter of the southeast quarter of section 1 of township 64-20.

Movement Defeated.—The petition was considered by the commissioners at their January, 1915, session, and they set a hearing of objections for February 15th next. Nine days before that date, however, the petitioners requested the commissioners to withdraw the petition; consequently, the petition was dismissed.

Valuation of Leiding.—The Township of Leiding had an assessed valuation of \$613,397 in 1907; in 1919, the valuation was only \$422,400, notwithstanding the increased acreage. The tax levy in 1907 was \$10,024.93; in 1919 it was \$28,773.94.

Population.—There were only 22 people living in Leiding Township territory in 1900; in 1910 there were 610; and in 1920, it had

increased to 892. The establishment of the Village of Cusson is probably the principal reason for the increase.

Cusson (village) was platted in 1909, and so named in honor of S. J. Cusson, who at that time was the general manager of the lumber and logging company. The village has always remained a "company town," all the real estate and buildings belonging to the Virginia and Rainy Lake Lumber Company. Cusson is the administrative headquarters of the company's logging operations, which are of magnitude. It is a self-contained community, having good water, electric lighting plant, movie, school, and other community conveniences. Everybody living in the village is in the employ of the logging company. There are an average of 125 skilled workmen resident in Cusson, chiefly belonging to the railroad and machine shops of the company, which owns and operates 130 miles of railway to their many logging camps. At Cusson there are boarding houses for single men, and twenty-five dwellings for married men, who are able to rent a six-room house, with electric light and steam heat for about \$10 a month, with free light and water. Cusson, in reality is a pretty village, certainly not a place such as one is apt to imagine a community identified with the logging camps would be. It is well administered, F. H. Gillmor, who laid out the place in 1909, and who has been general superintendent of logging operations for the company for many years, makes his home in it, and he, together with his assistant, Mr. Erickson, looks well after the comfort and well being of the people in general and sees to it that the village is held to a sane standard of orderliness. Mr. Gillmor is one of the pioneers of the northern part of St. Louis County. He has been directly responsible for the clearing of timber from at least 200,000 acres of the northern part of St. Louis County, and has been in charge of the logging operations of the two principal lumber companies that have operated in that region, the Weyerhaeuser interests and the Virginia and Rainy Lake Company. He was with the former for eight years, and with the latter for twelve years, all spent in St. Louis County, north of Virginia. For nineteen years he has been superintendent of logging, and has caused to be cleared from the land of Northern St. Louis County from one and one-half to two billions of feet of timber. That in itself, in the turning of standing timber into cash was an appreciable service to the county, which of course directly benefitted in taxation; but when it is realized that the clearing of timber means that the way is clear for the permanent settler, the part Mr. Gillmor has had in the pioneer work of the county has certainly been substantial, and worthy of record. Some of the cut-over land north of Virginia has proved to be as good agricultural land as there is in the county.

The Village of Orr was laid out by William Orr when the railway was built through the township. He owns a store which is stated to have done a business of more than \$50,000 a year. He does much trading with the Indians of the Boise Fort Indian Reservation, bordering Pelican Lake. At Orr is a state bank, of which Wm. Orr is president.

Township Officials.—The township officials of Leiding in 1920 were: Nils Johnson, chairman; John Gabrielson and J. A. Fisher, supervisors; George Murette, clerk; G. H. Wirkkula, assessor; Frank Wardas, treasurer.

School System.—Part of Leiding Township is served by School District No. 66, and the remainder cared for, educationally, by the

county school administration. The townships of range 20 are in what is called the unorganized school district of the county, a school district in which there are 139 frame schoolhouses, to which go almost 4,000 children, and which district employs 162 teachers, and spends about \$15,000 a year for transportation of pupils. The school levy, in that part of Leiding Township served by the Unorganized School District in 1919 was 37.1 mills, on a valuation of \$263,035. Townships 64 and 65, north of range 19 west, are the limits of School District No. 66, in which are two frame schoolhouses valued at \$5,000 in 1919. The enrollment was sixty-two, and three female teachers were employed, in the year 1919-20, at an average salary of \$100.00 a month. The school levy was \$4,493.11. The school board officials were: Frank Wardas, Orr, Minnesota, clerk; Peter Marion, treasurer; Nils Johnson, chairman of directors.

Linden Grove.—The township of Linden Grove was organized in 1907. A petition filed with the county auditor in December of that year, and signed by C. J. Everson and others, sought to induce the county commissioners to organize congressional townships 62 and 63-20 as one township under chapter 143 of the state laws of 1905, the town organized in accordance therewith to take the name of "Linden Grove." The petition asked that the first town meeting be held at the residence of Norman Linsey, situated in the northwest quarter of section 9, of township 62-20.

C. J. Everson took oath to the accuracy of statements made in petition, and that in the territory at that time were resident not more than sixty legal voters.

The county commissioners met at Duluth on December 10, 1907, and on that day formed the township of Linden Grove, with boundaries as asked for in petition. And they ordered the election to be held on December 28, 1907.

Linden Grove had jurisdiction over the two congressional townships until 1916, when township 63-20 was set apart to form the township of Willow Valley (see Willow Valley, this chapter).

In 1908, the assessed valuation of Linden Grove Township was \$19,264; in 1919 it was \$47,682. The tax levy was \$857.25 in the former year, and \$3,323.44 in 1919.

Linden Grove, with two congressional townships, was found to have a population of 223 in 1910; in 1920, the census showed that 225 persons were then resident in its reduced area, township 62-20.

The township had no railway connection nearer than Cook, about seven miles from its eastern boundary, but it has some prosperous farmers. The township is watered, as well as drained, mainly by the Little Fork.

Linden Grove was at one time in School District No. 53, but that school district has been dissolved, and the territory is now part of the Unorganized School District directly supervised by the county administration. The tax levy for school purposes in 1919 was 37.1 mills.

The township officials, in 1920, were: Ben Wilkins (chairman), L. W. Simmons, supervisor; C. J. Everson, clerk; J. B. Wien, assessor; John Frandson, treasurer.

McDavitt.—The township of McDavitt was erected in 1894, such action by the county commissioners following the presenting of a petition by the voters of township 56 north, range 18 west. The petition was signed by Dagobert Mayer and twenty-four other residents of the township named, which they sought to have organized

under the provisions of chapter 10, General Statutes of 1878, as the township of McDavitt.

The request was granted by the commissioners on March 7, 1894, the commissioners then ordering notices to be posted in conspicuous places throughout the township calling the voters to the first town meeting, to be held at the residence of Ole Thorpe, situated in the southeast quarter of northeast quarter of section 10, on March 26th.

The election was duly held, and the township has since remained as originally constituted, as to boundaries. It is now well-developed agricultural land in parts of the township, through which pass two railways, a third its northeastern corner. There are several small sheets of water, and the St. Louis river winds its way tortuously through the township from northeast to southwest.

In 1895, the year following its erection, the township of McDavitt had an assessed valuation of \$37,178; in 1919 its valuation was \$87,287. The taxes in 1895 totalled to \$721.25; in 1919 they were \$5,805.04.

The population of the township in 1900 was 156; in 1910 it was 357; and 398 in 1920. Zim is the principal community within the township.

The township officials in 1920 were: Jest Mobreten (chairman), Charles Newberg and Emil Johnson, supervisors; H. P. Teed, clerk; Ole Olson, assessor; Chas. Stenlund, treasurer.

McDavitt township is served by two school districts, No. 31 (see Ellsburg township, this chapter), and No. 80. There is only one schoolhouse in district No. 80. It is valued at \$1,000. There was an enrollment of 28 scholars in 1919-20 year. The one teacher (female) received \$75.00 a month salary, for a term of eight months. The school board officials, in 1919-20, were: John Mobrotin, Forbes, Minnesota, clerk; S. M. Anderson, treasurer; Severin Johnson, chairman of directors. The school levy amounted to \$1,046.30. The school levy (on \$45,435) for School District No. 31 was 36.1 mills.

Meadowlands.—The township of Meadowlands was erected in 1903, out of part of the township of Kelsey. A petition was prepared by the inhabitants of congressional townships 53 north, ranges 18 and 19 west, asking that those townships be detached from the township of Kelsey and organized, said new township to take the name of Meadowlands.

Organization.—The petition came before the county commissioners at their session of July 13, 1903. They approved the petition, having a month earlier called for remonstrances.

First Election.—The election was accordingly held at the house of L. J. Jochem, situated on section 23, of township 53-19, on July 31st, and the following were elected: Andrew Nelson (chairman), Nels J. Matson and L. Miller, supervisors; Dan O. Anderson, clerk; Gust. Anderson, treasurer; John M. Olson and J. H. Miller, justices; Joseph Miller and Chas. E. Lowe, constables.

Valuation.—In that year the township had an assessed valuation of \$46,058. The land has been much improved since, the valuation standing in 1919 at \$253,035. Taxes in 1903 amounted to \$1,381.74; in 1919 the township was called upon to pay \$20,116.28, \$12,000 of which was the school levy.

School System.—Meadowlands school system is designated Independent School District No. 50, which serves all of township 53-18 and part of township 53-19. The district has three schoolhouses, all frame, the three valued at \$15,000, in 1919. There is an excellent and large consolidated school at Meadowlands (village). The district

employs a staff of eight teachers, one male, whose salary was \$177 a month. The seven female teachers had an average salary of \$139 a month for the school-year of nine months. Professor E. R. Hephner is the superintendent, and the school board officials are: A. F. Johnson, Meadowlands, clerk; Andrew Nelson, treasurer; D. O. Anderson, Charles Palmer, John Sontra and H. A. Heldt, directors. The district has a good reputation, its standard of education being excellent.

General.—The population of Meadowlands in 1910 was 451; in 1920 it stood at 773. It is the center of fine agricultural land, and there are some excellent farming properties in the township. The Duluth and Iron Range Railway Company has a large demonstration farm at Meadowlands. The White Face river passes through the township, and to the west, dividing Elmer township from Meadowlands, the St. Louis river runs. Its course through township 53-19 places about six sections of that township within the limits of Elmer (see Elmer township; this chapter). Two branches of the Duluth, Missabe and Northern railway passes through Meadowlands township, one branch having a station at Meadowlands, and the other at Birch and Payne. The Great Northern railway also passes through, so that in railway facilities Meadowlands is favorably situated.

Present Officials.—The township officials in 1920 were: Chas. F. Palmer (chairman), Max Bernsdorf and Roy Speece, supervisors; Max Schleinitz, clerk; Ralph E. Armstrong, assessor; Herman A. Heldt, treasurer.

Mesaba.—The township of Mesaba, the boundary of which is that of congressional township fifty-nine north, range 14 west, seemed at one time to be of much more importance to St. Louis County than it appears to be today. In it were undertaken some of the first explorations for iron ore of the Mesabi range.

A Pioneer's Story of the Mesabi.—David T. Adams, now of Chicago and Duluth, but in the eighties and nineties of the nineteenth century one of the most successful and capable mining pioneer explorers of the Mesabi Iron Range, writes, under date of December 7, 1920:

“The actual Mesabi range in which iron ore of commercial grade was found is that part lying horizontally in the low lands along the easterly foot of the height of land in Minnesota known as the Mesabi Heights, from a point in township 59, range 14, southwesterly through St. Louis County and into Itasca County, comprising a total distance of approximately 110 miles. It is a hematite formation, and is covered in the main by glacial drifts and erosion from the high lands to the north. A change in the formation takes place in about the center of township 59-14, and from there on, northeasterly to its terminus on the east side of Birch Lake, in the Vermilion range basin, is a magnetic formation, projecting above the surface and surrounding country, and in some places pitching sharply to the south under the gabbro, which is found in that locality. It was not known that the magnetic formation, comprising the eastern end of the Mesabi range, changed in character and had any connection with the hematite formation to the west of a point in township 59-14, until some time during the years 1883 and 1889. Fragments of rock from the formation and clean pieces of hematite ore were strewn over the surface along its entire length, from about the center of township 59-14, St. Louis County, and extending for several miles to the south of the range, and in some places to the north, covering a large area in width, as well as in length. And until the years between 1883 and 1889 no one seemed

to know anything about the western part of the range, or its trend, excepting to advance the theory that a blanket formation existed somewhere inside of the borders of the drift area, and that commercial deposits of ore could not exist in the formation on account of its nature and horizontal position which was a complete change, and unlike any other iron range in the Lake Superior region, or anywhere known at that time.

"There have been many conflicting stories written by outsiders on the discovery of the Mesabi range, some contending that the range was known to the Indians for generations, and by the earliest white inhabitants of northern Minnesota. Their contentions were true in certain respects. What is known as the eastern end of the Mesabi range, which outcrops boldly and is magnetic in character, was known to exist years before the Mesabi Range proper was discovered. * * *

"My attention was attracted to the possibility of the existence of commercial bodies of hematite ore in the southeastern slope, or in the low lands of the Mesabi Heights, in the year 1883. In the fall of that year, I made a trip from Agate Bay (where now is the city of Two Harbors, Lake county, Minn.), accompanied by one James Lane. Our route was across country, following as nearly as possible the survey of the Duluth and Iron Range Railroad, which was then being constructed from Agate Bay to Tower. The purpose of the trip was to inspect the country, along the survey, for its mineral possibilities. At a point about one mile southeasterly of what is known as the Mesabi Gap, and south of the Tamarack swamp which lies at the foot of the gap, my attention was attracted by fragments of quartz and clean pieces of hematite ore strewn over the surface, at a point which I learned after to be in section 20, township 59-14. I spent a few days in that vicinity, exploring the country as far east as the magnetic cropping, and southwest over the hematite formation in the footlands along the slope of the Mesabi Heights for some distance. In this latter direction I found numerous indications of drift ore and quartz, as far as I went. I ascended the hills to the north of the places where I found the drift in the bottom lands to be the thickest, and in each ascent I made I found that the drift ore of the character found in the low lands at the foot of the heights disappeared completely, which was conclusive evidence that the numerous pieces of clean drift ore found in the low lands to the south of the Heights did not come from its summit, nor from the Vermilion range to the north, but must have come from an iron formation under the surface of the low lands, immediately south of the Heights. The drift ore did not show any great glacial wear, indicating plainly that the fragments of the ore were pressed up from the formation by frost, or broken from the ledge and washed to the surface by floods or torrents descending from the high lands through ancient water courses. The theory I formed at that time on the possible occurrence of merchantable deposits of ore in the low lands along the southeasterly slope of the Mesabi Heights (only more in detail) was never changed, and was always followed by me during all of my explorations in after years on the Mesabi range. I returned from this trip the same way I went in, and did not return to the range again for three years. * * *

"Some time during the spring of 1887, I made another trip to the west end of the range, accompanied by A. J. Harding, then of Duluth. On this trip, I traced the range to the southwest, from the ledge in Prairie River to the Mississippi River. * * * I then travelled

northerly from Prairie River for a considerable distance, examining the drift ore as I went, and tracing it to the north boundaries of its source. After five or six days to the east, I returned to Prairie River, and pitched camp on the south side, between the upper and lower rapids. That same night, Captain LeDuc, then of Duluth, but a veteran explorer and mining man of the Michigan ranges, and his son, Ernest, who had come through the country from 59-14, on the eastern end of the range, pitched their tent alongside mine, and we all spent a delightful evening around the camp fire, talking of former exploring trips, * * * and of the possibilities of the new range. In the course of our conversation, the captain told me of many places where he had found drift ore and quartz on the surface, also that in his opinion some of the largest bodies of hematite ore in the world would be found in the future somewhere between township 59-14 and where we were camped. I heartily agreed with him, as he was the only man I had heard, up to that time, express that view. * * *

"In, about, the winter of 1887, and during the spring and summer of 1888, Captain John Mallman of Duluth did some exploring on the east end, in section 11, of 59-14. He was the first to start actual explorations on the east end; and in the exact place, section 20-59-14, where I found my first drift ore in the fall of 1883. Captain Frank Hibbing did some work, * * * but none of these explorations proved a success.

"In, or about, the fall of 1888, I gathered about 500 pounds of banded magnetic ore and slates from croppings in township 59-14, in the interest of Judge Ensign, Colonel Gagy, Major Hover, and a Mr. Peatre. I took the ore to New Jersey (the name of the place I have forgotten), and had a concentrating test made on a magnetic concentrator invented by one George Finney—possibly the first of its kind in existence. The separation was successful; the ore after treatment analysed well over 60 per cent in metal, but on account of the high cost of treating the ore at the time, nothing further was done by us, in trying to commercialize the magnetic ores of the eastern Mesabi. In the winter of 1888 and 1889, I did some work in section 11-59-14 on the magnetic formation, with no success."

Mesaba Village Township Organization.—From the foregoing extracts from the narrative of Mr. David T. Adams, it will be realized that the thoughts of mining men of St. Louis county were, as regards the Mesabi range, first centered on township 59-14, which now is the township of Mesaba. In the early '90s, lumbering operations, and mining explorations were active in that township, and a community formed in section 21, it being ascertained that 201 people were resident there on May 25, 1891, when a census was taken for the purposes of prosecuting an endeavor to get corporate powers for the community. A petition, bearing date May 29, 1891, was circulated in that part of congressional township 59-14, and signed by E. P. Lowe, F. C. Colvin, and thirty-eight others, praying the county commissioners to grant the inhabitants corporate powers, under chapter 145, General Laws of Minnesota, 1885, as a village called "Mesaba," with boundaries as follows: eighty acres situated in section 21, being the southern half of the northwest quarter of that section of township 59-14, said eighty acres having already been platted, and the plat recorded at the office of the Register of Deeds, on May 13, 1891, and designated the "Mesaba Central Division."

First Election.—The petition came before the county commissioners at their June, 1891, session, and meeting with their approval,

an election was ordered to be held at the schoolhouse, lot 32, block 1, of townsite of Mesaba Central Division, on July 7th. It was duly held, and resulted in seventy-seven of the eighty-two votes cast being in favor of the incorporation.

First Officers.—Election for officers was held at the same place on July 25, 1891, when the following named residents were elected: E. P. Lowe, president; F. S. Colvin, recorder; A. G. McKinley, treasurer; John L. Olson, James Caza and E. A. Taylor, trustees; D. B. Clark and J. H. Woodman, justices; Fred Nelson and A. H. Allen, constables.

Petition to annex land in the south part of the north-eastern quarter of north-western quarter of section 21 was presented to the county officials early in March, 1893. Election was held in the village on May 16th, and, of 31 votes cast, 28 favored the addition to the village.

Village and Township Assessment.—The village of Mesaba has almost passed away. Its population, never big, has dwindled to an insignificant number. In 1910 there were 84 people living in it, and in 1920 only 54. It had had two or three spurts of activity in its history, but they have not been of long duration or much consequence. It is rather remarkable that, in 1914, a Town Hall of brick and stone was built at a cost of \$9,000, and a water and lighting system installed. While there are several mines in the township, the assessed valuation of both village and township does not exceed \$440,000. And the population of both township and village has dropped from 697 in 1910 to 115 in 1920.

The village officials in 1920 were: John Wallace, president; Geo. H. Saliday, Jack Reed, and A. D. McRae, councilmen; A. P. McRae, clerk; Chas. Wallberg, treasurer.

Not many of the old pioneers of the village and township still reside in it. Judge A. D. McRae is probably the oldest resident, and he dates back, in residence, only to 1899.

There is a fine school building at Mesaba, but the village and township school system is under the direction of the Aurora district (No. 13).

Organization of Township.—The incorporation of the village of Mesaba preceded the organization of the township of that name. The township was not formed until September, 1892, fifteen months after the village took corporate power. It was then brought about in response to a petition signed by A. M. McKinley, E. P. Lowe, D. B. Clark, F. S. Colvin, and others, the commissioners granting the petition on September 6th.

First Township Officials.—Election was held, "at the Mesaba Lumber Company's store building in the village of Mesaba," on September 24, 1892, and brought the following into office: N. B. Shank (chairman), Thos. McDonald and Frank Schue, supervisors; G. J. Hardy, clerk; F. S. Colvin, treasurer; Jas. A. Robb, assessor; D. B. Clark and John L. Olson, justices; Fred Nelson and Fred Clark, constables. According to custom, the clerk notified the county auditor of result of election. After listing names of officers he added: "all good Republicans but one."

Mining in Township.—Mining has not been appreciable in the township. John Mallman's work of test-pitting and shaft-sinking did not create or hold interest after the great discoveries further west on the Mesabi range in 1890 and later. John Mallman had leased land from Lazarus Silverman, of Chicago, and in association with Trimble

had gone well forward with his work when the rush westward occurred. The Mallman property passed through many hands during the next decade or so. In, about, 1905, it came into the control of Capt. M. L. Fay. Later, the lease was sold to Capt. G. A. St. Clair, and the Duluth and Iron Range Railroad Company built a five-mile spur to connect the property with their system, in 1907. It became known as the Spring mine, and in 1907, 15,000 tons of ore was shipped from it, 20,000 tons in 1909, and 30,000 tons in 1910, since which year it has not been worked.

The Mayas mine, Northeast quarter southwest section 15, township 59-14, also belonged to the St. Clair interest. It was explored in 1905, and began shipping in 1906, in that year shipping 107,244 tons, and slightly more in the next year. Nothing further came from it until 1918 when (as from the Vega mine) came 4,382 tons, and in 1919 8,799 tons.

From the Knox mine, explored by Hartley, Congdon and others in 1903, shipments began in 1909. Only about 350,000 tons has, however, been won from this mine, which is situated in southeast quarter southwest section 19-59-14. It is now owned by the Graham Iron Company, which company also operates the Graham mine, 2-59-14. That started shipping in 1913, and in the next four years produced more than eleven hundred thousand tons. The Vivian mine, 20-59-14, owned by the Northern Pacific Railway Company, was operated for three years, 1913-15, and yielded about 73,000 tons. The only other mine in 59-14 is the Adriatic, west quarter northeast section 30-59-14, operated by the Adriatic Mining Company. The mine was explored by O. D. Kinney, E. B. Hawkins, and others in 1901-02, and is one of the Pickands Mather and Company properties. The first shipment from it was in 1906, and only 1,100,000 tons have been mined there altogether.

Taxes.—That is the extent of the mining operations in Mesaba Township, and there is not much more ore in sight. Still, even yet the township pays a substantial sum in taxes. In 1892, the tax levy in township and village of Mesaba totalled to \$806.99; in 1919 the levy was \$32,246.61.

Township Officials, 1920.—The township officials, in 1920, were: John Wallace (chairman), Chas. Wallberg and Even Froen, supervisors; C. M. Ford, clerk; A. P. McRae, assessor; J. C. Schmid, treasurer.

Midway.—The township of Midway is a continuation of the old township of Fond du Lac, which was one of the oldest townships of the county.

St. Louis County, Minnesota, was erected in 1856, and in the same year the village of Fond-du-Lac was surveyed by Richard Ralf, and platted into village lots. The plats were signed by James A. Markland, attorney for the proprietors.

The townships of St. Louis County in 1873 were Duluth, Oneota, Fond-du-Lac, Rice Lake, and Hermann. All else was classed as "outside lands."

The township of Fond-du-Lac in that year had a taxable value of \$35,408.00. The total levy was forty-two mills.

A census of Fond-du-Lac was taken on January 30, 1893, and showed that there were then 190 residents in the area.

At about that time a petition was circulated, with the object of "incorporating as the village of Fond-du-Lac all of sections 5, 6, 7 and 8 of township 48-15," a portion of the territory "duly platted into

lots and blocks, as the town of Fond-du-Lac," and duly recorded in the office of the Register of Deeds; and sections 6 and 8 "platted as East Fond-du-Lac"; the balance unplatted, it being asserted that no part was in any incorporated village or city.

The petition was signed by W. H. Hollenbeck, and thirty-one other freeholders, and was dated February 28, 1893.

The petition was approved and granted on March 3, 1893. Accordingly, election was held, on April 11th, W. H. Hollenbeck, B. F. Bishop, and C. A. Krause acting as inspectors of election. They certified that at the School House of District No. 2, of St. Louis county on April 11, 1893, the election was held, and that, of forty ballots cast, thirty-one votes were in favor of incorporation, and nine against.



HISTORIC FOND DU LAC

On July 7, 1896, a petition, signed by Olaf Gulbrandson and thirty-five others, sought to change the name of the township of Fond-du-Lac to "Midway." The county commissioners granted the petition on that day. The township then had an assessed valuation of \$96,596; in 1919 it was only \$123,277. The taxes in 1896 amounted to \$2,023.31. In 1919 they totalled to \$7,024.45.

Fond-du-Lac is in two school districts: Independent School District No. 1 (see Proctor), and district No. 7. District No. 7 embraces most of township 49-15, and has three schoolhouses, all of frame construction, the three valued at \$2,500. The enrollment at these rural schools in 1919 totalled to 112 scholars. They were instructed by three female teachers, who received an average salary of \$80 a month, for the school year of eight months. The school levy was \$1,906.10. The school board officials in 1919-20 were: H. Norman, clerk; Mrs. Anna B. Forsell, treasurer; P. E. Nordin, chairman of directors. School District No. 1 made a school levy of 62 mills, Midway's share being on an assessed valuation of \$16,588.

The township officials in 1920 were: Aaron Stark (chairman), Eric Johnson and John A. Anderson, supervisors; Henry Norman, clerk; Emil L. Nolin, assessor; John F. Anderson, treasurer.

The foregoing is only a brief, but necessary, review of Midway township for this chapter. Many other references will be found elsewhere in this volume to Fond-du-Lac, one of the most historic places of St. Louis County; in fact, of Minnesota.

Missabe Mountain.—The Township of Missabe Mountain, which is one of the wealthiest of the county, was organized in 1892. In 1892, its assessed valuation was \$315,400, but mining discoveries and developments, and the rapid growth of the cities and villages within its borders—Virginia, Eveleth, Franklin and Gilbert—has increased its valuation to more than \$64,000,000, and taxes amounting to almost \$4,500,000 were levied on property of Missabe Mountain Township and incorporated places in 1919. In 1892, the total tax levy of Missabe Township was \$5,152.87. Truly, a noteworthy development within a period of not much more than a generation.

Township Organization.—In June, 1892, a petition was circulated among the residents of congressional township 58-17. The petition, addressed to the county commissioners asked that petitioners, legal voters of the territory concerned, be granted township powers, provided by chapter 10, of the General Statutes of Minnesota, 1878, over township 58-17. J. D. Middleton swore to the accuracy of the statements made in petition, on June 3, 1892, on which day it came before the county commissioners for their consideration. They approved the petition, and set off township 58-17 as the Township of Missabe Mountain, and ordered election to be held at the Missabe Mountain Camp, situated in the western half of section 8, on June 22d.

First Officers.—Election was then held, eighteen votes being cast, with the following result: Charles Davis, Emile Burnett and Thomas Short were elected supervisors, the last named being chairman; A. L. Culbertson, treasurer; Noble Beatty, assessor; Greenway and C. D. Hanson, justices; John McLeod and James Gallagher, constables; Joseph Elliott, clerk.

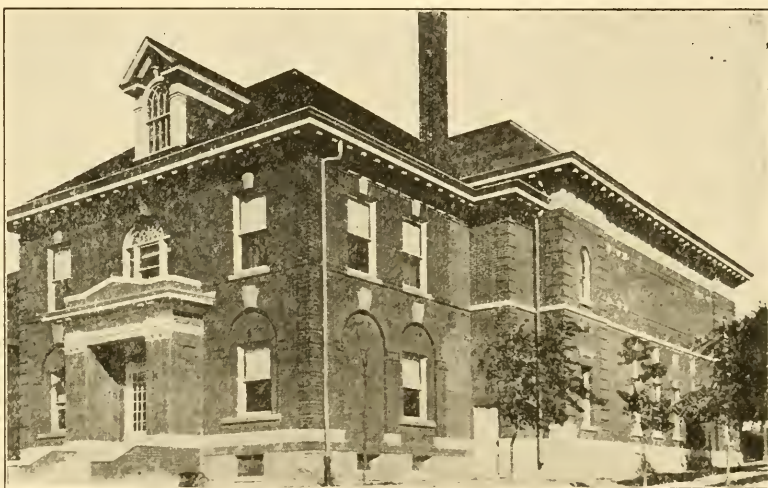
Mining.—The mining operations within the boundaries of Missabe Mountain Township are of such extent that even the briefest review could not be made in this chapter. But in other parts of this work ample reference to that phase of the township affairs will be made. And the establishment and growth of the cities of Virginia and Eveleth, and of the village of Gilbert will be the subjects of special chapters.

Population.—The population of the township in 1890 was so small that it has not been recorded. In 1900 the population was 2,246; in 1910 it had increased to 5,410; and in 1920, to 5,502. These figures are exclusive of the two cities Virginia and Eveleth, but inclusive of the two villages of Gilbert and Franklin. Franklin's population, in 1920, was 807. (It was not incorporated until 1915.) Gilbert, which was incorporated in 1908, had a population of 1,700 in 1910 and 3,510 in 1920. Add Virginia 1920 population, 14,022, and that of Eveleth, 7,205, to the figures for the township, and it will be seen that Missabe Mountain Township is the most populous of the Range townships.

Education.—Missabe Mountain is in three school districts, Nos. 18, 22, and 39, Gilbert, Virginia, and Eveleth, respectively. Gilbert Independent School District No. 18 has direction and responsibility for education in part of townships 57, 58, and 59-16, and part of 58-17; Virginia Independent School District No. 22 has the administration of school affairs in township 59-17 and part of 58-17; and Eveleth Independent School District No. 39 covers 57-17 and part of 58-17.

The history of these school districts will be found in the city and village chapters.

Franklin, The Incorporated Village of.—A petition, signed by George L. Noyes, G. H. Lohneis, and Joseph Hendy and others resident in the mining location known as Franklin, was circulated in January, 1915, the petition seeking to obtain consent of the county officials to the incorporation, as a village to be named "Franklin," of the "westerly 518 feet SE qr., NW qr., sec. 9, of township 58-17, platted into lots and blocks, as the Plat of Franklin" and certain adjoining territory, embracing in all about 1,320 acres. A census carefully taken, of the people living on the land for which corporate powers were sought disclosed that, between January 26th and February 2d of that year, 1915, there were 908 residents. This and other statements made in petition were sworn to, as to accuracy, by the petitioners above named. The petition was filed with the



MISSABE MOUNTAIN TOWNSHIP HALL (NOW THE HOME OF EVELETH MASONS)

county auditor on February 5, 1915, and considered by the county commissioners on the day next following. They adopted the petition at that meeting, and ordered election to be held on March 6, 1915, at the Franklin Mine Office.

The election was held, and of seventy votes cast, sixty-five were in favor, and five against.

It is a well administered mining village, with many of the conveniences of larger communities. On December 17, 1917, an election was held to decide whether ordinance "providing for the erection of a waterworks for public purposes, and for private use, in the Village of Franklin * * * to cost not to exceed sixty thousand dollars" shall be ratified. Twenty voted, all in favor.

The Franklin Mine, which belongs to the Republic Iron and Steel Company has been worked steadily for a generation, and has yielded about 2,400,000 tons of ore. Apparently, very little is now available.

Old Town Hall.—It is of interest to note that the Missabe Mountain Town Hall, which was built at a cost of \$10,000 in 1906,

at the north end of Adams Avenue, Eveleth, was sold in 1919, or 1920, to the Masonic fraternity of Eveleth. The historic building, after considerable alteration, both to interior and exterior was opened, with appropriate ceremonies, as the Masonic Temple, in October, 1920.

Present Officials.—The officials of Missabe Mountain Township in 1920 were: Ed Coombe, chairman; T. A. Flannigan, and J. W. Williams, supervisors; D. D. Rutherford, clerk; Roy Edmunds, assessor; Floyd F. Murray, treasurer.

Morcom.—The Township of Morcom, the area of which is one congressional township, that of township 61 north, range 21 west, was erected in 1903. It is far from railroads, but is good agricultural territory, being bounded by French Township on the south, by Sturgeon Township on the east, by unorganized territory on the north, and by Itasca County on the west.

F. A. Thompson and fourteen other freeholders of township 61-21 signed a petition on June 1, 1903, asking the county commissioners to organize their territory as the Township of Sturgeon. (Sturgeon Lake is within a couple of miles of the southern boundary line of Morcom Township, and Sturgeon Townships, 61-20, had not then been formed.) However, the township name was altered before the petition was presented to the county officials, the second name chosen for the township being "Roosevelt."

As the Township of Roosevelt, the commissioners erected township 61-21 into organized territory, on September 3, 1903. They caused notices to be placed in public places throughout that territory notifying the legal voters of it that an election would be held on September 23, 1903. The election was held and the township came into actual administration as an organized area. The state auditor found, however, that there was another Township of Roosevelt in the state, and consequently requested the county commissioners to cause to be selected another name for the organized township 61-21. The commissioners appear to have then themselves selected a name, that of Morcom, probably to honor the long service to the county of Commissioner Elisha Morcom, of Soudan. The name was confirmed by the residents of the township.

In 1904, Morcom Township had an assessed valuation of \$48,732; in 1919 its valuation was \$66,657. Its taxes increased in the same period from \$1,481.45 to \$3,912.76.

The federal census showed only one person as having residence in township 61-21 in 1900; in 1910, the population was stated to be 76; and in 1920, 125. They are legitimate settlers—agricultural pioneers, who are clearing wild or cut-over lands, and bringing them gradually into good farming acreages.

The present township officers are: Ole H. Johnrud, chairman; Theo. Helm and Gullik Fosso, supervisors; Ole J. Eid, clerk; L. E. Sellberg, assessor; A. A. Olson, treasurer.

The township is the area covered by School District No. 48. There are two schoolhouses, both of frame, valued in 1919 at \$3,000. Apparently, however, only one schoolhouse is in use, as during the school year 1919, when the enrollment of scholars in the township was 26, only one teacher was engaged, she being paid a salary of \$95 a month, for the school year of nine months. The school levy in that year was \$1,486.45. The school board is at present constituted as follows: Herman Thompson Cook, clerk; A. A. Olson, treasurer; Mrs. E. E. Pixley, chairman of directors.

Morse.—The Township of Morse, which embraces four congressional townships, is particularly historic. Its organization dates back to 1887, and its history to the pioneer mining days of Northern Minnesota. The City of Ely, and Village of Winton are within its borders, and some of the richest mines of the Vermilion Range. Its valuation (assessed) has increased from \$41,693, in 1887, to \$6,768,738 in 1919, the last figure including the City of Ely, the assessed valuation of which in 1919 was \$4,767,996. The Township of Morse contributed to the taxes of St. Louis County in 1887 only \$366.90. In 1919, the tax levy (including Ely and Winton) of Morse Township was \$522,148.77. It will therefore be seen that Morse Township is a factor of importance to and in St. Louis County.

The township was organized by the county commissioners at their session of July 9, 1887, such action being taken in response to a petition dated June 16, 1887, said petition having the signatures of H. R. Harvey, J. H. Hopperton and others, and seeking the organization as the "Town of Morse," of congressional townships 62 and 63 north, range 12 west, "and such portions of townships 63-11 and 62-11 as are in St. Louis County."

The election, or first town meeting, was ordered by the commissioners to be held on July 28th of that year, "at the Post Office Building in the Town of Ely."

Thus, the Township of Morse came into being. There had been an earlier attempt to organize township 63-12, as the township of "Odanau," a petition to that effect having been prepared in May, 1887, signed by Thomas Ross, D. A. Ross, and others, and dated May 31st, but whether this petition came before the commissioners earlier than that dated June 16th, upon which they acted, is not clear, the record stating that the petition of Thomas Ross and others was referred back to the commissioners without recommendation by the committee appointed to examine and consider it. It came back to the commissioners at the session of July 9, 1887, and was "laid on the table," the commissioners on same day granting the Harvey-Hopperton petition.

Ely, Village of.—Ely became a village in 1888, and a city in 1891, as will be elsewhere reviewed in this work, and now has a population of 4,902.

Winton, Village of.—The Village of Winton was incorporated in 1901, a petition, dated May 22d, of that year, and signed by C. O. Bystrom and John L. Olson and others then resident in the territory concerned, sought to have incorporated all "that portion of the SE qr. of NE qr., and the NE qr. of SE qr. of section 24 of township 63-12," as the village of "Fall Lake," under authority of chapter 145 of the General Laws of Minnesota, 1885, said land having been platted, and the plat filed with the Register of Deeds, at the county offices, Duluth, on October 5, 1899, and marked: "Plat of Fall Lake."

The petition was filed in the office of the county auditor on June 1, 1901, and came before the county commissioners for their consideration and action on June 10th. They ordered a special election to be held to ascertain the will of the voters of that territory, designating the "lower room of building on lot 4, block 5, of plat of Fall Lake" as the place of assembly for voting, and setting July 23d as the day of election.

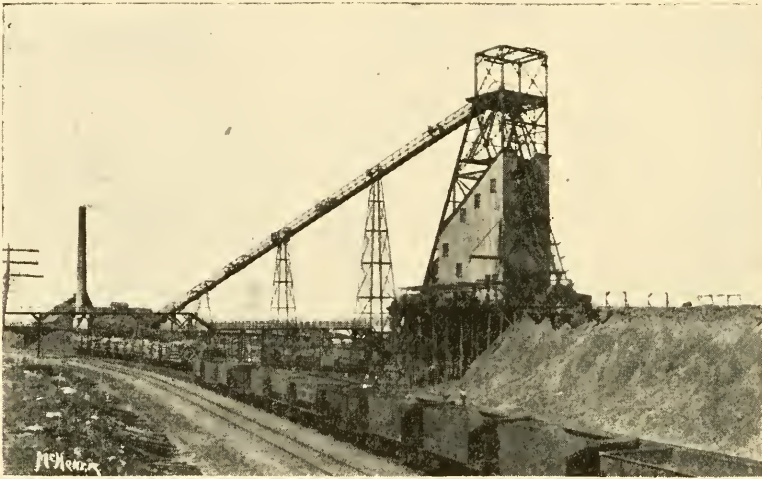
The election having confirmed the petition, the commissioners ordered election to be held at same place on August 10, 1901, to bring the incorporation into operation by the election of village

officers for that year, and in due course the village administration became: L. B. Hagen, president; N. M. Buffer, recorder; Hy Meyer, J. P. Westlund and Andrew Hansen, trustees; Henry Dastula, treasurer; Frank Carlson and Oscar Olson, justices; J. W. Wilkins and John Meyer, constables.

The Village of Fall Lake became a separate election and assessment district in 1906, and continued as "Fall Lake" until 1914. Ordinance No. 21, passed and approved May 12, 1914, was authority for the change of the village name from "Fall Lake" to "Winton."

Winton (as Fall Lake) had an assessed valuation of \$19,126 in 1902, and the tax levy was \$638.81, for all purposes. In 1919 its valuation was \$36,034, and levy \$2,637.43.

It is part of School District No. 12 (Ely), and the school levy in 1919 was 26.7 mills. Its population on May 22, 1901, when census was taken for the purposes of petition for incorporation, was stated



PIONEER SHAFT AND POWERHOUSE, ELY

in that instrument to have been 227 persons; the federal census of 1910 showed 423 residents; and the 1920 census credited Winton Village with 499 inhabitants, so that its growth has been healthy.

The village officials in 1920 were: Andrew Hanson, president; George Hendrickson, John Maki, Gust Kuskila, trustees; Oscar Larson, clerk; John A. Hurtley, assessor; Gust Johnson, treasurer.

The important mining within Morse Township will be the subject of a special chapter of this work, and need not be further written of here. The lakes of the township will also be referred to elsewhere; they make the township one of the most beautiful in St. Louis County.

The township officials in 1920 were: Alex Whitten, chairman; H. J. Fatland, supervisors; I. J. Walker, clerk; H. C. Hurning, assessor; Matt Knutte, treasurer.

New Independence.—The Township of New Independence is one of the well-established farming townships of St. Louis County. It was set off in 1890, following a petition by Peter E. Schelin and others.

They wished to have township 52-17 organized as the Town of "Independence." The petitioners were represented by P. E. Schelin

and E. S. Erickson, who filed the paper with the county authorities on February 25, 1890, and then took oath to the accuracy of the statements made in the petition, also to the regularity of its signing.

The question of organization came before the county commissioners at probably one or more meetings before that during which they granted the request, and organized the township, which they did on June 5th of that year. They named it "Independence," and the first township meeting, which was held in the log house on the northeast quarter of section 34 of that township, on June 24th, was conducted in the name of the town of "Independence." When it became "New Independence" has not been discovered by present compiler.

The Township of New Independence is bounded by the Township of Industrial on the south, by that of Grand Lake on the east, by Northland, on the north, and by Alborn on the west. It has two small communities, Independence being the larger. There are a couple of lakes in the township, and the Cloquet River passes through a few sections in the southeast. It has no railway connection, but three systems pass within easy reach.

The township had an assessed valuation of \$24,587 in 1890; in 1919 its valuation was \$65,517. It pays about \$5,000 a year in taxes.

The population of the township in 1900 was 77; in 1910 it was 241; and in 1920 there were 233 residents.

The school system is mainly under the county school superintendent, as part of the Unorganized School District, which takes over the direction of education in sparsely populated townships. Part of the township comes into School District No. 33 (Alborn).

The present township officials are: S. T. Haakenson, (chairman); Charles Schelin and Walter Schwartz, supervisors; Erik J. Erikson, clerk; John Fjerem, assessor; Emil Windmiller, treasurer.

Nichols.—The Township of Nichols, the boundaries of which are township 58 north, range 18 west, and the southern half of township 59 north, range 8 west, might appropriately have been named the Township of Merritt, for its most important history has been that which has reference to the mining explorations and operations of the brothers Merritt, who were the first to bring Mesabi iron ore onto the market by railroad. The brothers Merritt, of Duluth, were the most active of the interests that sought in the early '90s to prove and market the ore that explorers were convinced was to be found on the Mesabi Range; their operations were on a larger scale than those of any other interest on the Mesabi in the first few years of the last decade of the Nineteenth Century; and although, in the main, the financial benefits of their initial operations passed to other capitalists, the brothers Merritt probably are entitled to the first place among the pioneer explorers and mine operators of the Mesabi Iron Range of Minnesota. They had many experienced mining men test-pitting for them in 1890-92, and their most spectacular operations were in township 58-18, where they developed the Mountain Iron Mine, from which the first trainload of ore shipped from the Mesabi Range left Mountain Iron in October, 1892, the enterprise of the Merritt companies also being responsible for the tapping of the district by a railway.

Early Explorations.—The U. S. Geological Survey, XLIII, records the following of the Merritts, and their operations:

"The most important of the explorers were the Merritts, and their faith in the Range was the first to be rewarded. One of their

test pit crews, in charge of Capt. J. A. Nichols, of Duluth, struck ore on November 16, 1890, in NW qr., sec. 3, T. 58 N., R.18 W., just north of what is now known as the Mountain Iron Mine. Ore was next discovered by John McCaskill, an explorer, who observed ore clinging to the roots of an upturned tree on what is now the Biwabik mine. This led to the discovery of that mine, in August, 1891. Ore was quickly discovered in other places, and the rush of explorers followed."

However, as the organized township 58-18 was not named Merritt, it is fitting that it should take the name of their mine captain, J. A. Nichols.

Discovery of Ore.—Regarding the discovery of the first merchantable deposits of iron ore on the Mesabi Range, David T. Adams, in an article specially written for this historical compilation, in December, 1920, states:

"In, or about, the winter of 1889 and 1890, Captain Nichols started explorations for the Merritt Brothers, of Duluth, on the Mountain Iron, in the northern part of the N. half of the NW qr. of section 3, township 58, range 18, on the northerly feather edge of the deposit. The matter encountered in his first series of test pits was a red ocherous ore. About the same time, Captain Kehoe started explorations for the Merritt Brothers on the Biwabik, in the northwest corner of the NE qr. of the NE qr. of section 3, township 58, range 16, in a spot where Jack McCaskell had previously discovered yellow ocher on the roots of an upturned tree. His first work was also on the northerly feather edge of the deposit, and the material encountered in his first few pits was a brownish and a yellow ocherous ore. About the same time, I started explorations for A. E. Humphreys, George G. Atkins, and others, on the Cincinnati, in the NW corner of the SW qr. of the NW qr. of section 2, township 58, range 16, and I encountered a blue ore in my first pit, after passing through about thirty feet of surface. That was the first commercial blue ore discovered on the Mesabi Range. Captain Kehoe then moved his works to the south and started a pit almost due west of my No. 1 pit on the Cincinnati, and after passing through about thirty-five feet of surface and brown ore, he encountered blue ore on the Biwabik. John T. Jones happened to be there at the time, and saw the first bucket of ore hoisted out of the pit, and he rushed to Duluth and secured a sub-lease on the Biwabik, in favor of the late Peter L. Kimberly, before Kehoe had a chance to report the find to the Merritt brothers. Thereafter, Captain Nichols moved his works on the Mountain Iron further to the south, where he eventually struck the main body of ore on that property."

Alfred Merritt's Story.—Alfred Merritt, in his autobiography written at the request of, and treasured by, the Old Settlers Society of the Head of Lake Superior, wrote, under date January 1, 1917:

"The year 1889 the first work was done on what is now the Mountain Iron Mine. I took a crew of six men in by way of Tower, on March 17. Started from Tower with three dog trains, and we were the dogs. We went in by way of Pike River, and then by way of Rice Lake, then to Mountain Iron. We dug test pits, and finally drilled. All work was done on the S. half of S. half of section 34, township 59 north of range 18 west. We found that we were too far north for ore, and on going south found the ore on section 4, directly south of our first work, the summer of 1890.

"No one who has not gone through the hardships and the dis-

couragements of keeping a camp going, out so far from the base of supplies, can realize what one has to contend with. The raising of money alone was no small job, and worst of all the task of endeavoring to keep up the courage of one's partners.

"After the ore was found we then had to look for transportation. We went to the Northern Pacific Railroad, and also to the St. Paul and Duluth Railroad, they being separate at that time. Neither would do anything. Their officials did not realize the value of the Mesabi Range, and of the great traffic which was to originate from the many mines. We hardly knew what to do. We were almost discouraged. Finally, we got hold of the Duluth and Winnipeg Railroad, and they said that if we would build out to Stony Brook, they would make a traffic contract with us. We scratched around and built a line from Mountain Iron to Stony Brook, a distance of forty-five miles, with a branch off our line, from the station called Iron Junction, to Biwabik, a distance of sixteen miles. This line was completed in 1892. The year of 1893 we built into Duluth, because the Duluth and Winnipeg Railroad did not build any. St. Louis County offered us \$250,000 worth of bonds if we would build into Duluth. We accepted this offer, and built into Duluth, and also built into Hibbing from our main line, from Wolf Station."

So came about the possibility of marketing the immense deposits of iron ore of the Mesabi Range. The shipments that began in township 58-18 in 1892 now have reached a yearly total of more than 30,000,000 tons. The historic Mountain Iron Mine has not been worked since 1908, but it yielded to the world prior to that more than 17,000,000 tons of ore, and still has available more than 28,000,000 tons, which, as needed, will presumably be worked by the Oliver Iron Mining Company, to which subsidiary of the United States Steel Corporation the property now belongs.

Township Organization.—The Township of Nichols was erected on May 6, 1892, the county commissioners being petitioned by R. H. Fagan and thirty-eight other residents of 58-18 township. Petitioners sought township powers, under authority of chapter 10, of the General Statutes of 1878 of the State of Minnesota.

John Helmer presented the petition to the county officials, and took oath, to the accuracy of statements made in petition, on April 30, 1892. On May 6th, the document was certified to be correct, in form and execution, by the county attorney, and the same day the territory was laid off by the commissioner, they ordering first town meeting of the new township of Nichols to be held "at Grant's office," NW. qr. of section 3, township 58-18, on May 25th. Notices to that effect were posted "at the Saw Mill, at Grant's office, and at Hotel Grant," on May 12th.

First Officials.—The first township officers were: A. P. Wood, (chairman); William Buckley and G. O. Beede, supervisors; Fred Colby, clerk; W. Stephens, treasurer; J. E. Shear, assessor; G. R. Sutherland and Charles H. Erickson, justices; W. F. Cyr and Alex Murray, constables.

On May 17, 1893, Alfred Merritt, on oath, deposed that officers of the Town of Nichols had failed to hold the annual election in 1893. He prayed the commissioners to appoint officers, recommending the following: Robert Purcell, (chairman); Captain John Gill and Chas. F. Joyce, supervisors; L. R. Clark, treasurer; C. C. Jennis (or Jenius), clerk; D. J. Mead, assessor.

Mining.—In addition to the historic Mountain Iron Mine, the

mining operations in the Township of Nichols have developed other important mines. The Iroquois, the fee owners of which are the Roswell Palmer estate, is situated in section 10, and shipments from it began in 1903, continuing until 1914, the years yielding a total of 1,358,412 tons of ore. It is an underground mine. The Wacoutah mine, which is operated by the Pitt Iron Mining Company, SE-SW and SW-SE, sec. 3, SE-SE of same section, and NW-NW, sec. 11, shipped its first ore in 1906. In 1919, the total yield from its first year was 972,251 tons. The Brunt mine, NE-NE and NW-NE and SW-NE and NW-SE, sec. 10, owned by the Hanna Ore Mining Co., is on the shipping list, with a total shipment of almost 1,500,000 tons between the years 1906 and 1919, and with more than twice as great a quantity available yet. The Pilot Mine, NW-SE, sec. 2, is a state mine, as is the Wacoutah in part, leased to the Hanna Ore Mining Company. The first shipment, 80,815 tons, from the Pilot was in 1919. It is not a large property. Then another state property is the Leonidas, situated in the extreme southeasterly section of the township. That is an important holding, leased to the Oliver Iron Mining Co. Almost 4,000,000 tons have come from it, to end of 1919; and there is still available about 13,000,000 tons. The Hanna Mine, (state), W. half of SW, sec. 2, and W. half of SE, sec. 3, has yielded practically 1,500,000 tons, to end of 1919, first coming into the shipping list in 1919. Prindle Reserve, a state mine, leased to Oliver Company, situated in E. half, sec. 36, of township 59-18, has only yielded 47,487 tons, in the three years 1914-16, since which time it has been inactive, with 2,590,871 tons available.

Transportation.—Nichols Township has some good roadways, and all the land is not given over to mining. There are some good agricultural acreages being developed.

There is an electric trolley system passing through the township hourly to the other centres of the Range. The Duluth Missabe and Northern Railway Company is the ore carrier.

Valuation.—The assessed valuation of Nichols Township in 1892 was \$310,944. The assessed valuation of the township in 1919 was \$14,727,911, including the villages of Mountain Iron and Leonidas, which villages in reality represent more than \$14,000,000 of that total. The tax levy in 1892 in Nichols Township was \$3,793.51. In 1919, the taxes amounted to \$791,931.66, including those of the villages.

Population.—The township was practically without an inhabitant in the '80s. In the early '90s, the population had scarcely reached three figures. In 1900, the population was 930; in 1910, 1983; and in 1920, the federal census showed the township, including Mountain Iron and Leonidas villages, to have a population of 2,923. Of this number 1,546 persons were resident in Mountain Iron.

Education.—Part of Nichols Township is included in the Unorganized School District, which comes under the direct supervision of the county school administration; but the greater part of the township is in what is known as Independent School District No. 21, which centers from Mountain Iron. The history of that school district will be reviewed in the chapter regarding Mountain Iron.

Administration.—The present officials of the township are: E. J. Kane, chairman; John Harwood and E. D. Rudd, supervisors; Ben Ericson, clerk; Oscar Castren, assessor; A. B. Carmen, treasurer.

Village of Costin.—John Costin, Jr., one of the pioneers of Virginia, to which city he came in 1893, and where he developed a substantial real estate and insurance business during the following twelve

or thirteen years, had acquired, among his other realty investments, a tract of seventy-one acres of land in township 58-18, adjacent to Mountain Iron. Upon it, he platted the townsite of Costin, and, probably was one of the prime movers in the endeavor, prosecuted in 1907, to secure corporate powers for the village. A petition was circulated in June, 1907, among the residents of about 360 acres of sections 4 and 9 of township 58-18, and signed by J. A. Beck and 26 others, praying for the incorporation of the territory under the powers of section 702 of the state Laws of 1905, as the Village of Costin. The petition represented that there were at that time resident in the territory 261 persons, and David Tonsignant, John A. Beck and John Lamminen took oath to the accuracy of census and of the petition in general.

The paper was filed with the county auditor on June 7, 1907, and came before the county commissioners at their June meeting. They granted the petition, and ordered election to be held at the residence of David Tonsignant, on July 2d. The election was held, but of the 261 inhabitants only eleven voted, all voting in favor of the incorporation.

An attempt was made in 1913 to bring about the dissolution of the village, but without success. A special election was held on September 2d, and twelve of twenty-one votes cast were against the dissolution.

However, a further attempt was made in January 18, 1915, with different result, the voting being in favor of dissolution.

Village of Leonidas.—The incorporated Village of Leonidas was formerly known as Leonidas location. As a location, it was established about eight or ten years ago. The Leonidas Mine belongs to the state, and shipments first began in 1914. It is leased by the Oliver Iron Mining Co., and operations are regular, and substantial.

The townsite was owned by the mining company, and it was thought that an attempt would be made to bring the location into the city limits of Eveleth. Probably that was the main reason why on September 5, 1917, a petition, signed by H. E. Mitchell, R. H. Stephens, W. J. Matters, and twenty-nine other residents of Leonidas location, was presented at the county offices for the consideration of the county commissioners, said petition seeking incorporation, as the Village of Leonidas, of the SE qr. of section 25, all of section 36, of township 58-18, and the east half of NE qr. of section 1, township 57-18, the whole embracing 880 acres, part of the acreage having been platted as "Leonidas" and part as "Gross." The petition stated that a census taken at the time of signing of petition showed that there were then 275 persons living in the territory for which corporate powers were asked.

On motion of Commissioner Pentilla, the petition was adopted on September 7, 1917, the county commissioners ordering election to be held at the town hall of the Township of Nichols, situated in the SW qr. of SE qr. of section 36, township 58-18, on October 8, 1917. At the election forty-six votes were cast, all in favor.

At the subsequent first election for officers, the following became the original council of Leonidas: R. Trevarthen, president; E. J. Kane, W. J. Matters, H. E. Mitchell, and W. Holder, trustees; H. E. Mitchell, clerk.

The village is growing rapidly on the south side, near the school, but in reality the community is almost as it was when a location. There is no store in the village, and it is peopled almost wholly by

employees of Leonidas Mine. The school is under the administration of the Mountain Iron School District.

The village officials in 1920 were: R. Trevarthen, president; E. J. Kane, P. A. Anstess, W. J. Matters, trustees; R. G. Trevarthen, clerk; Wm. Cox, treasurer; O. Castren, assessor.

Normanna.—On April 30, 1904, a petition was circulated among the inhabitants and voters of the township 52-13, then unorganized, for the purpose of securing township powers under the General Statutes, of the State of Minnesota, 1878 compilation, as amended by the General Laws of 1895. Anton Hjelm appears to have been the prime mover in the matter, and he was the first to sign. The petition bears date of April 30, 1904, and was filed with the county auditor of St. Louis County on May 2d. It came before the county commissioners for their consideration on May 5th, and met with their approval at that meeting. Consequently a town meeting to organize soon followed.

The first township officers, who were elected at the meeting held at the schoolhouse situated in the northwest corner of the northeast quarter of section 21, township 52-13, on May 24, 1904, were: Anton Hjelm, chairman; Martin Moen and J. B. Johnson, supervisors; F. B. Schumann, clerk; J. A. Bonning and Peter Flaaden, justices; Hy Kruse, treasurer; A. Olson and C. Hagen, constables; Albert Anderson, assessor.

Within a few days after the organization of township 52-13, as the Town of Normanna, the unorganized township next north of it, 53-13, was the subject of a petition by its inhabitants, who wished to have it attached to the Township of Normanna. A petition to that effect was presented to the county officials on May 28, 1904. It was signed by William Carlin and others, in sufficient numbers to influence the commissioners at their next meeting, June 7, 1904, to act upon it, and call for a hearing of remonstrances on July 11, 1904, against the petition to attach the northern congressional township to that which constituted the Township of Normanna. The matter was completed on July 11th, by the commissioners, who then added township 53-13 to the boundaries of the organized township.

The Township of Normanna has since been bounded on the south by the Township of Lakewood, on the east by Duluth Township, on the north by unorganized territory, 54-13, and on the west by Gnesen Township, which was founded in 1879. The Cloquet River passes through the western part of township 53-13, but Normanna has no railway facilities.

In 1905, its assessed valuation was \$335,742; today its valuation is one-eighth less, although it has increased more than 100 per cent in tax-levy in the fifteen years.

It has always been in School District No. 32, which school district is confined to the two townships of Normanna (52 and 53-13). There are two frame schoolhouses in the district, valued in 1919 at \$10,500. The enrollment in 1919 was nineteen; two female teachers were employed at average salary of \$82.50 a month, for the eight months of school. School board officials: Mrs. Mary Solem, Lakewood, R. F. D. No. 1, clerk; Mrs. Evelyn Cooke, treasurer; A. H. Carlson, chairman of directors. School levy in 1919 was \$5,006.88.

The township officials are: John Bonnah, (chairman); M. H. Woldhagen and William Gray, supervisors; Adolph Solem, clerk; Albin Kanen, assessor; George H. Cooke, treasurer.

Northland.—The Township of Northland, 53-17, was organized,

as the Township of Tronther, in 1904. Peter (or Peder) Ericksson, and other residents in congressional township 53 north, of range 17 west, petitioned the county commissioners in November, 1904, to have that township organized as the "Town of Tronther." The document was filed with the county auditor on January 3, 1905, and it seems that the petition was altered during, or before, consideration by the commissioners. At all events, when the petition was acted upon by the county commissioners, at their meeting of February 9, 1905, they organized the territory as the Township of Kauppi, presumably in recognition of service to the county by Commissioner Kauppi. The commissioners ordered election to be held at the schoolhouse on March 1, 1905.

It was at that first town meeting, apparently, that the voters requested the commissioners to change the name of the township from "Kauppi" to "Northland." Such action was taken at the March session of the county board, and the township has since been known as "Northland."

Boundaries are still as when first organized. There is unorganized territory bordering Northland on the east; on the north is the Township of Cotton; on the west is Meadowlands; and on the south the Township of New Independence bordered it. Northland has no railway facilities, although three railway systems pass through bordering townships.

The assessed valuation of Northland in 1905 was \$43,578; in 1919 it was \$36,403. Taxes in 1905 amounted to \$763.47; in 1919 they were \$1,681.82, so that there does not appear to have been much advance in the township, excepting in expenditure.

Northlands is still in School District No. 34, as it was in 1905 when first organized. The school district also covers congressional township 53-16, in which there are 240 inhabitants. There are four frame schoolhouses included in the property of that school district, but seemingly only three are used, as the school board only employed three teachers during the 1919-20 school year. They were paid an average monthly salary of \$75. The enrollment was thirty-two scholars. School tax, in 1919, was \$2,675.49. School Board officials: Jesse F. Keeney, clerk, Canyon, Minnesota; John Swanson, treasurer; Frank Anderson, chairman of directors. School property valued at \$4,500.

Township officials, 1920, were: Ole Berg (chairman), Alfred Peterson, supervisor; Jesse F. Keeney, clerk; E. M. Austed, assessor; Peder Ericksson, treasurer.

Owens.—John Owens, a pioneer of the ranges of St. Louis County, first president of the villages of Tower and Virginia, and now resident of Duluth, was one of the pioneers of agriculture north of Virginia and the Mesabi Range. He was the first to take up residence in the township which now bears his name.

Organization.—The Township of Owens, which embraces thirty sections of congressional township sixty-two north of range eighteen west, was organized in 1912, and for six years prior to that was part of the Township of Field. The setting apart of Owens on August 6, 1912, resulted from the petition of residents of sections seven to thirty-six of township 62-18, who wished that territory separated from Field. The petition was sworn to before O. J. Leding, justice, on May 30, 1912, and early in June was filed at Duluth Court House.

The matter came before the county commissioners at the session of June 6th, and possibly at the July meeting. Hearing of remon-

stances against the separation from Field, and the erection of Owens Township, was announced by the commissioners, who set August 6th as the day upon which they would hear objections to the petition. Apparently, there were no objections, for on August 6th the Township of Owens was organized, the commissioners then ordering the notices to be posted in conspicuous places throughout the township calling residents who were legal voters to gather at the Cook Schoolhouse on section 17 of township 62-18 on Saturday, August 24, 1912, to elect officers for the Township of Owens.

Valuation.—In 1912, the assessed valuation of the township was \$68,516. In 1919 it became \$102,332, the increase representing agricultural development. It is one of the richest agricultural townships north of the Mesabi Range, and in 1919 paid \$7,597.11 in taxes, including a school tax of 37.1 mills.

Education.—For school purposes, the township is part of the Unorganized School District directed by the county school superintendent. The principal community is at Cook, a growing village, and a station on the Canadian Pacific Railway, which connects Duluth and Winnipeg. Leander, on the border line of Owens and Angora townships, is also a station on that system.

Present Township Officials.—The officials of the Township of Owens in 1920 were: Fred Anderson (chairman), Oscar Magnuson and John A. Pearson, supervisors; Chas. Fogelberg, clerk; D. G. Winchel, assessor; G. J. Francis, treasurer; August Buboltz and L. F. Luthey, justices.

Village of Cook.—The Village of Cook, when August Buboltz, who now is its principal storekeeper, came to it in 1904 consisted of not much more than a tent, in which was a printing plant, upon which the "Northland Farmer" was printed, published and circulated almost to the Bear River, by its editor-owner, James A. Field. The paper plant was hauled into Cook on a sleigh, over the Vermilion Lake.

With the clearing of timber, the land in the Township of 62-18 was seen to be good for agricultural purposes, and with the Duluth, Rainy Lake and Winnipeg Railway possibilities, the possibilities of a farming center developing somewhere in the vicinity, attracted some who were interested in town planning. The Goodhue Investment Company of Duluth, acquired land in section 18 and a townsite was surveyed and platted for them by the Duluth Engineering Company.

The first lot was sold to John Nelson, of Taylor Falls, a lumberman, now deceased. Upon his lot now stands the Farmers and Merchants Bank.

The first building in Cook was that erected for August Buboltz by John B. Shaver, of Virginia. When completed, it was opened as the Little Fork Hotel, and conducted as such by Mr. Buboltz until 1909, when he went out of that business, and later took up merchandizing and other enterprises in Cook and the vicinity. He built many houses in the place.

The first store building in Cook was that occupied as a general store by Lee and Hanson of Tower.

The first church was the Swedish Mission, which was built in about 1906. The first minister in Cook was the Rev. * * * Lantz.

The first school was that erected about one and a half miles east of Cook. It was built in 1905, and the first teacher is stated to have been Miss Payne.

The first physician was Doctor Kurtz.

There are two state banking institutions at Cook. The First State Bank of Cook, was established in 1912, by L. F. Luthey and others. L. F. Luthey was elected president; C. H. Alcock, cashier; L. M. Burghardt, vice-president; J. L. Owens and J. Whiteman, directors. The capital was \$10,000 and is still the same. The institution opened for business in the building it still occupies. Present directors are: L. F. Luthey, president; L. M. Burghardt, vice; A. H. Erickson, cashier; R. C. Pickering and J. Whiteman, directors. The other bank, the Farmers and Merchants State Bank, of Cook, was established September 20, 1917. The capital was \$10,000. There is now a surplus of \$2,000. W. H. Benton, of Minneapolis, was the first president and Peter Burtness and August Buboltz were prominently identified with the organization of the bank. Present officials are: Peter Burtness, president; August Buboltz, vice-president; G. J. Francis, cashier; Fred Anderson and Austin Lind, directors.

Cook has two newspapers, the Cook Newsboy and the Cook Journal. The "Newsboy" was established in 1915, by C. A. Knapp, who still owns and edits it. The "Journal" is a continuation of the Bear River Journal, which was established in 1906, by J. P. Hayden. It was purchased in 1911 by G. F. Peterson, of Hibbing, who moved the plant and paper to Cook in 1918. Thereafter the publication became the Cook Journal.

There are four churches, the Swedish Baptist, Swedish Mission, Catholic and Congregational. The members are drawn from among the people of Cook, and residents of Owens Township.

Cook was originally known as "Ashawa." It was platted as such and the village first became known as "Cook."

At least two attempts have been made to secure corporate powers for the village. A petition dated February 26, 1915, and signed by E. W. Carey and twenty-five other residents on land "originally platted as 'Ashawa,' and later known as 'Cook,'" sought the approval of the county authorities to their wish for incorporation of the village. Included in the boundaries of the incorporated village, the projectors sought to get blocks one to sixteen, inclusive, and outlots one to five, inclusive, as platted in the southeast quarter of northwest quarter and northeast quarter of southwest quarter of section 18, township 62-18, as well as what was known as Balliet's addition to Cook, and certain other adjoining tracts. Petition asserted that census taken on February 26, 1915, showed that on that day there were resident in the district for which corporate powers were sought 220 persons.

Later, it developed that a clause calling for the inclusion of about one thousand acres, additional, had been inserted in the petition after it had been signed. At all events, such was the allegation made by certain of the freeholders, who filed remonstrance with the county commissioners, that paper also stating the fears of objectors "that incorporation would re-introduce saloons, which had been eliminated some years earlier." The remonstrance was signed by twenty-two of the signers of the original petition, and was dated March 17, 1915. It delayed action by the county commissioners.

However, on March 29th of that year another petition, favoring incorporation, was prepared by L. T. Luthey, and signed by many residents, eventually reaching the office of the county auditor. On April 28, 1915, Chas. E. Adams, special counsel for the County of St. Louis, advised the county commissioners that this petition was "legally sufficient in all respects." On May 3rd, however, it came

to the knowledge of the commissioners that twelve of the signers of the second petition wished to withdraw their signatures. The withdrawal of these signatures made the petition "insufficient to require any action" by the commissioners. Hence, the village is still without corporate powers.

Pike.—A petition dated January 2, 1904, and signed by the majority of the inhabitants and legal voters of unorganized township sixty north of range sixteen west, asked the county commissioners to consider their wish that the township be organized under the state laws and named "Pike."

The document was filed with the county auditor on January 5, 1904, and considered by the county commissioners on the next following day. Charles Kangas took oath on January 5, 1904, to the accuracy of statements made in petition and on the sixth the commissioners decided to order election to be held in the township on January 23rd, at the schoolhouse situated on section 29. On that day township organization was perfected.

Pike has no railway facilities, but is within comparatively easy distance of two railways. There is only one community center, the small village, or hamlet, of Pike, but the increase in population shows that the township is being developed satisfactorily. Federal census statistics do not record any figures for township 60-16 in 1900; in 1910 the population was 340, while in 1920 the population of Pike Township was shown to have increased to 564. Nevertheless, the township may be stated to be yet in its initial stage of agricultural development.

In 1904, when Pike Township was formed, the assessed valuation of the territory (real and personal property) totaled to \$37,490; in 1919, the figure was \$48,045. Tax levy increased in the fifteen years from \$1,154.69 in 1904 to \$3,483.26 in 1919.

At one time Pike was in School District No. 37, but that school district appears to have been merged in the Unorganized School District conducted direct from the county school superintendent's office. The school levy is 37.1 mills.

Township officials in 1920 were: Leander Lundstrom (chairman), John Bukkila and Jacob Anttila, supervisors; Gust Kivela, clerk; W. Matts, assessor; Arvid Jokinen, treasurer.

Portage.—The Township of Portage was until recently known as "Buyck," the name being changed in 1919, as noted hereunder.

Organization of Buyck Township.—The few inhabitants of congressional townships 65 and 66, range 17 west, and townships 65 and 66, range 18 west, and township 66-19, sought in 1906, in which year the territory was practically wild land, to secure township powers and benefits for that territory. The petition dated September 5, 1906, was signed by Charles Buyck and fifteen other settlers, the instrument declaring that not more than fifty people lived in the five congressional townships at that time.

Petitioners asked that the proposed township be named Moose, or Deer, and the county commissioners at their September session granted the petition, on September 7, 1906, deciding that it be named "Moose," and ordering first meeting of voters to be held at the schoolhouse in township 65-17 on Saturday, September 22, 1906. It was, however, found that another township of that name pre-empted the designation, therefore, before the first meeting it was decided that the township about to be organized be called "Buyck."

Name Changed.—The boundaries have since 1906 remained unchanged and the territory is still in great part undeveloped. In 1919, twenty-five residents of the Township of Buyck, and representing fifty-five per cent of the votes cast at the 1918 general election, prayed the county commissioners to adopt the name of Portage in place of Buyck. The commissioners thereupon posted notices in public places throughout the territory stating that they would hear objectors to the proposed change at the Court House, Duluth, on October 6, 1919. No opposition developed and on that day the commissioners ordered the change of name.

Taxes.—In 1906, when Township of Buyck first organized, the assessed valuation was \$267,315. Total taxes levied, \$4,651.28. In 1919, the total valuation for the Town of Portage was \$286,895, and the total taxes levied for all purposes in that year \$22,747.37.

Population.—The population was stated to have been fifteen in 1900. It was 287 in 1910, and the 1920 census shows 307 residents in Buyck, which is now Portage Township.

School Statistics.—Part of the township has no school, but townships 65-18, 66-17 and one-half of 65-17 are embraced in school district 47. In that district there are four frame schoolhouses, valued at \$10,000. There was an enrollment of sixty-six scholars in 1919-20, and the teaching staff consisted of one male and two female teachers, the average salary being \$96 a month.

The officers of school district forty-seven are: John G. Handberg, Buyck, clerk; Ed Mankus, treasurer; Wm. Lippanen, director.

Present Township Officials.—The township officers in 1919-20 were: William Lipponen (chairman), Perry Fransk, Valentine Sinsta, supervisors; Carl M. Harrison, clerk; Louis Gruska, assessor; John H. Laine, treasurer.

Prairie Lake.—A petition, dated at Floodwood, Minnesota, April 13, 1906, and signed by Andrew Korhanen and others, all legal voters of townships fifty north of ranges twenty and twenty-one west, sought the approval of the county commissioners of their wish to have those congressional townships organized and named "Prairie Lake," under the provisions of section 451, and others, of the Laws of Minnesota, 1905.

The document was filed with the county auditor on April 16th, and came before the board of commissioners on May 8, 1906, on which day they granted the petition, ordering first town meeting to be held at the schoolhouse on section 30, of township 50-20, on Saturday, May 26, 1906, when officers were elected and the township organization became effective.

Three years later, on November 27, 1909, a petition by residents in the eastern congressional township (50-20) of Prairie Lake, prosecuted an inclination on the part of voters therein to separate from Prairie Lake Township, and organize another, to be known as "Fine Lakes." The division eventually was effected. (See Fine Lakes, this chapter.)

In 1906, the assessed valuation of Prairie Lake Township was \$66,542, for the two congressional townships; in 1919, the assessed valuation of the one township (50-21) was \$68,160, Fine Lakes Township being almost as valuable.

Prairie Lake at one time was in School District No. 19, but now belongs to no district, or, to be more correct, is part of the immense Unorganized School District directed by the county school administration, that being apparently more economical.

In 1900, townships 50-21 and 50-20 had a population of forty-one; in 1910, the two townships had 199 inhabitants; and in 1920 the census-taking showed 136 in Prairie Lake, and Fine Lakes Township was credited with 189 residents.

The officials of Prairie Lake Township, in 1920, were: C. H. Johnson (chairman), Frank Lahti and John Rostvelt, supervisors; Carl T. Johnson, clerk; R. B. Jones, assessor; Anton Heikkila, treasurer.

Rice Lake.—The Township of Rice Lake was one of the first to be established. The name appears on the county tax sheet for 1873, when the townships of St. Louis County were Duluth, Oneota, Fond du Lac, Rice Lake and Hermann. All are shown as townships, the City of Duluth and "outside lands" being the only two other divisions shown on the tax sheet of that year.

Rice Lake Township borders the limits of the City of Duluth on the south; on the east, it adjoins Lakewood Township; on the north is Gnesen, and on the west Canosia Township. The limits of Rice Lake are those of congressional township 51-14, the two most southeasterly sections, Nos. 35 and 36 being within the city limits. The Vermilion road passes through the township, but there are no railway facilities.

In 1873, the assessed valuation of the township was \$62,254, and the tax-levy thirty-one mills. In 1919, the assessed valuation of real and personal property in the township was \$331,597. The development has, therefore, not been substantial, although during the last two decades the population has been steadily increasing. In 1900 showed 231 persons to be resident in the township; in 1910 the population was 580; and in 1920 the census-taking recorded 916 inhabitants.

The present officials of Rice Lake Township are: Thos. Wright, chairman; Emil G. Beyer and Michael Dulinski, supervisors; T. A. Rogers, clerk; Wm. B. Doig, assessor; Ed Ball, treasurer.

For educational purposes, Rice Lake Township has been divided, part of it being in School District No. 30, part in School District 55, part of the township pays a school levy to School District No. 5, and part to School District No. 71. All these school districts are referred to elsewhere, excepting No. 30. School District No. 30 has administration over the bulk of the township, however, and for its purpose has a good brick schoolhouse, valued in 1919 at \$20,000. Seven female teachers constitute the school staff, the average salary being \$80.00 a month, for a school year of nine months. The enrollment in 1919 was ninety-six. School Board: B. W. K. Lindau, clerk; L. N. Young, treasurer; T. J. Bowyer, chairman of directors.

St. Louis.—The Township of St. Louis (now part of the Township of Bassett) was organized in 1900, that action being taken by the county commissioners after petition of Henry Connors and other residents, of township fifty-eight north of range thirteen west, had been presented to them, praying for the organization of that congressional township, under the name of "St. Louis."

The township was formed on December 4, 1900, and the first town meeting held, "in the office of Nolan Brothers and Laird," on December 22, 1900.

The first officers of the township were: Peter Norman (chairman), Frank Alger and Hugh Ermetinger, supervisors; Chris. O. Gavic, clerk; Mike Smith, treasurer; William Gavin, assessor; B. Airhoit and Amos Ramsey, justices; Geo. Bennison, constable. Reso-

lution was passed at the first town meeting: "That no saloon license be granted in this town."

A resolution was adopted by the county commissioners, on December 7, 1917, legalizing the consolidation of the townships of Bassett and St. Louis, under the name of the former (see Bassett, this chapter).

Sandy.—The Township of Sandy, 60-17, was set off as such on September 8, 1916, the county commissioners then approving a petition, signed by twenty-nine of the freeholders of unorganized township sixty north of range seventeen west. The petition was sworn to on July 12th of that year, and asserted that census taken at time of circulation of petition showed that there were then forty-seven freeholders living in the township. The petitioners wished to have township organization and privileges, under the name of "Sandy," but suggested alternative names of "Britt" and "Perho."

The first town meeting was held "at the Christian Association Hall," situated in the northeast quarter of southwest quarter of section twenty-two, on September 23, 1916, as ordered by the county commissioners.

Big Rice Lake is in Sandy Township, and Lake Junction is a stopping place for trains of the Canadian Pacific Railway, which passes through the western end of the township. Unorganized territory is to the north and west, and Sandy is bounded by Pike Township on the east, and Wouri on the south. It is becoming good farming territory, although its assessed valuation is now about one-fourth less than in 1916. The township is in what is termed the Unorganized School District, an adequate system of rural schools directly supervised by the county school administration.

The present township officials are: Alex. Pursi (chairman), Nestor Wolun and Wm. Jacobson, supervisors; Otmar Jarvinen, clerk; Lars Koski, assessor; Ed Janhola, treasurer.

Congressional township 60-17, which now is Sandy, is shown in federal statistics to have had a population of sixteen in 1900, one hundred and ninety-nine in 1910, and one hundred and thirty-six in 1920.

Solway.—The Township of Solway, which is one of those of the southernmost tier of St. Louis County, was organized in 1897, prior to which it was part of the Township of Hermann.

A petition, sworn to by George J. Guerson, on April 6, 1897, and signed by twenty-eight freeholders of congressional township fifty north of range sixteen west, was presented to the county commissioners on that day. Petitioners sought separation of their township from the Township of Hermann, stating, as a justifiable reason, "the lack of roads and other facilities for traveling," which condition made it almost impossible for residents in township 50-16 to attend town meetings.

The petition was considered by the commissioners on April 6, 1897, and they set a date upon which they would hear objections to the proposed separation. The date set was May 4th, but the hearing was postponed until May 7th, and on that day the commissioners granted the petition, and organized the Township of Solway, calling upon voters in that district to assemble for the first town meeting on Wednesday, May 26th of that year, designating the school-house which stood upon the northeast quarter of northwest quarter of section 22, of township 50-16, as the polling place.

There has been no change in the territorial limits of the Township of Solway since its organization in 1897. Carlton County lies to the south of it, Hermann Township to the east, Grand Lake Township to the north and Industrial to the west. Solway has excellent railway facilities, with stations at Munger, Simar, and Carrol and it is comparatively well advanced, agriculturally. The population, which was 115 in 1900 and 332 in 1910, was shown by the 1920 census to be 522, a gratifying increase. Its assessed valuation has increased from \$76,603 in 1897 to \$161,297 in 1919; and of course taxes have materially increased—from \$1,838.47 in 1897 to \$10,468.17 in 1919.

The present township officials are: John Johnson (chairman), C. Carlson and C. Gustafson, supervisors; J. F. Gans, clerk; W. W. Watson, assessor; Albert C. C. Miller, treasurer.

It is served by School District No. 43, a comparatively strong school district. There are four schoolhouses in use in the township,



WHEN HIBBING WAS A LUMBER CAMP. (THE FIRST POSTOFFICE WAS IN CANVAS TENT)

all of frame construction and valued at \$15,429 in 1919, when for the school year of eight months five female teachers constituted the teaching staff. The enrollment in that year was one hundred and four scholars. Teachers were paid an average salary of \$85.00 a month. School Board: A. J. Lundquist, Munger, Minnesota, clerk; Knute Gustafson, treasurer; A. Bang, chairman of directors.

Stuntz.—The Township of Stuntz, which is the richest township of St. Louis County and contributes more than one-third of the taxes collected in the county, perpetuates the name of one of the pioneers of the county.

George R. Stuntz.—George R. Stuntz, a surveyor for the United States Government, came to the head of Lake Superior in July, 1852, "to run the land lines and subdivide certain townships." He surveyed the state road from Duluth to Vermilion Lake in 1869, and afterwards built the road. He was one of the first surveyors on either of the ranges, and knew of the presence of mineral wealth in one or both of them long before any of the pioneer explorers for

iron began seriously to prospect. He was in the country at the time of the "gold rush" to Vermilion in the '60s; accompanied Chester in the '70s, and was then on both ranges with that surveyor, who was sent to investigate mineral possibilities. George R. Stuntz undoubtedly was the best-informed of Duluth pioneers as to what was then termed "outside lands" of St. Louis County, and it is but right that his name should have important place in its history.

Early Explorers.—David T. Adams explored and mapped the Mesabi Range in the '80s; Captain LeDuc was in the neighborhood of what later was Stuntz in 1887; but probably the first of the early explorers of the Mesabi Range to take up successful work in the district known as the Township of Stuntz was E. J. Longyear, of Minneapolis. Soon afterwards came R. M. Bennett, Frank Hibbing and John Mallman. Longyear in 1891 cut a road through from Mountain Iron West, as far as Nashwauk, in range 23.

Lumbering.—The lumber interests were the first to undertake active logging operations in the township, Wright, Davis and Company owning many thousands of acres of heavily timbered lands. Explorers discovered ore on the Wright, Davis and Company lands, and on April 19, 1893, the last-named company granted leases to the Mahoning Ore Company, supplements of October 4, 1893, March 1, 1894, March 15, 1895, March 28, 1895, and April 1, 1895, bringing up the total acreage of the lumber company's lands leased to the Mahoning Ore Company, in township 57-21, more than a thousand acres, on a royalty basis, the greater part at 27½ cents a ton. The leases were for a term of ninety-seven years.

It is not the intention here, in this chapter, to extensively review the lumbering, mining, or agricultural developments of the Town of Stuntz; all will have extensive review in other chapters. Suffice it here to state that Wright, Davis and Company, the principals of which were Ammi A. Wright, of Alma, Michigan; Charles H. Davis and W. T. Knowlton, of Saginaw, Michigan, sold to the Pine Tree Lumber Company for \$1,300,000 on July 14, 1892, four billion feet on Swan River, that sale clearing all of their holdings in that district. But they still possessed the land and more timber further north, and were gradually drifting into a state of affluent importance to the men interested in the exploitation of the vast mineral wealth of the Township of Stuntz.

Mining Development in 1895.—The "Proceedings of the Lake Superior Mining Institute," for 1895, in March of which year the members of that association met on the Mesabi Range, reviews the mining situation on the two ranges at that time. First, regarding the railway facilities in the new mining field, the review states:

"Railroads were not constructed to these mines (Mesabi) until the fall of 1892. There are not three roads running to the iron mines on the Mesabi. Only two of them, the Duluth and Iron Range and Duluth, Missabe and Northern, have hauled any ore. The Duluth, Mississippi and Northern in conjunction with the Duluth and Winnipeg, will haul its first ore the coming season.

"The D. & I. R. R. * * * extended from its main line to the Mesabi mines in 1892 and 1893. * * * The D., M. & N. Ry. was constructed from Stony Brook Junction, on the D. & W. R. R. to the mines of the Mesabi in 1892 and 1893. Built through the efforts of the Merritt Brothers, Chase Brothers and Donald Grant, it passed in 1893 into the hands of the Lake Superior Consolidated Iron Mines, in which company the chief stockholder is John D.

Rockefeller. This corporation also owns a number of mines on the Mesabi, and its own docks at Duluth. Its output in 1894 was nearly 600,000 tons of ore, from its own mines. In this season, the D., M. & N. Ry. carried more than 1,300,000 tons of ore to Lake Superior. The ore rate to the lake from all Mesabi mines is eighty cents per gross ton.

"The D., M., & N. was primarily intended to be a logging road, built by Michigan lumbermen; but the discovery of iron ore on lands belonging to these same parties (Wright, Davis and Company) and on adjacent tracts induced them to construct it standard gauge and of heavy rails, suitable for ore transportation. It is tributary to the D. & W. R. R., which has ore docks at Superior. The Mahoning mine at Hibbing will ship over this road, as will other mines further west when more fully developed.

"Begining at the westernmost developed properties, we shall describe the mines of the Mesabi in order of occurrence eastward." Describing the "Hibbing Group of Mines," the review continues: "Hibbing is located in the northwest quarter section 6, township 57, range 20 west. * * * Surrounded by a large amount of pine timber, and adjacent to large deposits of iron ore, it is a town of great promise.

"Lake Superior Mine, situated on the southwest quarter of southwest quarter, section 31, township 58, range 20 west * * * was discovered in 1892 by Capt. T. W. Nelson, working under the direction of Mr. Frank Hibbing, of Duluth. No ore has been produced from this mine as yet. It is being developed for underground mining, under the direction of Mr. W. J. Olcott, for the Lake Superior Consolidated Company, who are operating it at present. The superintendent is Mr. P. Mitchell. It will probably be on the list of shippers for 1895. It is operated on a thirty-cent lease, and the profits are divided between the Consolidated and the Lake Superior companies.

"Mahoning Mine. After the discovery of ore in the northeast quarter, section 3, 57-21, the Mahoning Company, last year, developed one of the largest ore bodies on the range, in the north half of sections 1 and 2, 57-21. This ore is now being uncovered, or 'stripped' to prepare for shipments in 1895. The work is under the direction of Mr. W. C. Agnew. The fee to this land belongs to Saginaw lumbermen, the Mahoning Company holding a lease.

"Sellers Mine. This mine is situated just north and northeast of Hibbing. Shafts are being sunk and development work done as rapidly as possible. It is understood that this mine, like others in the Hibbing group, has an unpleasant amount of water to contend with. Mr. Chas. Munger is in charge of operations here."

The operation of the Sellers mine was on leases January 17 and April 5, 1893, from M. B. Hull to John M. Sellers, also of Chicago, calling for royalty of thirty-five cents, with a minimum of \$7,000. On October 20, 1893, John M. Sellers sold his lease of January 17, 1893, to the Sellers Ore Company.

Organization of Township.—Although Hibbing was incorporated as a village in 1893, it was not until 1894 that the movement which ended in the erection of the Township of Stuntz began.

On January 3, 1894, a petition praying for the organization, under the General Statutes of Minnesota Compilation, 1878, of congressional township fifty-seven north of range twenty west, "as the Town of Stuntz," was filed with the Board of Commissioners of

St. Louis County. The paper was signed by Burton Hurd, Eugene Brown, George L. Robinson, T. W. Nelson, J. F. Twitchell and other residents of that township, and was before the county commissioners for their consideration in February.

They then set off township 57-20 as the Township of Stuntz and ordered first election to be held at the office of Hibbing and Trimble, south half of northwest quarter of section six on February 27th.

The township remained with jurisdiction only over township 57-20 until 1896, when three other congressional townships were added to it, the result of a petition, to "annex to the Township of Stuntz townships fifty-seven and fifty-eight north of range twenty-one west, and fifty-eight north of range twenty," which was filed on April 7th. The paper was signed by J. D. Campbell, John Munter, W. H. Day, Jas. Geary and others, and after consideration by the commissioners at the April session of that board a hearing was ordered for May 5, 1896.

Protest by Mahoning Ore Co.—It became known eventually that W. C. Agnew, general manager of the Mahoning Ore Company, wrote to the county commissioners, under date of April 6, 1896, protesting against the granting of petition to annex the three additional townships and in particular regarding township 57-21, asserting that the petition "was not presented in our vicinity," and that "township 57-21 is very rich, if not the richest in mineral and timber lands in the country." He further stated that township 57-21 "has already been included in a school district with the other townships mentioned," and expressed a belief that "an injustice had been done us (presumably the Mahoning Ore Company) thereby," seeing that "a large amount of money has been collected for school purposes," which apparently was a regrettable circumstance. Regarding the school fund, Mr. Agnew stated: "The manner in which it was expended and the fight over it is a matter of record and does not reflect credit upon those having the matter in charge." He explained that "the Town of Hibbing is entirely in 57-20, and that the children in and around our location must walk from one to two miles to reach the schoolhouse." Therefore, he asked the commissioners "to ignore the request of the petition" and "allow us to make a separate township organization and receive and expend any money that we are entitled to within our own limits."

However, the protest was withdrawn by the attorney for the ore company, at the hearing before the commissioners on May 5th, and on that day the commissioners ordered the annexation of townships fifty-eight north of twenty and twenty-one range, and fifty-seven north of range twenty-one west, to the Township of Stuntz. Whether such action by the commissioners was taken because of the reinforcement of the original petition by another, filed May 5, 1896, cannot be determined, although the circulation and filing of the supporting petition may explain the withdrawal of the protest by the Mahoning Ore Company. The second of the petitions of 1896 referred only to township 57-21, and prayed that it be annexed to the Township of Stuntz. Anton Eriksson was the first signer of that petition.

Enlargement of Stuntz.—In 1913 there were some important changes. Petition of Oscar Malnquist and others then (March, 1913) resident in the unorganized township fifty-six north of range twenty-one west requested annexation of that township to Stuntz; and petition of June 30, 1913, signed by Peter McHardy and others of town-



ONE OF THE OPEN-PIT MINES OF STUNTZ TOWNSHIP, SHOWING A PORTION OF HIBBING ON THE VERY BRIM. (HIBBING IS SURROUNDED BY SUCH PITS FROM THREE SIDES, AND, IN CONSEQUENCE IS IN PROCESS OF REMOVAL TO ANOTHER SITE, AT A COST OF MANY MILLIONS OF DOLLARS)

ship 56-20, which was at that time part of the Township of Lavell, appealed to the commissioners to detach that congressional township from Lavell and add to Stuntz. Action was not taken until November 6th of that year; the commissioners then increased the limits of Stuntz by those two townships (see Lavell, this chapter).

Erection of Balkan.—In 1913 came the first and only reduction of territory placed within the jurisdiction of the Town of Stuntz. In June section one to thirty, inclusive, of township 58-20 was added to the Township of Balkan, as described under that classification in this chapter. Today, the Township of Stuntz consists of townships fifty-six, fifty-seven and fifty-eight north of range twenty-one west, fifty-six and fifty-seven north of range twenty and one tier of sections (one to six, inclusive) of township fifty-eight north of range twenty west.

Valuation.—In 1894, the assessed valuation of the Township of Stuntz was only \$129,625. Add the valuation of Hibbing, the only incorporated place in the township in 1893, \$31,318, and the total is only \$160,943. In 1919, the total assessed valuation of Stuntz, including that of Hibbing, was \$117,029,409, on the realty alone. Thus, one may get an idea of the extraordinary development that has come to the township in less than thirty years. An even stronger indication of the place and importance of Stuntz in and to the County of St. Louis is conveyed in the tax figures. In 1894, the tax levy in the Township of Stuntz was \$2,644.35, that covering the budget for all purposes. Add the 1893 figures for the Village of Hibbing, \$963.03 and the total would be only \$3,607.38. In 1919, the Township of Stuntz, including the Village of Hibbing, was called upon to contribute to the tax-levy in St. Louis County the enormous sum of \$6,240,634.06, out of a total tax levy, for the whole county, of \$20,705,448.24. The Township of Stuntz contributes almost twice as much to the revenue of St. Louis County as does the City of Duluth, and in wealth it dwarfs every other township of the county, probably of the state. The total taxes paid by Stuntz are even greater than the figures quoted above, although the addition of Kitzville levy is insignificant by comparison.

Population.—The whole territory was practically uninhabited until the late '80s or early '90s of last century; in 1900 the population was 3,564; in 1910 it had increased to 14,409, and in the last census, 1920, the federal tabulation showed that 19,010 people then lived in the Township of Stuntz, including 15,089 in the Village of Hibbing (which now takes second place among the incorporated places of the county), and 480 in the Village of Kitzville.

Hibbing.—Hibbing will be the subject of a special chapter, as befits its place in the history of the county. Kitzville is referred to later herein.

Schools.—For school purposes, the Township of Stuntz is included in the excellently-directed school administration known as Independent School District No. 27. Its history will be reviewed as part of that of Hibbing, in which village it centers. So there is no need to make further reference to school matters here.

Township Officials.—The township officials in 1920 were: J. B. Messner (chairman), W. G. Brown and John C. Eastman, supervisors; Ben McDonald, clerk; Joseph Moran, assessor; Jerry Sullivan, treasurer. Joseph Moran, a veteran of the Civil War, has been assessor for very many years. He was a cruiser for Wright, Davis

and Company, and came to what became Hibbing in 1891, in 1893 taking a homestead at Moran (Kelly) Lake, section 7-58-21.

Mining.—For the next hundred years, probably, the Township of Stuntz will be prominent, as the center of important iron mining. The ore not yet mined but known to be available totaling to an immense figure, the Mahoning Mines alone having more than seventy-five million tons available, notwithstanding that thirty million tons have been won from it since first opened. And there are many other mines in the township with an immense reserve of ore and probably much yet to be proved.

The prominent mines still in operation in the township, and to which references will be made elsewhere herein, are the Mahoning, Hull-Rust, Sellers, Buffalo-Susquehanna, Scranton, Laura, Leetonia, Agnew, Morris, Kerr, Stevenson, Nassau, Philbin, Longyear and Albany.

Kitzville.—The incorporated Village of Kitzville came into existence in 1912 after two previous attempts to incorporate the village had been made. The first attempt was made in January, 1911, when a petition which bears the date of January 26, 1911, sought to incorporate as a village the northeast quarter of section 5, township 57-20, represented as wholly platted into lots. The papers were deemed to be irregular by the county attorney. The second attempt was in May of that year. A petition was filed with the county auditor on May 4th, and two days later the county commissioners acted upon it, ordering election to be held "at the store of John Dimatteo, lot 4, block 3, townsite of Kitzville, on May 29, 1911. The election resulted in twenty-six voting for incorporation and twenty-nine against.

A petition, dated May 29, 1912, came before the commissioners on July 9th. Election was ordered to be held August 12, 1912, at same place. Thirty-one voted, all in favor of incorporation. Therefore, the corporate existence of Kitzville then began, with village bounds as follows: Northeast quarter, northwest quarter section 4, 57-20; northeast quarter, northeast quarter, section 5, 57-20; southwest quarter, southwest quarter, section 33, 58-20; southeast quarter, southeast quarter, section 32, 58-20.

The village is in School District No. 27. Present village officials are: Matt Kochevar, president; John Meadows, Louis Marolt, James Chiodi, councilmen; Alfred Dimatteo, clerk; Marko. Marolt, treasurer.

Assessed valuation of village is \$57,376. Population, 480.

Mahoning (Village of).—A petition was prepared in December, 1915, and dated December 31st, seeking to bring about the incorporation, as the Village of Mahoning, of 998.51 acres of land situated in section two and three of township 57-21, and sections 35 and 34 of township 58-21. Part of the territory had already been platted and the plat filed as the "Plat of Mahoning."

The petition was signed by W. F. Pellenz, Jr., W. C. Northey, R. N. Marble, Jr., J. C. Agnew and thirty-six other residents of the 493 stated to have been the total number of inhabitants on December 28, 1915, and it was adopted by the commissioners at their January, 1916, session, on motion of Commissioner Swanstrom. Election was ordered to take place "at the G. N. R. Depot, section 2, township 57-21," on Saturday, January 29, 1916.

No report of election was filed with the county auditor and the village has, therefore, no place among the incorporated places of the county. It is not known to present compiler whether election was

duly held and the motion defeated, or whether the attempt to incorporate was abandoned.

Sturgeon.—A petition, dated February 2, 1907, of Charles West and others, freeholders of township sixty-one north of range twenty west, was responsible for the organization soon afterwards of that congressional township, as the Township of Sturgeon.

The petition was filed with the county officials on February 9th, was adopted by the county commissioners on March 7th, and soon after in that year, 1907, the first town meeting was held, the voting place being the schoolhouse designated "No. 2" of School District No. 45.

The township has remained unchanged, as to boundaries, ever since. On the north, it borders on Linden Grove Township, on the east Alango, on the south Fern, and on the west Morcom Township. It is an agricultural township, with no railway facilities nearer than Angora, about ten miles to the east. The Sturgeon River passes through the township.

In 1907, its assessed valuation was \$21,574. In 1919, its valuation was \$39,772. In its first year as an organized township its total tax levy was \$524.25; in 1919, it was \$2,835.74. Originally, it was part of School District No. 45, but now it is served by the Unorganized School District directed by the county school superintendent. The township pays a school tax of 37.1 mills.

Sturgeon Township had a population of two in 1900; in 1910 there were 135 inhabitants; and in the last census-taking the tabulation was 184. Its development is gradual and permanent.

The township officers in 1920 were: Frank Johnson (chairman), Nestor Viano and John Ketola, supervisors; Fred Goodell, clerk; Andrew Roine, assessor; Ed. Neimi, treasurer.

Toivola.—The prosperous Township of Toivola was formed in 1911. It was formerly part of the Township of Kelsey, or rather the eastern half was.

A petition was filed with the county auditor on May 4, 1911, by freeholders of the congressional township fifty-four north of range nineteen west, at that time part of the Town of Kelsey, the petition praying that, with township 54-20, it be organized, "as the Township of Toivola," under the state laws of 1905. A reason stated for the separation of township 54-19 from Kelsey was that the roads were bad, mainly because of an unjust distribution of public funds by the officials of the Town of Kelsey, which at that time had jurisdiction over townships 54-19 and 18.

After some investigation, the commissioners formed the Township of Toivola as asked by petitioners, placing township 54-20 under its administration on July 10, 1911, subject to confirmation at first election, which was ordered to be held on July 29, 1911, at the schoolhouse No. 3, situated on the northeast quarter of section 11, of township 54-20.

They also favorably considered the request for the separation of township 54-19 from the Township of Kelsey, and after hearing remonstrances, detached it from Kelsey and attached the Township to Toivola.

It appears that the first township meeting in the Town of Toivola was held on July 17, 1911, at the residence of Tom Arkkola, township 54-19; but that meeting was declared to be illegal.

The settlers in Toivola Township are mostly of Finnish origin. They are people of thrifty life, industrious and frugal. They are,

therefore, laying the agricultural prosperity of the township upon a firm and permanent basis. Many of the homesteaders of ten years ago are now comparatively independent, having well-developed and very productive farms, the log houses giving way to modern residences of up-to-date standard and large, well-built farm buildings.

There were apparently no inhabitants in the township in 1900; in 1910 there were only eighty-five; but in 1920 the population of the two congressional townships which constitute the limits of Toivola was found to be 427.

Toivola is part of the Unorganized School District, directed by the county school superintendent. The school tax, therefore, is 37.1 mills, probably much less than if Toivola had a separate school district.

The township is well watered; the St. Louis River passes through, as well as tributaries that help to drain the land. The Duluth, Missabe and Northern Railway passes through, with a station at Toivola, in township 54-20, and other railways pass through adjoining townships of Meadowlands, Kelsey and Lavell, which are situated south, east, and north, respectively. Cedar Township borders Toivola on the west.

The township officials in 1920 were: Erick Pistala (chairman), Jacob Rajawouri and Alfred Taipale, supervisors; Jacob Kero, clerk; Henry Saari, assessor; Victor Lahti, treasurer.

Van Buren.—Unorganized township fifty-two north of range twenty west, was organized on March 5, 1909, as the Township of Van Buren, by the county commissioners.

The petition, which was signed by J. D. Moore and twenty-three others, was filed with the county auditor on the previous day and the territory having been laid off as "Van Buren," the first election of township officers was set for March 20th, the place of polling being "the schoolhouse situated on section 29, of township 52-20."

The valuation of the township has increased about one-fourth during the last decade, having now an assessed rating of \$86,176. The increase in taxes levied has, however, been very much greater, being in 1919 \$7,204.31, whereas in 1910 the total levy amounted to \$2,732.28. The increasing cost of providing public education perhaps is the main reason for increase in taxation, but, of course, that is a necessary and well-retained expenditure. Van Buren is included in the Floodwood school district, which is known as Independent District No. 19 (see Floodwood Township, this chapter). Van Buren pays a school tax of 42.2 mills.

The township had a population of seventy-three in 1900; in 1910 there were 196 inhabitants and in 1920 the population was recorded as 305. It is a steady increase, and represents permanent agricultural development of the territory, which in that respect is comparatively good land. The White Face River passes through the township and several small streams or creeks help to drain the land. The Great Northern Railway almost touches the southwestern corner of Van Buren and the D., M. & N. system is in the next township to the northeast (Meadowlands), so that its products will be able to find ready access to good markets.

The township officials in 1920 were: Fred Wain (chairman), Matt Luoma and John Simi, supervisors; F. W. Hutchinson, clerk; J. Kivisto, assessor; John Mustonen, treasurer.

Vermilion Lake.—The Township of Vermilion Lake was formed

of township sixty-one north of range sixteen west, in 1913, following the filing (on November 4, 1912) of a petition signed by forty-two voters of that township.

The petition asked that the congressional township in which they lived be organized and known as the Town of "Salmi," and the paper was given the consideration of the county commissioners at their November, 1912, session. Action was, however, deferred until the January session of the board of commissioners. Then the township was set off as an organized area, to be known as "Vermilion," the commissioners ordering that notices be posted in prominent places throughout the township calling freeholders to the first town meeting of the "Town of Vermilion," the meeting to take place "at the Town Hall, section 26," on Tuesday, January 28, 1913. Before election, however, the commissioners advised the townspeople that the town could not be called "Vermilion," there being (in Dakota County) another township of the same name in the state. It was thereupon decided to call the newly organized township "Vermilion Lake," although only two sections border that beautiful water. The change of name was made by the commissioners at their February, 1913, session and confirmed by the freeholders:

The township is in its initial stage of settlement, although parts of it have been well-developed during the last few years. However, its valuation has decreased one-fifth since it was organized in 1913. In natural beauty the region is particularly attractive, and the roads are comparatively good. The Duluth and Iron Range Railway passes within a mile or two of its eastern boundary and some of the settlers are making good farming homes.

The township may have mineral wealth, but it is just outside the area in which mining on the Vermilion Range has been undertaken.

There were fourteen people living in the township in 1900; in 1910 the number was 207; in 1920 it had increased to 299. It is too sparsely inhabited to profitably, or economically, maintain a separate school district; therefore it is included in what is called the Unorganized School District, directed by the county school administration.

The township officials in 1920 were: Henry Simonson (chairman), Sam Holappa and Matt Laitinen, supervisors; Peter Peyla, clerk; Ernest Simonson, assessor; John Johnson, treasurer.

Waasa.—Alleging failure of the Township of Embarrass to construct roads in township 60, north of range 14 west, a majority of the freeholders of that congressional township petitioned the county commissioners, in 1911, to detach that township (60-14) from the Township of Embarrass, and organize it separately as the township of "River." The petition was sworn to by August Aukrein on April 15, 1911, and filed with the county auditor on the twentieth of that month.

The petition eventually came before the board of commissioners, and was the subject of protracted discussion. Ultimately, the commissioners announced that hearing of remonstrances would be set for November 7, 1911, when they hoped to dispose of the matter. Either earlier, or on that date, bitter opposition by the residents of township 60-15, the western half of the Township of Embarrass, developed, they being much averse to the movement to detach township 60-14.

The commissioners were unable to decide until February 6, 1912.

Then they decided in favor of the petitioners, and passed a resolution that township 60-14 be detached from the Town of Embarrass, to form another organized township, to be known as "River"; and they ordered election to be held, on February 27, 1912, "at the schoolhouse, No. 5, Dist. 11, sec. 20," of township 60-14.

On February 8, 1912, the county auditor was advised by the state auditor the name "River" was that of a township in Red Lake County, and that therefore another name must be chosen. The freeholders of the newly organized town asked the commissioners to select one of three names suitable to them: Joki, Waasa, or Oulu; therefore, on March 6th the county board selected the name of "Waasa." As that the township has since been recorded.

An attempt was made in December, 1916, to annex unorganized township 60-13 to the Township of Waasa, a petition to that effect being prepared by Jack Kero and others. The motion to annex was lost at the meeting of the board of commissioners on June 7, 1917, and it was unorganized territory until 1920.

Waasa is settled principally by agriculturists of Finnish origin, who perhaps are the pioneers best fitted to develop such territory. The population, according to the 1920 census, is 318, and the assessed valuation of the township is \$34,870. It is in what is known as the Unorganized School District, that directed by the county administration, a system economical yet adequate for sparsely populated regions. There are two schoolhouses in the township, one on section 20, and the other on section 11.

The township officials are: Sam Heikkila (chairman), Emanuel Isaacson and Nikolai Kari, supervisors; August Anderson, clerk; J. Rautia, assessor; Thom Koskela, treasurer.

White.—The Township of White embraces three congressional townships, 57, 58, and 59 north, of range 15 west, and it comes into history as one of the important mining townships of the county. Aurora, its chief incorporated place will be given a separate chapter, and its mining history will be reviewed elsewhere, this chapter dealing mainly with township organization records.

The Township of White was organized in 1906, a petition dated September 20, 1906, and signed by Charles R. Hill and others living in townships 57, 58, and 59 north, range 15 west, appealing to the county commissioners to set off that, then unorganized, territory as the organized Township of White.

The matter came before the county commissioners at their October, 1906, session, and met with their approval. They ordered the first town meeting to be held "at the Village Hall, Aurora," on October 27th, the election date being later changed to November 7, 1906, then the organization of the township was completed.

The township then had an assessed valuation of \$1,120,457. In 1919, the assessed valuation had increased to \$9,797,502. And the taxes increased from \$21,784.66 in 1906 to \$557,908.88, in 1919. These figures are exclusive of those of the incorporated village of Aurora, the assessed valuation of which in 1919 was almost \$3,000,000, upon which the tax levy was \$234,845.04 in 1919. It will therefore be seen that White is one of the important townships of the county.

The federal census showed that in 1900 only seven people were resident in the township; in 1910 there were 1,036 inhabitants; and in 1920 slightly less, the census showing only 862. However, these figures are exclusive of those for the Village of Aurora, which

maintains an increase in population for the township. Aurora's population in 1910 was 1,919; in 1920 it had increased to 2,809, with prospects of steady continuance in growth.

Aurora was incorporated in 1903, and is the only incorporated place in the township. However, an attempt was made, in 1913, to secure corporate powers for another place in the township. A petition was circulated among the residents of Pineville, section 6, of township 58-15, in February of that year, and was signed by many people. The document ultimately reached the county offices, but was declared to be irregular by the county attorney, who found that the unplatted part of the land petitioners sought to include in the limits of the incorporated village did not adjoin the platted portion. The county commissioners considered the petition at their March session, but took no action, and before they next met, certain signers of the petition notified the commissioners of their wish to withdraw their signatures. The commissioners therefore rejected the petition at the next meeting.

Among the important mining properties of the township are the St. James, Miller, Mohawk, Meadow, Fowler, Bangor, Stephens, and Perkins mines. More is written elsewhere regarding them, and mining is, of course, the chief industry of the township and will be for many years.

The officials of the Township of White in 1920 were: Erick Erickson, (chairman); Anton Skubic and E. T. Sandberg, supervisors; O. F. Halstrom, clerk; Victor Rebrovich, assessor; Aug. Mattson, treasurer.

Willow Valley.—Township 63 north, range 20 west, was detached from the Township of Linden Grove, in February, 1916, to form the Township of Willow Valley, which had been erected by the county commissioners on February 4th of that year, in response to petition of John Ostlund, A. P. Olson, M. Peterson, and others of that township.

The petition was filed at the county auditor's office on December 30, 1915, and was discussed by the commissioners at their January meeting. They favored the detaching of township 63-20 from Linden Grove, and called for a stating of any objections by interested persons to such action by them, fixing February 4th for a hearing of such. On that day they granted the petition, and ordered the first town meeting of the township of Willow Valley to be held on February 19, 1916, "at Schoolhouse No. 20, situated in section 15, of township 63-20."

Election was apparently held on that date, and organization has since been maintained, with the same boundaries and powers. During the last few years there has been a slight increase in the valuation of the township, and in all probability it will steadily go forward to full agricultural development. No population was reported in 1910, and in 1920 there were 180 people living in the township, the families being those of legitimate homesteaders.

Its school affairs are directed by the county school staff, the township paying a school tax of 37.1 mills, and a total levy of 71.2 mills for all purposes.

Township officials, 1920: Aug. Grund (chairman), Esa Teppo and Wm. Carlson, supervisors; Oscar Hanson, clerk; A. P. Olson, assessor; Magnus Peterson, treasurer.

Wuori.—The Township of Wuori, the limits of which are those

of congressional township 59-17, was organized in 1908, and seems to have just missed being one of the important mining townships.

The township is, apparently, just on the fringe of the rich mining area of the Mesabi Range, and had a couple of good mining properties in the extreme southern tier of sections, but its southern border adjoins what is known as the "Sliver," which name well describes the strip of unorganized territory that lies between the townships of Wuori and Missabe Mountain. One writer thus refers to the Sliver:

"Some of the early surveys were formal enough. There was the Virginia Sliver, for example, so called because whoever surveyed 58-17 neglected to hook up his lines with the boundaries of 59-17, which had been previously run on the north. It left a gap of no-man's land, five miles long east and west, and nearly a quarter of a mile wide at the western end, tapering to nothing on the east. And as that happened to contain some millions of tons of iron ore, it gave rise to one of the prettiest bits of litigation this country has seen."

The addition of the "Sliver" to Wuori would have materially increased its importance, from a mining point of view. Still, the Ordean Mine has yielded a million tons of ore, and possibly other good mines will develop when there is need of the ore.

The township was formed in 1908, following the presenting of a petition, which bears date of April 29, 1908, to the county commissioners, who considered the document at their session of May of that year. They approved the petition at that meeting, and passed resolution to organize township 59-17 as the Township of "Hill," that being the wish of the petitioners. The first town meeting was ordered to be held "at the Homestead School House on section 10, township 59-17," on May 25th, and presumably was held.

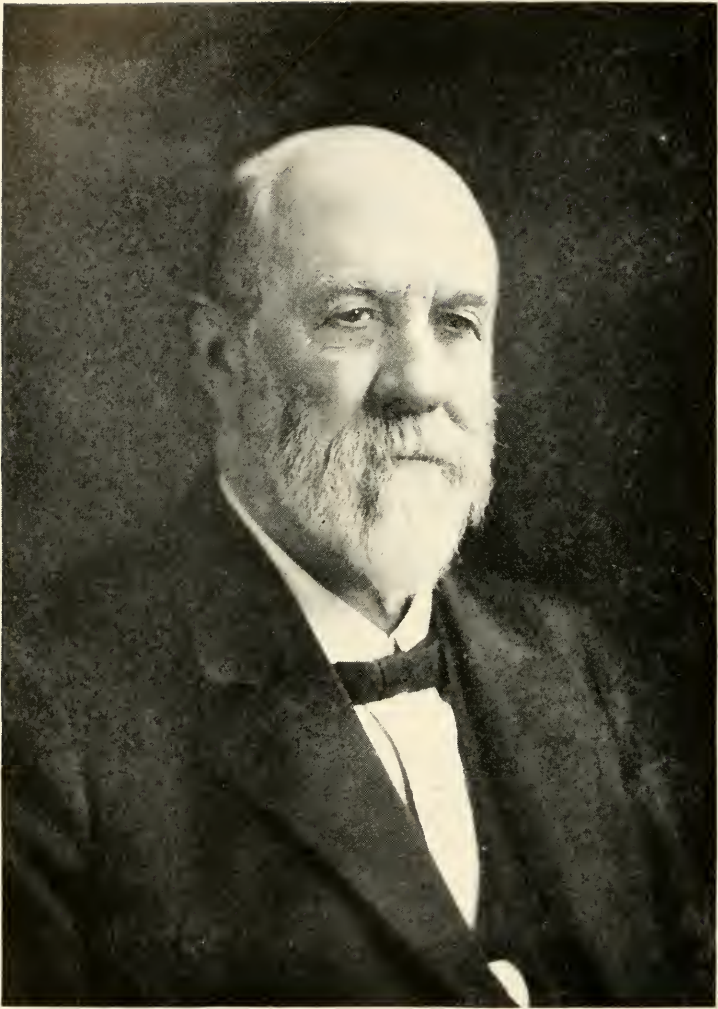
Later, it became necessary to find another name for the new township, there being another "Hill" township in the state (in Kittson County); and when this became known to the commissioners they fell back upon the name first written into the petition, and named the township "Wuori," although they had earlier been of the opinion that such a name would be too unusual to be advisable.

When the township was organized in 1908, Wuori had an assessed valuation of \$242,244, and in that year the taxes totalled to \$3,052.27. In 1919, the valuation had become reduced to \$90,362. The Ordean Mine shows practically no more ore available, and the Allan Mine has not been worked since 1914.

Nevertheless, in some respects, Wuori Township is advancing. It is gradually being settled, and there are some good farms in the township, which in 1920 was shown to have a population of 296, an increase of 74 over the 1910 census.

The Virginia school district, known as Independent School District No. 22, has jurisdiction throughout Wuori Township, which is debited a school tax of only 16.4 mills. Some rural school districts pay as high as 37 mills. The history of the Virginia school district will be reviewed with the general history of that city.

The officials of Wuori Township in 1920 were: Ed. Arvola (chairman), Emil Wittanen and Wm. Rekonen, supervisors; Antti Heikkila, clerk; Alex Niemi, assessor; Sam Lampi, treasurer.



T. M. Augo

CHAPTER XXVIII

TREVANION W. HUGO. The studious interest he takes in the history of the Head of the Lakes country and the reputation he has gained as an authority on many phases of Duluth and the Range affairs is a by-product and incident of Mr. Hugo's long and active participation in the very practical affairs of this section. In a business and professional way he has been identified as an engineer with activities both afloat and ashore.

Mr. Hugo was born July 29, 1848, at Bodinnoc, Cornwall, England, where the family had lived for many generations of the old Cornish stock. The motto on the coat of arms of the family is "Ubi libertas ibi patria," suggesting the independence, enterprise and daring that have inspired the different generations to exploits by sea and by land. His father, Nicholas K. Hugo, served an apprenticeship as a ship builder with John Marks and married his employer's oldest daughter, Mary Rundle Marks.

Trevanion W. Hugo as a young boy was brought to America and was reared at Kingston, Ontario, attending public schools. For his record in his studies he received a scholarship called the Chairman's prize by the Chairman of Queens College and the Chairman of the Grammar School. After completing his college career he took up his profession as a mechanical engineer, serving five years of practical apprenticeship in Kingston in the foundry and engineering works of that city. While employed as a marine engineer on lake steamers he first became identified with Duluth in 1878, and subsequently was a stationary engineer with shore duties and is still practicing his profession as a consulting mechanical engineer in Duluth and throughout the state of Minnesota. He was one of the first members of the American Society of Mechanical Engineers, being elected in 1882, the second member from Canada then and the oldest now from there in point of membership, and he has recently been elected a life member.

As a very young man in Canada Mr. Hugo was a member of the Fourteenth Battalion Princess of Wales Own Rifles, and had a period of real military discipline and duty during the Fenian raid while stationed at Cornwall, Ontario. His public record at Duluth has been one of well deserved honor. He was for four years an alderman of the city, four years a director of the Board of Education, and then in 1900 served as mayor four years, and sixteen years after his first term was again called to the same office, which office he held until the spring election 1921. He was the first chairman of the Public Affairs Committee of the Commercial Club; is a staunch Republican in political affiliation, and for half a century has been a member of the Masons and Odd Fellows. In Odd Fellowship he has held every Grand and Subordinate office and the same has been true of his Masonic affiliation except in the Blue Lodge. He is a Past Grand Sovereign, Grand Cross of Constantine; Senior Substitute Magus, High Council Societas Rosicrucinae, U. S. A., and Honorary Magus, IX^o of the Rosicrucians in England, and holds several other foreign honorary affiliations. He is the Active Sovereign Grand Inspector General, thirty-third degree in Minnesota and is the Grand Minister of State of the Supreme Council, A. and A. S. Rite, So. Jur. He is editor and writer of the Duluth Masonic Calendar; director of the Scottish Rite infant welfare work in Duluth; member of the Charter Commission of Duluth from 1908 to the present time; originator of the Duluth Masonic Free Sunday Concerts; for ten years president of the I. O. O. F.

Home Board of Minnesota and at present is vice president of the Masonic Home Board of the state, wrote the 1920 Duluth Pageant and is the author of a monograph on the French gentleman after whom Duluth is named. His writings on Masonic subjects are many, including a "Digest-Index" of Albert Pike's "Morals and Dogma."

Mr. Hugo married Miss Jane Lanigan in Kingston, who died a number of years ago. The eldest son, Victor, died in St. Louis, Missouri, and his widow makes her home at the family residence in Duluth with her two daughters. Rene T. Hugo, the younger son, is married and lives in Duluth. He is president of the Hugo Manufacturing Company.

HENRY F. SALYARDS, who has been a resident of Duluth for nearly three decades, is connected with some of the most important enterprises of the city. At present he is president of the Duluth Board of Trade and is one of the heavy grain operators of this region. He was born at Liberty, Missouri, July 10, 1869, a son of Richard G. Salyards. The latter was a resident of Missouri during the reconstruction period following the close of the war between the North and the South, but later was a newspaper man of southern Illinois. He was married to Miss Helen Baker, and they became the parents of four children. For several generations the Salyards have been connected with the newspaper business in Ohio and Kentucky, and from the latter state Richard G. Salyards went into Missouri and Illinois.

Henry F. Salyards completed his educational training at a high school. Going to Chicago, he obtained a clerical position with a pig lead firm, and later went into northern Dakota and Montana and engaged in cattle and sheep ranching, but terminated those connections in 1893 and, coming to Duluth, embarked in a grain commission business with Governor Eli C. D. Shortridge, the first Republican governor of North Dakota. This association continued until the death of Governor Shortridge, after which Mr. Salyards continued alone. In 1920 he was honored by his associates on the Board of Trade by election to the office of its chief executive, and he is still serving as such. He is also a director of the First National Bank, and is otherwise prominent in public matters. The Baptist Church has in him an earnest and generous member. In politics he has always been a strong Democrat. Prominent as a Mason, he has been raised to the Commandery, and also belongs to the Mystic Shrine.

On October 10, 1890, Mr. Salyards was married to Miss Mary Ely, of Center, Missouri, and they have three children, Ely, Myra and Patricia. Ely Salyards was a first lieutenant of Battery A, Three Hundred and Seventh Division, Field Artillery, and served for twenty months in the late war in France. He was honorably discharged after the signing of the Armistice, returned to Duluth, and is now in the grain commission business with his father. Many of the present improvements of Duluth have been advocated by Mr. Salyards, and stands as the result of the wise and indefatigable zeal of him and his associates for bettering their community. The years he has spent at Duluth have been of incalculable importance in the city, and he has kept abreast of the advancement, and at the same time has widened his own knowledge and developed his capabilities.

HENRY TURRISH, for nearly a score of years a resident of Duluth and now engaged in lumbering, operating at the present time in Idaho, Washington and Oregon, was born on a farm in Portage county, Wisconsin, October 16, 1864, a son of James and Catherine (Campbell) Turrish, both of whom were natives of Ireland.

James Turrish was reared in his native country, but when still a young man, in December, 1850, took passage on a sailing vessel bound from Glasgow, Scotland, to the United States. His vessel sprung a leak, and it was not until March, 1851, that he arrived in New York city. He lived at Wilmington, Delaware, for a time, and was married at New York city. In 1862 he came to the west, locating in Buena Vista, Portage county, Wisconsin, which locality was his home for practically the remainder of his days, although in his later years he moved to Stevens Point, Wisconsin, where he died in 1907.

One of a family of ten children, of whom seven grew to maturity, Henry Turrish worked on the home farm in Portage county, Wisconsin, while a boy, and attended the district schools, supplementing this with an academic and business course at Madison. He began his business career in the logging camps of the pine woods of northern Wisconsin, following which he worked at nearly every branch of lumbering, including cruising, cutting, rafting and office work. About 1890 he began lumbering in Wisconsin for himself, buying stumpage rights, logging and selling, and later, about 1898, moved to Superior, Wisconsin, and there began manufacturing, at the same time purchasing timber in Wisconsin and Minnesota with associates, which was aside from his regularly-established business. About 1901 Mr. Turrish moved to Duluth, having disposed of his Superior holdings. At Duluth he had previously maintained an office for several years with W. H. Cook. On coming to this city he at once became secretary and general manager of the Minnesota Log and Timber Company, and for several years was engaged in manufacturing lumber. Upon the completion of the work thus mapped out he became associated with others in the acquisition of large timber holdings in Florida, Idaho, Oregon and Washington, giving to the western holdings his personal attention.

Mr. Turrish is a director of the City National Bank of Duluth; a director of the Elk River (Idaho) Bank; vice president and director of the Pollatch Lumber Company of Idaho; director of the Boise Payette Lumber Company, Boise, Idaho; president of the Western Land Company, Ltd., of Idaho; vice president of the Western Timber Company, president of the Mehalen Timber and Logging Company, president of the Portland Southwestern Railway Company, president of the Beaver Lumber Company, president of the Appledale Land Company, director of the Fir Tree Lumber Company and of the Drew Timber Company, all of Portland, Oregon, where the general offices are located; president of the O'Connell Lumber Company; director of the Curran Timber Company of Washington; and director of several land and exploration companies of Minnesota. Mr. Turrish is a member of practically all the clubs of Duluth. He is a Republican in politics, but has not aspired to political official honors.

On June 17, 1891, he married Margaret V. Keating, of Antigo, Wisconsin, who died December 26, 1912, leaving four daughters: Marie, the wife of C. E. Hazen; Nannie, who died September 7, 1920, as Mrs. Philip L. Ray; Vivian, the wife of Miron Bunnell; and Frances. Mr. Turrish's second marriage occurred February 21, 1914, when he was united with Miss Minnie B. Lander. Mr. and Mrs. Turrish are communicants of the Roman Catholic Church.

MARTIN L. JENKS. For the past twenty years Mr. Jenks has been one of the prominent grain men of Duluth, and his individual enterprise and the capital he represents have given a decided impetus to the commercial power now wielded by the Zenith City.

Mr. Jenks was born at Forrester, Michigan, July 15, 1861, son of Benjamin L. and Amanda (Messer) Jenks. His father for many years was identified with farming in St. Clair county, Michigan, but in later years was active in the lumber and timber industries of Michigan. At Woods Mill in Sanilac county he was manager for the J. L. Woods interests, and was also interested in the wholesale firm of Pack, Woods & Company of Cleveland, wholesale lumber dealers. Besides acting as manager of the saw mill and general store his services were valuable in locating timber, and a considerable part of his time was spent as a cruiser. Throughout his life he was known as a man of strict commercial integrity, ability and honesty, and was frequently called upon to act as arbitrator on account of his faculty of seeing both sides of the question. In politics he was a Republican.

Martin L. Jenks, the youngest in a family of five children, was educated in the public schools of Michigan and spent one winter in a college at Kalamazoo and another winter at Mount Morris, Illinois. When twelve years of age he earned his first money and beginning at the age of sixteen was regularly working in general stores and on farms. At the age of twenty-four he entered the service of a wholesale dry goods store at Kansas City, but about three years later returned east and became identified with a rolling mill at Findlay, Ohio, and during the five years there became superintendent of the Findlay Rolling Mill Company.

Since then his chief interests have been in the grain business. When he came to Minnesota he first located at Washburn, spending two months with Nye Jenks & Company, when he was transferred to the Nye Jenks & Company office at Minneapolis as cashier, where he remained two and a half years. He was then sent to the Milwaukee office of the Rialto Elevator Company, a subsidiary of Nye Jenks & Company, and remained in Milwaukee until the spring of 1900. The firm did a profitable business in that city, and while Mr. Jenks was there and since has operated the Angus-Smith Elevator. In the spring of 1900 he came to Duluth to organize the business of the Itasca Elevator Company, buyers and shippers of grain, buying it on exchange and shipping east. The first year they handled not quite three million bushels, and their business has increased until the total aggregate of one season has reached as high as twenty million bushels. Mr. Jenks now gives his special attention to the Itasca Elevator Company as secretary and manager.

He has been prominent on the Duluth Board of Trade, serving as director eight years, vice president two years and president two years, and now represents the Duluth Board as counsellor of the United States Chamber of Commerce. Mr. Jenks is a member of the Commercial Club, Kitchi Gammi Club, Curling Club and Boat Club, and is a Republican in politics.

December 7, 1892, while living at Findlay, Ohio, he married Miss Linnie Edgar, of Sidney, Ohio. Her father at the outbreak of the Civil war, being unable to enlist in his home county on account of his age, went to another county and became the youngest member of his regiment and served throughout the period of hostilities. Mr. and Mrs. Jenks have two daughters, Hester Anna, born in 1894, and Edna Messer, born in 1898. Both are graduates of the Duluth Central High School and spent two years finishing their educations at the National Park Seminary at Washington, D. C.

WILLIAM ALBERT MCGONAGLE. The work of William Albert McGonagle as a railroad builder and engineer and operating official has constituted a real and vital service to the upbuilding of one of the chief re-

sources of Duluth, its transportation system. It is doubtful if any man now living has a broader or more authoritative technical knowledge of the problems of railroad transportation in the Duluth district.

Mr. McGonagle, who for the past ten years has been president of the Duluth, Missabe & Northern Railway Company, was born at Conshohocken, Montgomery county, Pennsylvania, March 28, 1861, a son of Joseph and Agnes (McKeeman) McGonagle. His father was born at Pottsville, and his mother at Norristown, Pennsylvania. His father was for many years a merchant at Conshohocken, where he died. William A. McGonagle was one of a family of two sons and four daughters. Three of the daughters are now deceased. He was educated in the public schools of Conshohocken, graduating from high school in 1876. The following year he entered the University of Pennsylvania and graduated in 1881 with the degree Bachelor of Science in Civil Engineering. For a few months he was a draftsman in private engineering work at Atlantic City, New Jersey, but in July, 1881, he arrived in Minnesota, the state destined to be his permanent field and the scene of his best achievements not only as an engineer but as a citizen. His first employment in this state was as draftsman at Brainerd with the Northern Pacific Railway Company, and shortly afterward as a transit man with the party engaged in locating the Little Falls and Dakota branch of that railway. In the fall of 1882 Mr. McGonagle entered the service of the Duluth & Iron Range Railroad Company as assistant engineer. He was successively promoted to resident engineer, superintendent of bridges and buildings, and assistant chief engineer, an office he held until 1902. In the latter year he became assistant to the president of the Duluth, Missabe & Northern Railway Company, was made vice president in 1903, and since March, 1909, has been president. While with the Duluth & Iron Range road he had charge of the maintenance of way and especially of ore dock construction and the construction of the terminals at Two Harbors, Minnesota, and the relocation of the line between Two Harbors and Cloquet River.

While his best years have been devoted to the problems of railroad-ing and transportation, Mr. McGonagle was also a factor in the organization of the Duluth Crushed Stone Company, one of the important local industries of Duluth. He has given his influence, study and time to many public movements. He is a former president of the Duluth Commercial Club, a former chairman of its Public Affairs Committee, and was chairman of the Relief Committee in the forest fires at Beaudette and Spooner, Minnesota, in October, 1910, while by appointment of the Governor he again became chairman of the Minnesota Forest Fires Relief Commission and took active charge of the relief work during the forest fires of October, 1918. In the late war he was first chairman of the Duluth Chapter of the American Red Cross, and held that office until the close of the war, when he resigned on account of ill health. He is a Republican, but has never sought nor held political offices. Mr. McGonagle is also a former president of the Kitchi Gammi Club, is a life member of the Duluth Boat Club, a member of the Northland Country Club, the Minnesota Club of St. Paul, the New York Railroad Club of New York, and the Gitchi Nadjji Club of Superior, Wisconsin. His favorite recreation is golf, and he is also a great traveler, having lived in practically every section of the United States.

Mr. McGonagle is one of the most prominent Masons of northern Minnesota, having attained the supreme thirty-third degree in the Scottish Rite. He is a past master of Palestine Lodge No. 79, A. F. and A. M., past high priest of Keystone Chapter No. 20, R. A. M., past com-

mander of Duluth Commandery No. 18, K. T., is a past grand master of the Grand Lodge, A. F. and A. M. of Minnesota, a past sovereign of St. George's Conclave, Knights of the Red Cross of Constantine, and a member of all the Scottish Rite bodies in Duluth and the Aad Temple of the Mystic Shrine.

October 5, 1887, Mr. McGonagle married Miss Sarah L. Sargent, daughter of Samuel G. and Sarah E. Sargent, of Methuen, Massachusetts. Mr. and Mrs. McGonagle have had three sons and one daughter: Joseph Sargent, Robert Emerson, Mary and William Albert, Jr. Their oldest son attended the Duluth High School, Dartmouth College, took the short course in agriculture at the University of Wisconsin, and is now managing a large farm at Hamilton, Montana, and is president of the Chamber of Commerce of that town. The son, Robert, also attended the Duluth High School and the University of Pennsylvania, and during the World War volunteered with the forces of Canada and served two years in France and Belgium, where he was wounded and gassed. He is now in business in Duluth, president of the Duluth Double Wall Construction Company. The daughter, Mary, is a graduate of the Duluth High School and graduated with the class of 1919 from Mount Holyoke College at South Hadley, Massachusetts. The youngest son graduated from High School, class of 1920, attended Dartmouth College and died September 13, 1920.

WALTER M. EVERED is president of the National Iron Company of Duluth, one of the largest industries in the city and one that furnishes a large volume of the iron and steel finished products that are shipped out of Duluth every year.

The Evereds as a family have been distinguished for mechanical skill through several generations. The grandfather of Walter Evered was Joseph Evered, who came from England and settled at Rochester, New York, where for a number of years he owned and operated a flour mill and feed shop. His son was the late Joshua D. Evered, a pioneer in the iron industry of Duluth and long one of that city's most substantial citizens. He was born at Rochester, New York, July 16, 1845, and at the age of ten years was left an orphan and had to make his own way in the world. He inherited a taste for mechanics, and all his life was a student of machinery, an inventor of many devices and improvements, including some changes that perfected the threshing machine. He was also a good business manager. For a number of years he had his home at Dayton, Ohio, and in 1882 brought his family to Duluth. He became one of the organizers of the Northwestern Iron Company, which in 1884 was merged into the National Iron Works. In 1896 this business was taken over by the firm of J. Evered & Son, and in May, 1897, the National Iron Company was incorporated by Joshua D. Evered, Walter M. Evered and Harry R. Armstrong. Joshua Evered remained as president of the company until his death, on May 29, 1903, and was then succeeded by his son, Walter, as president. Harry R. Armstrong continues as secretary of the company. Joshua Evered was completely devoted to his business and family. He was a member of the Episcopal Church, belonged to the Independent Order of Odd Fellows, and was a Republican. In 1866, at Detroit, Michigan, he married Anna Rose, a native of Ontario, Canada, and daughter of John and Mary Ann (Allen) Rose, her father having been a shipowner.

Walter M. Evered, only son of his father, was born at Dayton, Ohio, attended the grammar and high schools of his native city and of Duluth, and was fifteen years of age when he came to the Zenith City. Even as



Joshua Everett

a boy he worked in his father's manufacturing plant, and mastered all the technical details of iron and steel working. For over thirty years therefore he has been closely identified with the growth and development of the National Iron Company.

This industry involves a large plant in West Duluth, and its facilities have been especially adapted for the manufacture of machinery and structural iron. It was originally started in a small way, chiefly for repairing of marine and saw mill machinery. As the timber began to disappear and the smaller boats were replaced by larger ones a readaptation had to be made in the growing business. The owners at that time determined to make the plant especially equipped for the manufacture of special machinery. The shop located during the first few years at the head of Garfield avenue became too small to take care of the growing burdens placed upon it, and in 1902 the company sought larger quarters and took over the works formerly built by the Iron Bay Company. The present plant occupies nearly six acres of ground and is fully equipped with modern machinery and appliances for all the work. A large and prominent feature of the business today is the building of hoisting machinery for builders and contractors and for mines, also machinery for underground mining, tunneling and prospecting. The company manufactures machinery to be driven with steam, electric, motor, or internal combustion engines. The company are also jobbers as well as manufacturers, using large quantities of structural steel, merchant bars and billets, and a large part of the factory force is busy the year around, fabricating steel for bridges, buildings and steel construction work. As foundrymen the National Iron Company has facilities for making all kinds of grey iron castings, some of them weighing as high as thirty tons apiece. It is an industry obviously contributing a great deal of prosperity to Duluth since between 175 and 200 men are employed the year around, and many of them are experts in their line. The output of the plant is shipped all over the northwest and portions of Canada. Walter M. Evered has the distinction of having been the first member of the school board who was a former pupil of the Duluth schools. He is active in the Duluth Commercial Club, is affiliated with Palestine Lodge No. 79, A. F. and A. M., Keystone Chapter No. 20, R. A. M., Duluth Commandery No. 18, K. T., is a Scottish Rite Mason and Mystic Shriner. He also belongs to the Elks and is a member of the Episcopal Church. In 1892 he married Miss Eleanor Keene. They have one daughter, Helen.

A. L. HENRICKSEN, the oldest firm of manufacturing jewelers in Northern Minnesota is A. L. and N. J. Henricksen, who have been actively associated for many years, while the name Henricksen has been established in Duluth for over thirty years.

N. J. Henricksen came to Duluth in 1887. A. L. Henricksen was born in Norway, July 30, 1866, and came to this country in 1904, joining his brother and establishing the partnership of A. L. and N. J. Henricksen in the manufacture of fine jewelry and as dealers in diamonds and other precious stones. For many years the location of the Henricksen jewelry house was 332 West Superior street, but the firm is now located on West First street. This was the first establishment to install machinery for the cutting and polishing of the precious and semi-precious stones found in the northern country, particularly on the banks of Lake Superior, including the beautiful agates, amethysts and other stones that are given the full value of their attractiveness in handsome settings made by the Henricksen brothers. The cutting and polishing and set-

ting of these stones is a large business in itself, and has brought a large trade to Henricksen Brothers from the tourist population that throngs Duluth in the summer. A large section of their store is also devoted to dealing in the curios found in Northern Minnesota.

A. L. Henricksen has always taken a great pride in his home city. He is a member of the Commercial Club, the American Sons of Norway, and he and his brother promoted a company for the manufacture of puncture proof tires for automobiles. This company now operates a large factory at Newcastle, Indiana.

A. L. Henricksen has always taken a great pride in his home city. has five children, all living, namely: Sigurd, John, Erling, Signy and Herald.

THOMAS KILEEN. The great lumber industry so long centered at Duluth has recruited to this city and to the work some of the choicest spirits of the great northern woods. One of them is Thomas Kileen, who practically grew up in the atmosphere of logging camps in Wisconsin, and who is now head of the firm, Thomas Kileen & Company, loggers and contractors, operating a large organization of men and facilities in the lumber woods of the northwest, while Mr. Kileen personally is owner of and associated with the ownership of great tracts of cut-over timberland in the northern district.

He was born in Wisconsin October 14, 1861. His parents are now deceased. His father who died in 1907, at the age of seventy-four, was a substantial Wisconsin farmer, a good citizen, enjoying the confidence of the entire community, and had a family of ten children, five of whom are still living.

Third among these children, Thomas Kileen acquired his early education in the country schools of the Badger state. At the age of eighteen he left home and went to work in the pine woods and logging camps and soon developed special skill and proficiency in all phases of work, including the dangerous art of driving logs down the rivers. At the age of twenty-three he had advanced so far as to begin taking contracts for getting out logs and operating drives, and soon afterward he established his headquarters at Duluth. Recognized as an expert logger and timber man, he has commanded the confidence of woodmen, and has kept together one of the most efficient organizations for work in this line. His employes have at times aggregated as many as five hundred, and in different years he has got out and sent to the mills between twenty-five and thirty-five million feet of logs. Incidental to his business as a logger he has handled the sale of cut-over timber lands. He has owned and still owns large sections of former timber land both in Wisconsin and Minnesota, and some of his principal holdings were in Douglas county, Wisconsin, land that has been sold and developed largely through his organizations, and much of it now constitutes valuable farms. Mr. Kileen is also extensively interested in mining operations on the Mesaba Range.

He is an independent voter and a member of the Knights of Columbus. In 1896 he married Miss Katie Finnigan. They have two children, Edward, born October 10, 1899, and Morine, born May 1, 1901. The son Edward finished his education in the University of Wisconsin, and since leaving university has been associated with his father in the logging and farm business.

W. H. COOK. The Cook family have been residents of Duluth thirty years, and during that time W. H. Cook and in former years his father

had a prominent work and service to perform as engineers and as lumber operators, and W. H. Cook in recent years has been a lumberman with interests extending from the Pacific northwest to the Atlantic southeast.

W. H. Cook was born in Kent county, Michigan, September 8, 1867, son of Merritt S. and Ella M. (Reynolds) Cook, the former a native of New York state. The father died in 1911 and the mother in 1914. Merritt Cook spent the greater part of his life as a civil engineer and surveyor. Coming to Duluth in 1892, he followed his profession until his death. He possessed a decided mathematical turn of mind, and while employed in a very practical profession he found his chief delight in the theoretical side of mathematics. For a number of years he was professor of mathematics in Albion College in Michigan. In his family were six children, four still living, W. H. Cook being the second in age.

As a boy he attended the common schools of Michigan, and acquired an expert knowledge of the timber and lumber industry, still an important line of business in his native state during his youth. He became a skillful timber cruiser, and was employed in that capacity in several states of the Union. He first came to Duluth in 1891, and was interested as a timber dealer and lumber operator in a number of sections in north Minnesota. He also extended his operations to the Pacific Coast. Mr. Cook and associates built a line of railway from Virginia, Minnesota, to Fort Francis in Ontario. He began manufacturing lumber in Virginia, Minnesota, in 1903, also was one of the organizers of the Virginia and Rainy Lake Company, with mills at Duluth and Virginia, and in 1911 organized the Trout Lake Lumber Company, manufacturing lumber at Tower, Minnesota. This industry he continued until 1918. About 1912 he extended his interests as a lumberman and timber owner to South Carolina, where his business was carried on with headquarters at Greenville. He is still interested in the lumber operations of that state. Mr. Cook is a Republican in politics.

December 31, 1888, in Michigan, he married Miss Martha L. Walsh. Mrs. Cook for a number of years has taken a very prominent part in charitable and social affairs in Duluth, and was one of the leaders in local Red Cross work during the war. They have one son, Ellis R., who attended the Duluth High School and Dartmouth College and is now engaged in the lumber business.

ERNEST A. SCHULZE has a business experience that has been continuously identified with Duluth for thirty years or more. His original trade was that of a tanner, and he has been in the leather business continuously and is now president and manager of the Schulze Leather & Findings Company, one of the leading wholesale houses of the kind in the northwest.

Mr. Schulze was born at Hancock, Michigan, April 6, 1866, a son of Gustav A. and Wilhelmina (Hohle) Schulze. His father was a native of Prussia and his mother of southern Germany. On coming to America Gustav A. Schulze, who was a carpenter and shipwright by trade, located at Chicago, later moved to Hancock, Michigan, and from there went to old Superior, where he engaged in the furniture business. As a millwright in the employ of Wieland Brothers he left Superior and went to Beaver Bay, Minnesota, to look after the saw mill of the firm at that point. Later he was elected to the office of auditor of Lake county, and when the county seat was moved to Two Harbors he and his family went along. While there he was county auditor and later county treasurer, subsequently was appointed postmaster of Two Harbors, and at the conclusion of his term in the postoffice moved with his family to Duluth,

where he lived a retired life until his death. He was the father of ten children, eight of whom reached mature years and seven are living.

Ernest A. Schulze, next to the oldest of the living children, acquired his early education in the public schools of northern Wisconsin and Minnesota and left school to become an apprentice to the tanner's trade at the age of sixteen. He was an apprentice three years, and gained a thorough knowledge of all that constitutes the tanning industry. Following that for one year he was employed as a clerk in the Wieland shoe store, and then after a course in business college at St. Paul returned to Duluth in 1888 and with his brother Charles, engaged in the leather business under the firm name of Schulze Brothers. Later they incorporated as the Schulze Brothers Company, and the business was continued under this title until 1915. Since then Mr. Schulze has been the active head of the Schulze Leather & Findings Company, a wholesale establishment at 10 West First street.

Mr. Schulze has been devoted to business, has never sought the honors of politics nor its cares and responsibilities, is a Republican voter and an active member of the Pilgrim Congregational Church. In June, 1896, he married Miss Emma Kohagen, daughter of Frederick Kohagen, of Duluth and of German ancestry. Mrs. Schulze was educated in the public schools of Pennsylvania and of Duluth. They have three children: Dorothy, born in 1903; Clarence, born in 1907; and Eleanor, born in 1911.

MARSHALL-WELLS COMPANY. The history of the Marshall-Wells Company has a place of importance in this publication because it frequently throws significant light upon the history of Duluth itself and involves in a peculiarly interesting manner the fortunes and careers of a number of prominent local business men, chief among them being the veteran founder of the business, Albert Morley Marshall.

In 1882, when Duluth had less than 5,000 population and was only a small and unimproved town around a lake port, with the lumbering industry behind, a retail hardware business under the name G. C. Greenwood & Company was established in the depot corner of Superior street. About two years later the first iron ore was shipped from the Vermillion Range, and with the completion of the Northern Pacific Railroad Duluth grew so rapidly that it became a city of 18,000 population. Needing larger capital for his business, Mr. Greenwood interested his uncle, A. B. Chapin, a Saginaw lumberman, and in 1886 the firm was changed to A. B. Chapin & Company, with Mr. Chapin in personal charge. A three-story frame building was erected on South Lake avenue that year. Another important firm of Duluth at that time was Wells-Stone & Company, wholesale grocers and hardware men, who soon afterward merged the hardware department with that of A. B. Chapin & Company, resulting in the Chapin-Wells Hardware Company. In 1891 this firm moved into a new six-story and basement brick building on lower Fifth avenue, West, which was the home of the company for nine years. In 1892, when it became apparent that large additions of capital were necessary, there occurred the great crisis in the business. This was due partly to the industrial depression which culminated the following year, and also to the fact that some of those interested in the Chapin-Wells organization were desirous of withdrawing. At that time negotiations were entered with Albert M. Marshall of Saginaw, Michigan.

Albert Morley Marshall was born December 25, 1851. His father, Seth Marshall, was born near Hartford in Colebrook, Connecticut, but spent his active life at Painesville, Ohio, where he was a hardware



A. M. Marshall

merchant, president of the First National Bank and otherwise extensively interested in northern Ohio business. His fifth child was Albert M. Marshall, who grew up and was educated in the schools of Painesville. At the age of nineteen he went to Saginaw and entered the shipping room of Morley Brothers, hardware merchants. For twenty-two years he remained with that firm, and when he left was vice president and general manager and had demonstrated the faculty of gathering about him and infusing his personal influence through a splendid organization. He was also president of the U. S. Graphite Company and the Lufkin Rule Company, which he had started at Cleveland and later moved to Saginaw.

In the face of conditions that prevailed in 1893 it is possible to credit Mr. Marshall with nothing less than extraordinary vision and courage in surrendering his attractive and promising interests in Michigan and elsewhere and taking hold of a proposition at Duluth that promised a constant battle as a precedent for growth and success. In the spring of 1893 he acquired the controlling interest in the Chapin-Wells Hardware Company, the name being changed to the Marshall-Wells Hardware Company. The chief owner of the Wells interests, C. W. Wells, was drowned the same fall while duck hunting, and his partner, F. C. Stone, died three months later. Their estates were represented in the Marshall-Wells directorate for some years. Mr. Marshall in the meantime was left to fight out the battle almost alone. With the beginning of the panic of 1893 there was a general shut down of mines, lumber operations, railway extension, but he persisted in maintaining his business organization and even added to his force of salesmen, soliciting business all over the northwestern country. The wisdom of this step was proved several years later, when with the gradual lifting of panic conditions it was found that the Marshall-Wells Company had become securely entrenched in all the northern and northwestern states and even in Canada and Alaska. In the midst of trying conditions in 1894 Mr. Marshall began the preparation of a complete catalogue that would represent every article carried in stock, and at that time the "Zenith" trade mark was adopted, which for a quarter of a century has been the guarantee of quality on all goods distributed by this firm.

One of the chief sources of success to the Marshall-Wells organization has been Mr. Marshall's faculty of picking and retaining the right sort of men in his organization. He entrusted a young Canadian with first opening up an international business for the firm in Canada, and with the Klondike gold discoveries of 1898 the emissaries of the Marshall-Wells Company were soon within the Arctic Circle. Out of this venture developed the great business handled by the firm in the Canadian northwest through Winnipeg, where the first warehouse of the company was established in 1901. In 1901 the company also rented a barn in Portland, Oregon, as the first warehouse of the Portland branch, and within less than ten years several successive buildings were erected by the firm in that city, until the Portland branch now handles business from the Pacific northwest to Los Angeles and the Imperial Valley of California. Through the Portland house was also done a large export business to the Hawaiian Islands, and more recently to Russia and China. The Spokane branch of the firm was opened in January, 1909, to serve the great trade of the inland empire. In July, 1912, was incorporated the Marshall-Wells Alberta Company, which took over previous connections of the firm and an old established business at Edmonton, Alberta, and this

house now controls the trade of that northwestern province and north to the Arctic Circle.

In the meantime, in spite of developments and extensions to these far-flung fields, addition after addition has been made to the Duluth headquarters. Besides the enormous material facilities the personnel of the Duluth organization has increased from forty-four employes of 1893 to a small army of upwards of 1,000 in the wholesale hardware business.

One of the individuals in this great organization, writing from personal knowledge and facts known to the personnel of the Marshall-Wells Company, has given this interesting tribute: "It is not in anything but the leadership of its founder, its captain-general, Mr. A. M. Marshall, who better realized and appreciated the resources of this great northwest, and had the courage, the confidence, and the ability to invade the far west and develop that business at a time when other jobbers were deserting the territory—that accounts for the real secret of Marshall-Wells success.

"His counsel and guidance have pervaded every department—the lines of goods, the contracts made, the catalogue, the advertising, the extension of territory and of credit; the selection of his staff, their training, the principles inculcated in them, and the constant personal watchfulness over the activities of every factor in the business—his broad knowledge of finance, manufacturing and merchandising in general; his deep insight into human nature and his happy methods of treating each, have been the fundamentals—his technique.

"As to his business tactics and broader strategy, they might easily be compared with the successful campaigning of a military organization, for surely merchandising is warfare; peaceful battles are trade gains, trade victories, won by the training, the co-ordination, the resources, reserves, the initiative, the attack, the consolidation, and the follow-up."

A great business from ordinary commercial standards, it is also great as an exemplification of the human element in business. The company provides many forms of profit-sharing, insurance, pension funds, and other advanced programs of welfare.

It was after he had seen his business reach the full tide of success and influence that Mr. Marshall in 1918 took the chairmanship of the Board of Directors and named his older son, Seth Marshall, as president and general manager. At that time one of his old associates said: "In my opinion no other merchant in the great northwest has been the equal of Mr. Marshall in the vision and the optimism which so benefited this great area of expansion, or has the ability, energy, courage and devotion to a great work which he has had, and no other has accomplished so much as he."

P. G. PHILLIPS, who is commissioner of the city government, being in charge of public utilities, is one of the best qualified men that might be found for that responsible post. Mr. Phillips has lived for many years in Duluth, was an alderman before the commission form of government was adopted, is a thorough business man, and has a vast and intricate knowledge of city affairs.

He was born in Swansea, Wales, September 24, 1870, and was only an infant when brought to America by his parents in 1871. His father, William Phillips, lived for a time at Connelsville, Pennsylvania, where he followed his trade as a brass moulder. He continued

in the same line of business at Marshalltown, Iowa, where he lived until his death in 1896.

P. G. Phillips was the third in a family of six children. He acquired his early education in the public schools of Marshalltown, Iowa, and as a youth served an apprenticeship at the blacksmith's trade. That trade was his regular occupation from 1890 to 1910. In the latter year he became manager of a general co-operative store at West Duluth, and handled the affairs of that business very successfully until February, 1917.

Mr. Phillips was first elected an alderman, representing the Eighth Ward in the city of Duluth in 1912. He was in that office a year and a half before the commission form of government was adopted. In 1917 he was chosen commissioner of the Board of Public Utilities, and since then has spent practically all his time with the affairs of his office. Mr. Phillips is an able speaker, has a great amount of information on everything connected with the government of Duluth, and is well qualified in a literary way and has frequently discussed subjects of current interest in the local press, especially through the columns of the *Duluth Herald*.

Mr. Phillips is a member of several of the leading fraternal orders. He is unmarried.

N. A. YOUNG is a wholesome type of the modern educator, and was keenly alive to the great responsibilities he carried as county superintendent of schools of St. Louis county.

Teaching and school administration has constituted his life work. He was born on a farm at Bismarck, Illinois, on August 2, 1874, son of James L. and Nancy A. (Silvey) Young, being of Scotch ancestry in the paternal line and English and Irish through his mother. He is the oldest of four living children. His father was also a native of Illinois, and spent his active life as a general farmer and died at Danville, that state. He strenuously objected to holding any office, though he endeavored to exercise an intelligent interest in public affairs. He was a member of the Christian Church.

N. A. Young attended the rural schools of his home community to the eighth grade, and then had his first experience as a teacher in a country school. He continued his higher education in the Illinois State Normal University, spending four years in that institution and graduating in 1901. For one year he was principal of a ward school in Hoopston, Illinois, for two and a half years was principal of the high school at Bement, leaving there in the middle of the year to become superintendent of a small system of schools at Deland, Illinois, early in 1902.

Mr. Young came to Minnesota in the fall of 1902 and for five years was principal of the schools at Soudan and for two and a half years superintendent at Aurora. He has been connected with the general school work of St. Louis county since February, 1910, when he was made assistant superintendent. In the fall of that year he was elected county superintendent, and held that office until August 1, 1920, when he resigned in order to give all his time to the Duluth School of Business, of which institution he is president and part owner.

Many important changes and improvements were made under his administration. The outstanding feature was the gradual centralization in control of schools in the County Board of Education. This is now the vital center and heart of the county system of education, though in 1911, when Mr. Young became superintendent, the office

was comparatively a nominal one and his entire force consisted of himself, one assistant and a stenographer. At the time of his resignation about twenty people were at work in the county superintendent's office all the time. Through the county office the schools of St. Louis county are now in a measure grouped as a single big district, with a central organization in control. It is possible to review only briefly the larger results and the influences which emanated from the office of County Superintendent Young. One feature was the constant endeavor to improve the health of the school children and the patrons of the schools in rural territories. Mr. Young has been a staunch advocate of homes for teachers in connection with the schools, and this idea has been developed in a number of cases with gratifying results. The plan for Boys' and Girls' Clubs was fostered, until there are now between 125 and 130 such organizations in the county. The chief object of the club organization, as Mr. Young views it, is to develop a spirit of self government in the children early in life.

The increase in the activities of the superintendent's office is partly accounted for through Mr. Young's advocacy and practice of a closer supervision of rural school work. He contended that good schools are possible in the country as in the city, provided certain factors are present, the same quality of teacher, the same generous supplies of books and papers, and the same kind of supervision. School patrons and school directors have never been allowed to forget since Mr. Young was made superintendent that an important essential in good rural schools is better buildings, better ventilation, better light and more comfortable quarters in every way.

The rural schools in St. Louis county, as in nearly every other part of the country were seriously handicapped during the war by an insufficient supply of teachers. In order to overcome that difficulty Mr. Young endeavored to prevail upon the county high schools to conduct normal training departments, and at the present time nearly all of the rural teachers are home-trained products.

He adopted in his school administration an idea long practiced by progressive business organizations in getting the teachers together in a good summer school just before the opening of the regular term, not so much for the purpose of instruction and acquainting them with pedagogic theories, but in arousing their enthusiasm and general morale so as to put them in readiness for the actual problems they will encounter in their school work. Each summer for a number of years such a school has been conducted in St. Louis county.

For eight years Mr. Young was publisher of the Rural School Bulletin, a local magazine devoted to the interests of the schools of St. Louis county. He was a regular contributor to the Bulletin, the files of which contain most of his literary productions. About four years ago he also edited one division of the encyclopedia known as "School Methods." In 1919 he and an associate opened a commercial school at Twenty-first avenue, West, and Superior street in Duluth, the first session beginning September 2nd. Mr. Young is devoting his entire time to that institution now.

The majority of the people living in the rural districts of St. Louis county are of foreign birth. In order that they might become acquainted with the English language and learn something of American ideals and form of government Mr. Young instituted what is known as the Speak-English Movement. Through this movement the children are encouraged to teach the English language to their parents and to their little brothers and sisters. They take pride in

telling their parents stories of American heroes and in giving them facts concerning the geography and government of United States.

Each school entering upon the Speak-English work is provided with an attractive, framed certificate, and each Speak-English worker wears a button bearing the inscription: "We Speak English."

The Speak-English Movement was started in the fall of 1918, and when Mr. Young's resignation took effect in August, 1920, 2,250 boys and girls were enrolled in the movement. The English language is spoken in many families where it was never heard before, many fathers and mothers are delighted over having learned to read English, and whereas in former years the little folks entering school were unable to speak English, the majority of the beginners in 1920 were acquainted with the English language.

During the war Mr. Young was manager of the Junior Red Cross. He is not a member of any literary or educational organization, has no secret affiliation, was reared a Methodist and is an independent voter. July 31, 1901, he married Miss May E. Walls, daughter of I. C. Walls. Both their children are now deceased.

G. A. E. FINLAYSON. In no profession is there a career more open to talent than in that of the law, and in no field of endeavor is there demanded a more careful preparation, a more thorough appreciation of the absolute ethics of life or of the underlying principles which form the basis of all human rights and privileges. It is a profession into which none should enter without a recognition of the obstacles to be encountered and overcome and the battles to be won, for success does not perch on the banner of every one who enters the competitive fray, but comes only as the legitimate result of capability.

G. A. E. Finlayson was born May 2, 1873, in Montreal, Canada, and is a son of Alexander and Agnes (McLennan) Finlayson. His father, who was born and reared in Canada, came to the United States on October 31, 1880, and located in South Angus, Polk county, Minnesota, where for about a year and a half he was engaged in the mercantile business. At the end of that time he turned his attention to farming, in which he met with splendid success, becoming the owner of 800 acres of excellent and productive land in Polk county. In 1883 he removed his family to Crookston, Minnesota, that his children might have the benefit of the schools of that city.

G. A. E. Finlayson received his elementary education in the public schools of Crookston, being a member of the first class of four who were graduated from the high school there in 1891. Having determined to devote his life to the legal profession, he then entered the University of Minnesota, where he was graduated from the academic department with the degree of B. A. in 1896. He then entered the law department and was admitted to the bar in 1899, entering upon the active practice of his profession at Crookston. In 1913 he came to the city of Duluth, where he has since resided and practiced his profession.

Politically Mr. Finlayson is affiliated with the Republican party, having cast his first presidential vote for William McKinley. His religious membership is with the Pilgrim Congregational Church of Duluth. Fraternally he is a member of the Benevolent and Protective Order of Elks, Clan Stewart, Curling Club and other organizations.

On September 29, 1915, he was married to Eva Busselman, a daughter of William Busselman, and they are the parents of a son, G. W. A., born on October 17, 1916.

FREDERICK A. RICHARDSON. It is generally considered by those in the habit of superficial thinking that the history of so-called great men only is worthy of preservation and that little merit exists among the masses to call forth the praises of the historian or the appreciation of mankind. A greater mistake was never made. No man is great in all things and very few are great in many things. It is not a history of the lucky stroke which benefits humanity most, but the long study and effort which eventually result in a sure and permanent success. Among those in St. Louis county who have achieved success along steady lines of action is the subject of this sketch.

Frederick A. Richardson was born on January 11, 1893, in Stevens Point, Wisconsin, and is the first in the order of birth of the nine children who blessed the union of W. J. and Josephine (Perrin) Richardson, the former of whom was a native of Milwaukee, Wisconsin. Frederick A. Richardson was educated in the country schools of Wisconsin and the public schools of Duluth, the family having moved to this city while he was still a lad. His first employment was as a water carrier at nine years of age. Shortly afterwards he went to work on his father's farm and spent three years there. He grew to manhood surrounded by those conditions which tend to develop industry, integrity and frugality. How well he has retained those lessons of his early training has been shown by his later life.

On leaving the home farm Mr. Richardson obtained employment as a messenger boy for the Western Union Telegraph Company, but two years later became a clerk in a railroad office in this city, where he remained for a time. Then for a year he worked as a clerk in the Western Union office in this city, being then transferred to the American District Telegraph Company, where for a year he served as night operator. From June, 1916, until 1918, he had charge of the day office for that company and in the latter year was appointed general manager of the American District Telegraph Company's office in Duluth. He severed his connection with the American District Telegraph Company and is now associated with the Langdahl Tailoring Company, 18 North Twenty-first avenue, West, Duluth. Energy, good judgment and executive ability are the elements which have contributed to his success, and among his associates he is held in the sincerest regard, while he stands high in the esteem of the public who have had dealings with him.

On January 23, 1911, Mr. Richardson was married to Marie A. Fleckenstein, and they are the parents of a son, Frederick A., Jr. In his political views Mr. Richardson is independent, but he stands staunchly for all movements or enterprises having for their objects the advancement of the city along material, civic or moral lines.

MARSHALL H. ALWORTH, with two of the greatest industries of northern Minnesota, lumbering and mining, Marshall H. Alworth has been intimately associated for a period of nearly half a century. For the greater part of that time he has been a resident of Duluth and one of the men of enterprise who have liberally bestowed their public spirit and also a share of their business influence in the development of the community.

Mr. Alworth was born at Florence, Oneida county, New York, October 26, 1846, a son of Nathan S. and Deborah (Wickwire) Alworth. His father, who died about 1856, was a railroad man and was engaged in construction work for the Erie Railroad at the time of his death.

Marshall H. Alworth had four sisters, but is now the only survivor of his generation of the family. Beginning life with a district school educa-



M. H. Alwarth

tion acquired in western New York, he left home between the age of thirteen and fourteen, and for many years had some of the "rough and tumble" experiences of life. For a time he worked on the Great Lakes, but eventually became a land and timber explorer, a work in which he achieved a high degree of expertness and skill, and which he followed for over twenty years.

About 1867 he began exploring in the timber lands of Michigan, Wisconsin, Mississippi and Minnesota, and after looking for timbers for others interested in investments finally secured a working interest and operated on capital of his own. It was about 1880 that he became financially interested in this industry, and during the past forty years he has held and developed large tracts of timber land, especially in the northern states.

Mr. Alworth first came to the city of Duluth in 1873. For several years he was employed under contract in exploring and locating Government land in Minnesota, Wisconsin and upper Michigan. Soon after he came to Duluth there occurred the memorable failure of Jay Cooke, initiating the tremendous financial depression of 1873. There was no disposition on the part of moneyed interests to continue the contracts in which Mr. Alworth was interested. With what money he personally commanded he looked over some in St. Louis county, but soon found his occupation practically gone. That financial depression was a serious blow to the development of Duluth, which did not recover for several years.

Mr. Alworth returned to northern Minnesota in 1882, again as a land looker, but he was a purchaser of lands at the Government land sale, and later, in the 1893 sale at St. Cloud, he acquired further land holdings. Some of these lands were on the Mesaba Range. They had already shown indications of ore, and these indications led Mr. Alworth to believe that if the underground resources were properly explored a satisfactory commercial basis could be established. Thus he and his associates agreed not to sell the fee of the lands when the timber was removed, and that precaution was fully justified by the later outcome.

At first he gave options to explore, but found the work was not properly done, and he and his associates then took the matter directly under their own supervision. Much of the land had been "test-pitted" and worked over from one to three times, but the new and thorough investigations proved good deposits of ore. On that basis was formed the Alworth Mining and Development Company, an organization that was successfully continued for several years, as long as ore was found in paying quantities. The members of this company were J. L. Washburn, W. C. Agnew, W. H. Cole and Mr. Alworth. Finally they leased the lands and did not get more than two and a half cents a ton above what the option called for.

A number of other business enterprises have commanded the time and resources of Mr. Alworth. He became owner of considerable real estate in Duluth and took an interest in various industries to build up the town. Among properties which he owns is the Alworth Building, construction of which was begun September 12, 1909, and the building, completed, was turned over by the contractors May 1, 1910. He also owns the St. Regis Apartments and a few buildings in other parts of the city. During his career at Duluth he is said to have invested about half a million dollars in local manufacturing industries.

Mr. Alworth has no church membership but is a supporter of many charitable enterprises and organizations. He is a Republican in politics. He was married at Saginaw, Michigan, June 13, 1878, and of the seven children born to him and Mrs. Alworth two are now living, Marshall W.

and Royal D. Alworth. The sons are actively associated with their father, Marshall looking after the mining properties and Royal after the real estate holdings.

JOHN R. MCGIFFERT. While he came to Duluth in 1892 to practice law, and made a name in that profession, John R. McGiffert is best known in the Northwest as one of the executive officials of the Clyde Iron Works, as an inventor and mechanical engineer and as patentee of a large list of devices, most of them used in the lumber industry and which have in some respects almost revolutionized certain logging and lumbering operations.

Mr. McGiffert was born at Hudson, New York, March 19, 1869, a son of John N. and Sarah (Carnahan) McGiffert, the former, a native of New York and the latter of Pennsylvania. His grandfather, James McGiffert, was born near Belfast, Ireland, in 1800 and came to New York in 1819. In the maternal line Mr. McGiffert represents some distinguished American names. His maternal great-great-grandfather, John Carnahan, was commander of a Pennsylvania company in the Revolutionary war. The Carnahans were Scotch-Irish and settled in Pennsylvania during the eighteenth century. One of the Carnahans, James, was an early president of Princeton College. The grandfather, James McGiffert, was a grandson in the maternal line of Colonel William Dinwiddie, whose brother was the Robert Dinwiddie, known to every American schoolboy as the Colonial Governor of Virginia.

John R. McGiffert was liberally educated, attending public schools and an academy in his native town, taking two years in Hamilton College, graduating in 1890 from Williams College in New York, and in 1892 receiving his law degree from the University of New York. Admitted to the bar the same year, he came to Duluth and opened his office and soon had a comfortable clientele as a lawyer.

While in school and during his law practice Mr. McGiffert found time to encourage his inventive genius and allowed it more or less full scope, though the first invention patented and turned to commercial use was the McGiffert Log Loader, which he first patented in 1901. During subsequent years he obtained more than twenty other patents covering different types of logging machinery.

About the time he obtained his patent on the McGiffert Log Loader the Clyde Iron Works was established as the reorganization of another iron working plant at Duluth. The Clyde Iron Works has long been the most complete iron working plant in the Northwest, and has specialized in the manufacture of logging and other heavy machinery. The McGiffert Log Loader has been manufactured by the Clyde Iron Works from the beginning, as well as other of Mr. McGiffert's patents. In 1902 Mr. McGiffert became superintendent of the logging machinery department, and subsequently became treasurer and secretary and later vice president of the corporation in general charge of the design and construction of all the machinery manufactured in the immense plant at Duluth.

Mr. McGiffert is a member of the American Society of Mechanical Engineers, the American Society for the Advancement of Science, the New York Machinery Club, is a Fellow of the Royal Society of Arts, belongs to the Duluth Commercial Club, Kitchi Gammi Club, Duluth Boat Club, Northland Country Club, and has allied himself with every progressive civic, business and patriotic organization since he took up his residence at Duluth. Mr. McGiffert has served as a member of the Board of Education and in other capacities.

In 1896 he married Miss Gertrude Yates Magoun, who was also born in Hudson, New York. Her ancestry involves many prominent names, particularly in the Yates line. Colonel Christopher Yates was an officer in the French and Indian and Revolutionary wars. Another member of this family was Joseph Yates, who helped frame the Constitution of the United States and later was governor of New York. Mr. and Mrs. McGiffert have five children, Stephen Y., Mary Y., Gertrude R., Ruthersford N. and Andrew C.

E. H. FALGREN has lived in and around Duluth for nearly forty years, has long been a successful business man, and is secretary and assistant treasurer and the chief executive manager of the East End Ice Company.

He was born in Sweden, December 6, 1873, and was eight years of age when he came to America with his parents in 1881. His father, E. A. Falgren, located at Duluth in the spring of 1882, and his chief business through all the succeeding years has been that of gardening. He is now seventy-two years of age, and of his four children, E. H. is the only survivor.

The latter was educated in the public schools of Duluth and at the age of thirteen was clerking in the drapery department of a department store. In 1895 he became associated with the East End Ice Company, which was then owned by Fred Sahlberg, who died in 1904. It was incorporated in 1905, and there was a reorganization of the company's affairs. Mrs. Sahlberg, wife of Fred Sahlberg, was made president and E. H. Falgren became secretary and assistant treasurer. The company does a large wholesale and retail business direct with consumers in both natural and manufactured ice, and operates a large ice storage and warehouse at Duluth. The city office is at 9 South Fifth avenue, West.

Mr. Falgren is a member of the Commercial and Kiwanis Clubs, is a Republican in politics, and is affiliated with the Knights of Pythias and the Knights of the Maccabees. July 18, 1900, in Duluth, he married Miss Anna S. E. Northstrum. She was also born in Sweden, and her people came to Duluth in 1882, and she acquired her education in the public schools of that city. They have two children, Marion, born September 2, 1901, and Vernon, born November 24, 1904.

EDWIN F. JOHNSON while growing to manhood chose the profession and career of undertaking and embalming and has practiced that vocation continuously since he graduated from university twelve years ago. He is now the head of F. A. Johnson and Son, undertakers and funeral directors at Duluth.

He was born at Evansville, Minnesota, August 4, 1888. His father, F. A. Johnson, was born in Sweden and came to America at the age of nineteen and joined a brother in Minneapolis. This brother had located at Minneapolis some time previously and was engaged in the lumber business there, and F. A. Johnson found employment in the lumber yard for two or three years and then moved to Evansville, Minnesota, where he was engaged in the retail lumber business on his own account until about 1896. His next location was at Elbow Lake, Minnesota, where he carried on an extensive business as a hardware merchant and lumberman until 1918. In that year he moved to Duluth and joined his son as the business head of F. A. Johnson and Son, funeral directors.

Edwin F. Johnson was eight years of age when the family removed to Elbow Lake, and he acquired most of his public school education there, including the high school course. For two years he attended Minnesota College in Minneapolis and took the embalmers' course at University

of Minnesota in 1908. As a licensed embalmer he was employed by several undertakers in Duluth and elsewhere for several years, and for five years was traveling salesman for the firm of Janney, Semple, Hill & Company of Minneapolis. Then, on May 1, 1918, associated with his father, he established the present business of F. A. Johnson and Son. For the first two years the firm was located at 319 East Superior street, and having outgrown the quarters there moved to a specially equipped funeral home at 514 East Third street. The firm maintains its own funeral equipment, and Mr. Edwin F. Johnson gives his personal supervision to all cases. The firm has a splendid location convenient to transportation, and its business and service are highly appreciated.

OTTO J. WENDLANDT. Of Duluth's industry represented in the printing and typographical trade one of the leading establishments is the Wendlandt Printing & Binding Company, comprising a complete establishment at 114-116 West First street for doing all classes of printing, binding and the manufacture of stationery supplies. The president and manager and practically the founder of the business is Otto J. Wendlandt. Other officials of the concern are Louis G. Wendlandt, secretary, and William H. Wendlandt, treasurer.

Otto J. Wendlandt was born at Bloomer, Wisconsin, April 3, 1877. His father, John M. Wendlandt, was a native of Germany and came to America in 1866. For a number of years he followed his trade and business as a brewer at Bloomer, Wisconsin, but in 1891 removed to West Superior, where he continued business as a general merchant until his death in 1899. Of his eleven children seven are still living, Otto J. being the second in age.

Otto J. Wendlandt was educated in the public schools of Bloomer, and first went to work for R. C. Mast, a bookbinder of Superior. He learned and followed that trade at Superior, and in June, 1902, came to Duluth and set up a modest shop of his own in the basement of the Providence Building. From bookbinding he gradually expanded his business, organizing the Wendlandt Printing & Binding Company and increasing the facilities until it is now one of the chief organizations of its kind in Northern Minnesota. From time to time Mr. Wendlandt has also given his enterprise to other business affairs and is vice president of the Cuyuna-Duluth and the Cuyuna Mille Lacs Mines at Ironton, Minnesota.

He is affiliated with the Elks, Good Samaritans, Sons of Hermann and Order of Moose, is a member of the Commercial and Lions Clubs and in politics is independent. June 13, 1900, at Superior, Wisconsin, Mr. Wendlandt married Miss Christina Yeska, whose people also came from Germany. They first settled at Milwaukee and afterward moved to Long Prairie in Minnesota, where Mrs. Wendlandt finished her education. Mr. and Mrs. Wendlandt have five children: Pearl, born in 1902; Vernon, born in 1904; George, born in 1907; Violet, born in 1910; and Marion, born in 1913.

GEORGE N. HOLLAND came to Duluth nearly forty years ago. It would not be possible in a brief article to indicate or suggest the wide range of his enterprises, his experiences and his close associations with the fundamental industries and resources of this northern country.

He was born at Saginaw, Michigan, October 8, 1860, and as a youth he grew up familiar with many phases of the great lumber industry, in which his father was vigorously engaged. Mr. Holland came to Duluth in 1882 and was employed as a lumber and timber estimator, and for



Geo. W. Holland

several years syndicates worked at the task of selecting Government lands. In 1884 he entered the lumber and timber business for himself. His work in prospecting and developing timber tracts brought him naturally a knowledge of the mineral resources of the various iron ranges. He did much exploration work on both the Mesaba and Vermillion ranges, and in 1892, in connection with W. G. LaRue and H. Jarchow, found what is now the Waucouta, Hanna and Brunt mines. These properties they promptly lost in the panic of 1893. Subsequently he discovered the Holland Mine near Biwabik, and this property was later operated by Swallow & Hopkins, Mr. Holland retaining an interest.

As long ago as 1886 Mr. Holland bought from the C. N. Nelson Lumber Company for W. R. Burt of Saginaw a tract of land on the Mesaba that later was found to contain the Burt Mine and six or seven others now fully explored, though not opened, since they are under a blanket lease to the United States Steel Corporation. Mr. Holland has expressed his relations to the lumber and mining industries in the following way: "When I want to have some fun I explore for iron, and when it is necessary to make money I buy timber." His timber dealings are now exclusively confined to the southern territory.

Mr. Holland calls attention to the more or less familiar experiences of owners and operators in the mining ranges when he mentions that Mr. Burt tried hard to dispose of his holdings on the Mesaba for a very nominal sum, and being unable to do so was forced to keep, against his will, a pretty large fortune in iron ore that subsequently for years paid him large royalties. The same has been true of many other large holders of iron in fee. They bought the land for the pine, after the lumber was cut were unable to sell the lands, and others explored and found the mines for them.

Mr. Holland represents some old and substantial American ancestry. His father was born at Belgertown, Massachusetts, moved out to Erie county, New York, and still later to Saginaw, Michigan, where he turned his career from farming to lumbering. He died in 1908, at the age of seventy. The mother of George N. Holland is still living, at the age of eighty-six, at Saginaw. Her father was a physician and her grandfather was Rev. D. D. Nash of Cooperstown, New York, a prominent pioneer minister whose church is still in use and in which every year is held a memorial service in his honor. George N. Holland is the first of four children, two sons and two daughters, all still living. During his boyhood in Saginaw he attended the public schools, graduating from high school, and completed his education with two years in a military academy at Worcester, Massachusetts, and two years at the University of Michigan. Fraternaly he is affiliated with the Elks.

PHILLIP SHER. One of the largest wholesale and jobbing concerns handling meat and animal products in the Duluth territory is that of Phillip Sher. An interesting fact in this connection is that Phillip Sher some twenty-five or thirty years ago had to borrow a hundred dollars to open a modest meat market, and his own energies, good judgment and persistence have been the forces behind the growth and progress of his business.

Phillip Sher was born in Russia, July 5, 1858, and came alone to America in 1891. After securing from a friend the modest loan above mentioned he used it to secure equipment and install a modest stock of retail meats in a small room on Superior street, Duluth. He remained in that location three years, and in that time his trade and business had outgrown the room and he then moved to larger quarters

at 25 East First street. Eventually he built up a large retail business and gradually transformed his enterprise into wholesale and jobbing, and the annual volume of his sales now aggregate half a million dollars. Mr. Sher has long made it a rule and practice to invest his surplus proceeds from business in Duluth real estate, and is the owner of a number of residences and business blocks which constitute a substantial form of real wealth.

He is the father of four sons and two daughters, all living, and the sons are actively associated with him in the wholesale meat and livestock business. Mr. Sher was married in Russia forty-two years ago and after coming to this country and getting established sent for his wife and family, who joined him. Mr. Sher is an Orthodox in religious belief and is a Republican in politics.

J. E. DAVIS, a resident of Duluth for the past fourteen years, has built up and is proprietor of a large and prosperous business known as the West End Scrap Iron and Metal Company, which buys and sells material over a district including most of the Northwestern States and Canada.

Mr. Davis was born in Russia, June 2, 1886, and was twenty years of age when he came to this country in 1906. He had a fair education, and on coming to Duluth found work as a laborer in a scrap iron yard. At the end of a year and a half he had made considerable progress in the acquisition of the American language and customs, and then engaged in business for himself under the name of the West End Scrap Iron and Metal Company. From 1908 to 1918 his associate in this business was W. Ginsberg, and since then he has been the individual proprietor. His first location was at Twenty-first avenue, West, and Michigan street; a year and a half later he removed to 1910-1912 West Michigan street, and the office and yard of the plant have been in that locality ever since. The West End Scrap Iron and Metal Company are wholesale dealers in scrap iron and metal, rags and woolens, second-hand machinery, and 60 per cent of the business is jobbing. The business connections extend over eight or ten states and Canada. Mr. Davis has also been in the hide and fur business in Duluth, and was interested in the Marine Iron & Shipbuilding Company.

He is a member of the Masonic Order, the Duluth Commercial Club, and Covenant Lodge No. 569, I. O. B. B. His church connections are with Kofereh of Israel Temple of Immanuel. Mr. Davis was married in Duluth in 1914 to Miss Florence Levin.

PETER L. MORTERUD. The senior partner of the Morterud-Koneczny Company, one of the large and prosperous retail stores on West Superior street, began his career with only a common school education and with the incentive supplied by himself in the way of earnestness, ambition and perseverance, and has found his way over obstacles to independent and influential position in his home city.

Mr. Morterud was born in Norway, September 11, 1866. His father, Peter Morterud, brought the family to America in 1873 and for the first two years lived in Dane county, Wisconsin, then two years in Trempealeau county and fifteen years in Jackson county in the same state. He was a blacksmith by trade. On coming to Duluth he located in what is now known as the West End, where he lived retired until his death in 1901. Of his seven children, five are still living.



R. B. Whiteside

Peter L. Morterud, the youngest of the family, had only the advantages of the common schools and as a boy worked on farms at small wages. He also clerked in a general store at Whitehall, Wisconsin. On coming to Duluth he became a clerk for his brother in the clothing business, and for twenty years was actively associated with his brother, eventually acquiring a third interest in the store. In 1908 he organized the present firm of the Morterud-Koneczny Company, which was incorporated the same year. He has given all his time to the management of this enterprise, and does an extensive business as a retail merchant in clothing, shoes and furnishing goods. The store is at 2101-2103 West Superior street and draws a large trade not only from the West End, but from many other sections of Duluth and surrounding territory.

Mr. Morterud is a member of the Norwegian Methodist Church. He has always stood as a staunch advocate of prohibition. May 27, 1891, he married Miss Mary Peterson. They have had four children, Hazel V., Ernest (deceased), Leslie M. and Olive M.

A. A. KERR, represents at Duluth one of the largest firms of food product makers in America, the Loose-Wiles Biscuit Company. This has been his line of business for thirty or forty years, and to a large degree he is personally responsible for the great volume of business that flows to his corporation from the Duluth district.

Mr. Kerr was born at Berlin, Wisconsin, August 18, 1860, son of Robert and Elizabeth (Ray) Kerr. His parents were both natives of Scotland. His father came to America in 1854, first located at Milwaukee, where he followed his trade as a carriage trimmer; from there moved to Berlin, Wisconsin, and during the period of the Civil war lived in Chicago. His next home was at Peoria, Illinois, and he spent his last years at Monmouth in that state. Of his family of nine children A. A. was the third in age.

He acquired his early education in the public schools and at the age of twelve was clerking in a grocery store. After considerable training in merchandising he entered the service of the F. A. Kennedy Biscuit Company as a traveling salesman and continued with that concern until the National Biscuit Company absorbed the Kennedy Company. He eventually was made local manager for that noted concern. In 1906 he joined the Loose-Wiles Biscuit Company as local manager at Duluth, and has been in charge of the local offices and warehouses at 308 West Michigan street since that time. The Loose-Wiles products are now sold and distributed in great quantities all over Duluth, the Head of the Lakes district and the iron ranges, and the business for this entire district goes through Mr. Kerr's office.

Mr. Kerr became a charter member of the United Commercial Travelers in 1892. Since coming to Duluth he has been generous of his efforts and influence in behalf of good citizenship. He is a member of the Commercial Club, Rotary Club, Curling Club, and a Republican in politics. He married at Washington, Iowa, September 7, 1892, and has two children, Vivienne and Robert.

ROBERT B. WHITESIDE. Popular reputation accords to Robert B. Whiteside of Duluth the title of capitalist. When he first came to the district of Northern Minnesota his capital aggregated only \$3,500. He has in truth been a capitalist in more than one sense. The great resources of his career have been represented not so much by money as by physical power and endurance, judgment, determination, and a

faculty of fighting to victory without regard to obstacles interposed. His record is that of a highly successful man and his activities have made him widely known not only in the Duluth country but in other states as well.

Mr. Whiteside was born in Ontario, Canada, March 13, 1856. He had a public school education, but his real training came not from books but through experiences that developed every physical and mental faculty in his character, including self-reliance. Only a boy, he worked in the lumber camps of the South Branch of the Muskoka River. His first venture was of itself an illustration of independence and courage. He contracted for the purchase of a tract of stumpage, and personally labored and engineered the campaign for logging the tract. It was his first case of real profits from the products of the forest.

Mr. Whiteside's association with the Duluth country began forty years ago, in 1881. The old logging firm of Hall & Norton secured his services as log and river foreman on the Black River in Wisconsin on January 10, 1882. In later years Mr. Whiteside has made a large part of his fortune through his mining interests. At the beginning, however, he was a practical timber man, and as a timber cruiser he explored many of the ranges without a thought of the treasures underground. Some of his early explorations deserve permanent record in the history of the iron ranges. In 1883 he went on a trip over the Vermillion Range, cruising for timber, taking along five men and building homes and locating homestead claims. He is said to have been the first timber cruiser to examine the localities where are now numerous ore mines. At one time he had sixty timber claims located. His plan was to place homesteaders on these claims, and while he was searching out the most valuable timber tracts there was another historic character, Captain Harvey, who was exploring the same district in search of metals and minerals. Captain Harvey is known in history as the man who made the first discovery of iron ore in the Ely district, having located what was known as the Pioneer Mine. This mine was on land comprised in one of Mr. Whiteside's timber claim locations.

In early years Mr. Whiteside realized very little from the mineral resources underlying his properties on the ranges. He owned the superficial rights of the Chandler Mine property, and sold that claim for \$2,000, and received only \$1,500 for the Sibley Mine. During his homesteading explorations Mr. Whiteside and his party walked all the distance of more than a hundred miles from Duluth to what is now Ely, carrying packs on their backs. He enjoyed to the full the rugged experiences of such work, and in endurance and capacity for physical toil he had few equals.

During all these years he was engaged in logging operations. He and his brother John in 1893 were associated with W. C. Winton and S. G. Knox in the organization of the Knox Lumber Company, with headquarters at Winton, Minnesota. Mr. Whiteside was superintendent of the logging department of this company until 1898, when he sold out to H. F. David of Duluth. While he owned some of the choicest tracts of stumpage in Northern Minnesota, Mr. Whiteside gradually extended his interests to other timber districts. In 1899 he acquired 13,000 acres of the big timber lands of Calaveras county, California, and he still owns that immense tract. The purchase included the Calaveras Grove and the Tuolumne Grove, containing

the largest trees in the world. Several trees on that tract contained more than half a million feet of lumber.

A few years ago Mr. Whiteside was credited with operating more drilling outfits for the uncovering of ore deposits in the Lake Superior region than any other individual operator. His prospecting for ore was always part of his individual operations, carried on at his own expense. He owns a quarter interest in the fee of the Zenith Mine and a sixth interest in the fee of the Pioneer Mine, both at Ely, and has been vice president of the Rouchleau-Ray Iron Land Company and president of the Presquele Iron Mining Company.

In recent years his operations have taken still another direction. These have brought him the distinction of being the largest investor and most successful operator from Duluth in oil properties of the Southwest.

Mr. Whiteside, for all his success, remains a man of quiet, democratic tastes, and his pleasures and recreations are largely furnished by his diversity of business affairs. Some years ago he bought Big Island, in Spirit Lake, an enlargement of the St. Louis River, opposite the steel plant, and has improved and made this valuable as a farm as well as a country retreat. He regards all the old-timers of Duluth and the Range country as his friends, and is also well known socially at Duluth. He is a member of the Commercial Club, the Kitchi Gammi Club, the Northland Country Club, a life member of the Duluth Boat Club and the Curling Club. He is a Scottish Rite Mason and Shriner. Mr. Whiteside has reared a fine family. He married at Duluth in 1888 Miss Sophia Kimberg. The seven children born to their marriage are James E., Roger V., Robert Walton, Frances Burton, Gordon Douglass, Walker Lee and Marion Calaveras.

A. H. DONALD continuously for nearly thirty years has been in business at Duluth as a grocery merchant and has one of the oldest establishments in the West End of the city. He has become well and favorably known on account of his public spirit and his generous participation in every movement undertaken for the benefit and general welfare of the citizens.

Mr. Donald was born in Scotland, November 8, 1858, son of David and Henrietta (Henderson) Donald. In 1872, when he was fourteen years of age, the family came to America and located in Michigan. David Donald was a farmer by occupation and followed that vocation in Michigan for many years, living near the city of Alpena. He died at the age of seventy-nine.

A. H. Donald was the second in a family of eleven children. He acquired all his education in the schools of Glasgow, Scotland, before coming to this country. He lived at home with his parents for several years and at the age of nineteen found occupation for one winter in Springfield, Massachusetts, as driver of a street car drawn by a mule. He then returned to Michigan and entered the lumber woods, helping get out logs and also rafting on the river, and every season for eight years spent his time as a practical lumberman. In Ontonagon county, Michigan, he took up a homestead of eighty acres, proved up his claim, developed a farm from the land and eventually sold out for \$2,200, this representing a rather promising capital for that day.

On May 12, 1891, following his farming and lumbering experience in Michigan, Mr. Donald came to Duluth and employed his capital to establish and open a stock of groceries and retail meats,

a business that he has continued as an important service to the community of West Duluth ever since. His store, a landmark in the commercial district of the West Side, is at 128 Sixty-third avenue. Mr. Donald is a Republican in politics, and is affiliated with the Modern Woodmen of America and the Woodmen of the World. He is also a banker, being vice president of the Western State Bank of West Duluth, an institution that was organized in 1904.

February 28, 1891, a few weeks before he came to Duluth, Mr. Donald married Miss Elizabeth Nyman, a native of Sweden, who came to this country in 1888. They have six children, Roy, Alexander, Esther, James, Robert and Bruce.

E. G. WALLINDER. In the business history of Duluth an enterprise that has the distinction of being the oldest in its line in the city is the sash and door factory of E. G. Wallinder. During the thirty years of its existence it has developed and prospered materially under the well-directed management of its proprietor, and with the enterprise has grown also the man, who is now justly accounted one of his community's reliable and public-spirited citizens.

Mr. Wallinder was born in Sweden, November 16, 1864, and as a youth attended the public schools. The engineering profession had been decided upon for him by his parents, but their early deaths put an end to these plans, and after their deaths, on May 1, 1880, when he was not yet sixteen years of age, he came to the United States alone and located first at Burlington, Iowa, where he secured employment in the master mechanic's offices of the Chicago, Burlington & Quincy Railroad. After one year he became a designer for Wolf & Company of Burlington, and in 1882 went to Minneapolis, where he remained six months, during which time he was foreman for the Saint Louis Hotel. During the next year and a half he made his headquarters at Brandon, Manitoba, employed in the work for the engineering department of the C. P. R. R. Leaving there, he went to Fargo, where he superintended the construction of the Fargo High School and the court house and jail in Traill county, North Dakota, which he completed in two years. On July 10, 1886, Mr. Wallinder came to Duluth, and here continued to be engaged in construction work until March 1, 1890, when he founded his present business.

At that time his capital amounted to \$400, and his first rough roof sheltered a little group of wood-working machines, operated by four men and driven by a 15-horsepower engine and crowded into a space of 36x40 feet. Today the E. G. Wallinder Sash and Door Factory represents an investment of \$85,000, and the main factory, two stories and basement, 70x100 feet, houses two complete machine sets for turning out sash, doors and moulding, about fifty skilled workmen being employed and the plant being driven by an 150-horsepower electric motor and steam plant. The plant occupies two solid blocks, facing on Fifty-ninth and Sixtieth avenues, West, between Nicollet and Main street. The first floor of the main building embraces in its equipment planers, rip-saws, cut-off saws, jigsaws, tenoning and mortising machines, moulders, turning lathes, polishers and other machines common to such a plant. The second floor is taken up by the glueing and veneering rooms and store rooms for finished products, while the glazing room and shafting for the power plant take up the basement. The dry lumber shed, covered by galvanized iron, is 70x180 feet in size, and a shed 18x150 feet on the opposite side of the building covers a complete stock of moulding in both

hard and soft woods. A fireproof dry kiln, 38x70 feet, is equipped with the latest moist-air drying system, and a fireproof engine room contains a 150-horsepower Atlas engine and two boilers of 170 horsepower combined capacity. Not only is all equipment strictly up to date, but so far as possible it is labor-saving and provided with modern safety devices. A barn and garage, 18x24 feet, shelters the teams and automobile trucks used in transfer and delivery of local business. A spur of the Northern Pacific Railroad runs between the main building and the dry lumber shed, and raw material is brought in and manufactured products are shipped out in carload lots. The local trade is heavy and a goodly percentage of business is drawn from Upper Michigan, Wisconsin, Southern Minnesota, North and South Dakota and Montana. Of the raw material used to make the finished products which have gained such distinction for this pioneer plant the oak comes from Saint Louis, the yellow pine from Missouri, the Douglas fir from Washington, the birch from the same state, and the white pine from Northern Minnesota.

Mr. Wallinder is one who has been the architect of his own fortune and he has builded wisely and well. Today he is not only at the head of a large, profitable and substantial enterprise, but is highly regarded in the business world as a man of sound integrity, one whose plant has been shut down only eighteen days during the entire period of its existence, and an enterprise that has never missed a payroll. He has always had faith in West Duluth and has manifested his confidence by giving his sound support to its institutions and civic enterprise and by investing his means in its realty. He is a valued member of the local lodges of the Masons, Odd Fellows, Loyal League and Modern Samaritans. Primarily a business man, he is interested in civic matters, in which he is inclined to lean toward progressiveness rather than to passiveness and conservatism. Mr. Wallinder belongs to the Duluth and Commercial clubs, and since 1910 has been president of the Kamloops Copper Company.

Mrs. Wallinder died in 1912, having been the mother of six children: William, Arthur, Dan, Esther, Ruth and Vera, of whom Ruth is deceased. William and Dan are associated with their father and Arthur is superintendent of the Kamloops Copper Company in British Columbia. Esther and Vera are at home.

J. P. MEISNER, president of the Mesaba Boiler and Manufacturing Company of Duluth, has made évident in his career the value of a useful trade, of making one's energy count toward one thing and of forging steadily ahead regardless of obstacles and discouragements. During the fifteen years that this concern has been in business it has grown steadily under Mr. Meisner's capable direction from a modest enterprise into one of the leading enterprises of its kind at Duluth.

Mr. Meisner was born at Portland, Michigan, April 21, 1883, and received his education in his native locality. When he was sixteen years of age he started to learn the boiler maker's trade, and after he had mastered it worked for a number of years as a journeyman. In 1905 he came to Minnesota and for a short time was engaged in the machinery business, but subsequently turned his attention to the manufacture of all kinds of steam boilers, and in 1905 became the head of the Mesaba Boiler and Manufacturing Company, of which he became president; R. F. Peterson, secretary, and J. H. Opperman, treasurer. Mr. Meisner brought to his business an extensive experience in the manufacture of steel boilers and in all kinds of structural

steel work, and his firm now does an extensive business all over the Northwest. The shops and boiler works are located at 212-218 Garfield avenue, where there is maintained a large force of experts in boiler manufacturing and structural steel work.

Mr. Meisner has a number of civic and social connections and numerous friends in these as well as business circles, where he is known for his integrity, fair-mindedness and sense of justice. He was married at Duluth in 1910 to Miss Smith of Superior, Wisconsin.

H. M. BLACKMARR, president of the F. I. Salter Company of Duluth, is a young business man of wide and varied financial and commercial experience, whose associations with Duluth affairs run back over a period of a quarter of a century.

He was born August 4, 1878, and has been a resident of Duluth since 1887. He finished his education in local schools, and as a boy went to work for the National Bank of Commerce as an errand boy. After three years he went with the Commercial Bank of Duluth as assistant cashier, and three years later, at the death of his father, became manager of the Mesaba Bank at Proctor. He later disposed of his interests in that institution and for the eight years following was assistant manager of the insurance rating office, leaving that position to become identified with the F. I. Salter Company. He is a member of Kitchi Gammi Club and the Ridgeview Golf Club.

DAVID J. ERICKSON. His duties as a lawyer, real estate man and legislator have given Mr. Erickson a very busy program of usefulness since coming to Duluth eight years ago. His name has become widely known throughout the state as an able public leader of that type which merits public confidence and esteem.

Mr. Erickson was born at Warren, Pennsylvania, December 3, 1888, son of L. P. and Christine (Anderson) Erickson. His parents were natives of Sweden, and his father came to this country about 1870, locating in Warren county, Pennsylvania. He is still living, at the age of seventy-seven. For many years he was an active farmer and was one of the pioneer settlers of Elk township of Warren county, where many years ago he bought 120 acres of land covered with dense timber. He has developed this farm and for many years his specialty has been dairying, and he made his own example a powerful influence in bringing into the county a good line of cattle and horses. He is a Republican and a member of the Swedish Mission Church. Of his nine children, eight are living, David J. being the youngest.

He attended a country school in Pennsylvania, also the Corydon Grammar School, graduated from the Warren High School in 1908, and in the fall of the same entered Pennsylvania State College, where he was a student in 1908-09, following that with the regular law course of the University of Michigan, where he graduated with the degree LL. B. in 1912.

In November, 1912, a few months after graduating in law, Mr. Erickson came to Duluth and was employed by the law firm of Abbot, Merrill & Lewis until August, 1913. He was admitted to the Michigan bar in June, 1912, and in June, 1913, took the Minnesota bar examination and was admitted as a practicing attorney in this state in July. On September 1, 1913, he formed a law partnership with William A. Pittenger, which continued until March 1, 1914, under the firm name Erickson & Pittenger. Since then Mr. Erickson has handled a large general practice alone, with offices in the West End, near Twenty-first avenue, West.



David J. Erickson

September 21, 1914, Mr. Erickson was one of the incorporators of the Consolidated Realty Company, and has been president from the beginning. This company has been successfully engaged in a general real estate business in the city, to its special credit being assigned the handling of the sale of the Merrit Park Division and the platting of Grant Park Addition to Duluth, which was put on sale September 1, 1919. The directors of the company are David J. Erickson, president; C. A. Carlson, vice president and secretary, and H. T. Lundgren, treasurer.

Well established in his profession and in business, Mr. Erickson first became a candidate for an important office when he was elected to the Minnesota Legislature from the Fifty-ninth District in November, 1917. He was re-elected for his second term in November, 1919. During the 1917 session he served as a member of the committee on banks and banking, general legislation, military affairs, state normal schools, workmen's compensation, towns and counties. During that session he was interested in increasing the workmen's compensation from fifty to sixty per cent. Another subject that received a large share of his attention was promoting the marketing of farm products in the larger cities and states, and with that in view he was author of the bill providing for a State Department of Foods and Markets. During the 1919 session Mr. Erickson was instrumental in enacting a law providing for a State Department of Agriculture, and also sponsored an amendment of this law authorizing the commissioner of agriculture to establish local markets in municipalities throughout the state. In the session of 1919 he was chairman of the committee on corporations and a member of the committees on education, reconstruction and relief, judiciary, and appropriations. With his colleague, Mr. Bernard, he sponsored the fire relief appropriation in the appropriations committee for the relief of the fire-stricken districts in Northern Minnesota. He was also an influential member during the special session of the legislature called by the governor, September 8, 1919. In that he was also a member of the appropriations committee, which looked after the soldiers' bonus bill, and the bill providing for fire prevention in Northern Minnesota. He was also on the committee on markets and marketing, which drafted the cold storage legislation enacted during the special session. This committee also had charge of carrying out the program of legislation called for in the governor's message in reference to the high cost of living. In the special session Mr. Erickson opposed the enactment of tonnage tax on iron ore, thereby expressing the sentiment of his constituency and also his personal convictions that such a tax is unfair to the iron industry of Northern Minnesota and to the people in general. During this special session Mr. Erickson was author of the bill providing a City Market in the city of Duluth, a bill that passed the house without a dissenting vote, but failed to pass the senate. He was also a member of Mayor Magney's committee to investigate the high cost of living in Duluth.

Fraternally he is a member of the Modern Woodmen of America, and is a member of the West End Commercial Club. June 2, 1917, he married Miss Frances Sykes. Her father was an Englishman, while her mother was born in Minnesota.

M. M. ROBB, superintendent of the Alworth Building, learned the machinist's trade in early life and for the past thirty-five or forty years has enjoyed many responsibilities and has exemplified to a high degree his skillful and responsible service.

Mr. Robb was born in Monroe county, New York, January 1, 1861. His father, George Robb, was a native of the same state, and died in Amsterdam county, June 13, 1867. The youngest of four children, M. M. Robb was six years of age when his father died, and he had only limited advantages in the public schools of Amsterdam. As soon as possible he began service as an apprentice at the machinist's trade, and after three years became a journeyman and steadily followed his work for a quarter of a century. During that time he was machinist for the Inman Manufacturing Company of Amsterdam. March 8, 1902, he came to Duluth and not long afterward entered the service of M. H. Alworth. He remained until the completion of the Alworth Building, and since then has been superintendent of that notable structure in the business district.

Mr. Robb is affiliated with the Independent Order of Odd Fellows and the First Methodist Episcopal Church. He married, December 21, 1882, at Amsterdam, New York, Miss Matie Lepper.

THOMAS CONSIDINE is Duluth's postmaster. He has been in the routine of service in the local postoffice for a number of years, and by experience is eminently qualified for the responsibilities involved in his present official post.

He was born December 12, 1868, at Bay City, Michigan. His father, John A. Considine, was a native of Ireland and came to the United States in 1866, locating at Bay City. Some years later he returned to Ireland, and lived out his life in that country. Thomas Considine was the oldest of six children and was reared and educated in Ireland. In 1890, at the age of twenty-two, he returned to America, lived for a time in New York city, but soon came to Duluth, in 1891, and has thus been identified with Duluth for about thirty years. For three years he was bookkeeper for a street contractor, E. J. Amory, and for about two years was local salesman of the Singer Sewing Machine Company. Mr. Considine entered the Duluth Postoffice as a clerk in 1895, and has been practically through all the grades of the service. President Wilson appointed him postmaster in May, 1920.

July 31, 1898, at Duluth, he married Miss May Gilbert. They have two children, Aileen and Clare.

CHARLES DECKER is a successful Duluth citizen whose business is a distinctive service to the artistic tastes and refined judgment of the community. He has been in Duluth for a quarter of a century or more, and his art shop is known to every patron of the fine arts in Northern Minnesota.

Mr. Decker was born in Germany, August 10, 1866. He was reared and educated in his native land, and was eighteen years of age when he came to this country in 1884. For five years he worked as a laborer at Detroit, and then started West with a view to finding a suitable location in which to establish himself permanently. He visited all the leading Western cities as far as Seattle. He then returned East to Minneapolis, where he remained a year or so, and in 1895 came to Duluth and began the manufacture of picture frames. He has ever since maintained a shop and organization for the highest class of work in that line, and has also expanded his business to include the dealing in fine art work of all kinds. Mr. Decker takes a great pride in the city of his residence, and is one of the men ever ready with their personal resources and enthusiasm to advance the welfare of the community. He is a member of the Commercial Club, the Boat Club, the Knights of Columbus, and in politics is independent. January 26, 1885, Mr. Decker married Miss Agnes Frerker, whose people also came from Germany. They are the

parents of three children. The older son, Theodore L., was educated in the parochial schools of Duluth, in Notre Dame University in Indiana and a business college, and is now associated with his father in the picture frame business. The daughter, Margaret, is a teacher in the public schools. The youngest of the family, Charles, is a student in the public schools.

J. D. MOLITOR is a building contractor of more than thirty years experience in Duluth, being a member of the firm J. D. Molitor & Brother, whose offices and shops are at 617 West First street.

Mr. Molitor was born in the state of Iowa, June 30, 1858. His father, Francis Molitor, was born in Germany and was also a carpenter and contractor during his lifetime. He came to America very early and enlisted and served in the Mexican war and when he died in Iowa in 1918 it was claimed that he was the last surviving Mexican war veteran. He was a man of thorough education, and his life was lived to good purpose and with results not altogether to be measured by financial success. He had a family of eleven children, J. D. Molitor being the fifth in age.

J. D. Molitor attended the public schools of his native state and was only ten years of age when he began assisting his father and learning the trades at the basis of building construction. In 1879, on reaching his majority, he moved to Southern Minnesota and was employed as a journeyman carpenter until 1887, in which year he came to Duluth, and the following year he and his brother engaged in the contracting and building business. His firm has maintained special facilities for jobbing work in store and office fixtures, but has also constructed outright many of the conspicuous buildings along Superior street and other thoroughfares. Several of these buildings are owned by Mr. Molitor.

On April 23, 1887, he married Miss Mary E. Page, who grew up and was educated in Iowa. Of the three children born to their marriage two are now living, Ethel H., married, and Clifford F., now in the United States Army. He was trained at the Presidio in San Francisco four months, and then assigned to duty with the Medical Corps at Fort Snelling, Minnesota. Mr. Molitor is a Republican in politics and a member of the First Methodist Episcopal Church.

GUST CARLSON. Closely connected with the wonderful development of the drilling business from crude pioneer business to the present modern system, and always an important factor in the civic life of the communities in which he has lived and worked, Gust Carlson, of Duluth, is easily one of the most important figures of the Mesaba Range, and one to whose energy, practical knowledge and executive ability much credit is due. He is a native of Sweden, where he was born September 17, 1869, a son of Louis Carlson.

In 1879 Louis Carlson came to the United States alone, and at first worked in the mines of Menominee, Marquette and the Gogebic Ranges, and was also in charge of several exploring camps, and when ore was struck on the Big Norah Mines he was among the first there. In 1891 he came to the Mesaba Range as an explorer and was employed by the Longyear interests, and ever afterward lived on this range. Later he worked for Barnes & Upton, and discovered the Clark mine at Chisholm. This was long before the towns on the Mesaba Range were established, and he and his men had to live in camps. As soon as Hibbing was laid out Mr. Carlson moved there, and continued his connection with mining work until his death, which occurred in 1897. He was a quiet, unassuming man who was recognized as being a miner of much more than aver-

age ability. In 1880 his son Charles came to this country and obtained employment on the Mesaba, largely as a mechanic with boilers and engines. A daughter, Bridget, came over in 1892, and she later became the wife of J. H. Carlson of Hibbing.

In February, 1888, Gust Carlson joined the family in this country, being at that time nineteen years of age, with a practical experience of five years as a machinist. While at that time he could not speak a word of English, he found compatriots at Hurley, Wisconsin, and being very intelligent and anxious to learn it was not long before he had an excellent working knowledge of the new language. At the time he was a resident of Hurley that city was in its "wild and woolly" days, and he remembers those frontier experiences very well. Leaving Hurley Mr. Carlson worked in various mines, and in the fall of 1890 went to Seattle, Washington, thence to California, and on April 1, 1893, landed on the Mesaba Range, coming by rail as far as Mountain Iron, from whence he went to the present site of the Pillsbury Mine, as an explorer in the employ of Barnes & Upton of Duluth, who had an option on what is now the Clark Mine. While making his explorations Mr. Carlson lived principally at Hibbing. While he followed mining and exploring, he gradually drifted into other avenues of endeavor. He worked as a test digger, mined in the Sellers Mine for a time, and then embarked in business as a driller contractor. For five years he continued in this line, and then organized the Carlson Exploration Company at Hibbing, of which he is yet president, although G. A. Wellner is now the active head. For years he was vice president of the Miners & Merchants State Bank of Hibbing, and for the past two years has been its president. Mr. Carlson is also president of the First National Bank of Chisholm. He is a part owner of the Morton Mine, and is financially interested in the concentrating plant at Old Mesaba, which is for the purpose of utilizing the low grade magnetic ores of the Eastern Mesaba Range. This bids fair to become one of the great industries of the ore business. In 1911, Mr. Carlson moved to Duluth, which has since been his home. He belongs to the Duluth Commercial Club and the Northland Country Club. At present he is actively interested in the development of the Cuyuna Range, and owns a one-third interest of the ore body which has been under lease located on the southwest quarter of the northwest quarter, and the northwest quarter of the southwest quarter of section 17-46-29 on the Cuyuna Range, containing about 1,500,000 tons of good average grade of Cuyuna Range ore. This has admirable conditions for open pit working. Mr. Carlson also owns a third interest of the northwest quarter of the northwest quarter of section 17-46-29, consisting of large deposits, some 3,000,000 tons, of merchantable ore. Another holding of his is the Brainerd-Cuyuna mine fee of that range, which is equipped and developed to ship.

In 1896 Mr. Carlson was married to Hannah Forsman, and they have five children, namely: Oregon Catherine, Lars M., Virginia, Gustav, and William. Lars M. at the age of nineteen years was a student at the Minnesota State University, to which he had gone after being graduated from Culver Military Academy, and was in the Students Reserve Corps, prepared to go abroad for service during the World war, when the signing of the Armistice made such action unnecessary.

Mr. Carlson is one of the interesting figures of Duluth, and his influence in the development of the great ore industries cannot be overestimated. His knowledge of drilling and mining is practical and thorough, and combined with it has been a firm and abiding faith in the possibilities of the Mesaba Range, which has enabled him to undertake

large enterprises and carry them through to successful completion. His connection with an undertaking today means its ultimate success, and his name gives added strength to any concern, for it is admittedly a fact that he will not go into anything until he is certain that it and the people backing it are thoroughly dependable. Having played so important a part in the progress of the Northwest, he naturally takes great pride in it and the results which have come through his practical application of his knowledge and abilities.

EDWIN D. FIELD. It is not an easy task to describe adequately a man who led an eminently active and useful life and attained a position of relative distinction in the community with which his interests were allied. But biography finds its most perfect justification, nevertheless, in the tracing and recording of such a life history. It is, then, with a full appreciation of all that is demanded and of the painstaking scrutiny that must be accorded each statement, and yet with a feeling of satisfaction, that the writer essays the task of touching briefly upon the details of such a record as was that of Edwin D. Field, who passed from this life on the 16th of February, 1921.

Edwin D. Field was born June 25, 1858, at Montpelier, Vermont, a son of Cornelius A. and Maria (Dewey) Field, both of whom were also natives of Vermont. Cornelius A. Field was born February 4, 1825, and died on May 21, 1907. He was the scion of an old New England family, the progenitors of which settled in that locality about 1730. Mr. Field became a man of considerable prominence in his native community, and as early as 1859 he was the organizer and the first president of a local organization known as the Young Men's Christian Association of Montpelier. In 1865 he removed with his family to Hanover, New Hampshire, where also he took a leading part in public affairs, having served as postmaster for twenty years and also as a member of the school board. In the fall of 1886, Mr. Field came to Duluth and engaged in the real estate and insurance business with his son, Edwin D. He and his wife were members of the Pilgrim Congregational Church of Duluth, of which he served as deacon from 1890 to 1897. Mrs. Field also was descended from an old New England family, the Deweys having settled in Connecticut in 1630. She was a first cousin of Dr. Julius Dewey, of Montpelier, Vermont, the father of Admiral Dewey. By her union with C. A. Field she became the mother of six children, five daughters and a son. Two of the daughters are deceased and the son was the second in order of birth.

Edwin D. Field after completing the common school course entered Dartmouth college, where he was graduated with the class of 1880, with the degree of Bachelor of Science. In 1881 he entered the employ of John Morrill & Company, Ltd., packers, at Ottumwa, Iowa, and Canton, Illinois, but the following year he removed to Rockford, Illinois, where he was employed as bookkeeper and teller in the Rockford National Bank. In 1885 he came to Duluth and engaged in the real estate and insurance business, first as the E. D. Field Company and later under the style of Field-Frey Company, Incorporated, which was organized in 1913. Of the latter company Mr. Field became and continued as president, and August J. Frey became vice president and secretary. Mr. Frey and his wife were among the ill-fated persons who lost their lives in the great forest fire of October 12, 1918. In the real estate and insurance field Mr. Field attained a high place, handling a large and constantly increasing volume of business and gained an enviable reputation as an able and reliable business man. He was one of the organizers and for

many years treasurer and director of the Board of Fire Underwriters of Duluth, which incorporated and is operating the Salvage Corps of this city. He was also a director and during 1918 was president of the Duluth Board of Realtors, in addition to which he was connected with a number of other business enterprises of this city.

Mr. Field was a member of the Duluth Commercial Club, the Kitchi Gammi Club, the Duluth Curling Club, the Duluth Boat Club, and was also a member of the Beta Theta Pi college fraternity. Politically he was an independent Republican, while his religious affiliation was with the Pilgrim Congregational Church of Duluth. On April 30, 1907, Mr. Field was married to Henrietta Barnes. They had a daughter, Elizabeth Barnes Field. In all life's relations Mr. Field was true to every obligation and thereby he won and retained the unqualified confidence and respect of his fellow men.

WILLIAM D. WILLIAMS has had an active business career of more than half a century, and for nearly thirty years has been a contractor, broker and general operator in lumber and forest products at Duluth.

Mr. Williams was born in Wales in April, 1844, and twelve years later, in 1856, was brought by his parents across the ocean. The family joined a notable Welsh colony in Columbia county, Wisconsin, where some of the first and most prominent settlers came out of Wales during the forties and fifties. Mr. Williams' father was identified with farming in that part of Wisconsin until his death in 1890.

William D. Williams, oldest of six children, acquired only a limited education so far as schools were concerned. Perhaps the chief source of his education and means of opening up to him a wide communication with life and affairs was the New York Tribune, a copy of which came regularly into the Williams home in Wisconsin. That paper was then at the height of its fame and power under the editorial management of Horace Greeley, and Mr. Williams attributes to the studious reading of its columns most of the early education he acquired, and a knowledge that has been sufficient for his business career. At the age of sixteen he went to Milwaukee and for five years was employed in a commission house. After that he was engaged in the produce business on his own account at Berlin, Wisconsin, for twenty-two years, and on May 22, 1891, came to Duluth and took up the line of work in which he has ever since been engaged, handling lumber, railroad ties, telegraph and telephone posts, and similar materials. The past quarter of a century he has furnished many railroad companies with a large part of their wood equipment. Mr. Williams is a Republican voter. He married many years ago Jennie H. Howell, a native of Ohio, now deceased. He has three children, namely: Walter D. Williams, Western Agent for the Security Fire Insurance Company, with headquarters in Rockford, Illinois; Florence, living at home, and Juanita, also at home. Mr. Williams built a home on Twelfth avenue, East, in 1892, and is still living there.

COLEMAN F. NAUGHTON. A native son of Duluth, and now one of the Board of County Commissioners for St. Louis county, Coleman F. Naughton is well known in several cities and over a large part of the Central West for his work as a newspaper cartoonist. He began sketching while a schoolboy in Duluth, and after deciding to make use of his talent as a profession he studied art in Chicago, at the same time earning his living by office work, and after gaining recognition his cartoons

became a feature of several metropolitan journals and were syndicated and published from one end of the country to the other.

Mr. Naughton was born in Duluth, May 24, 1877, his birthplace being the home on First street near First avenue, West. He is a son of Coleman F. and Margaret (Connelly) Naughton. His father, a native of Ireland, came to America in 1855, was a railroad worker in Pennsylvania, and in 1875 moved to Duluth and was superintendent for the Northwestern Fuel Company of this city until his death. The family of six children, two sons and four daughters, are all living.

Coleman F. Naughton, Jr., youngest of the children, was educated in the grammar and high schools of Duluth. While working as a book-keeper and in general office work in Chicago he attended the Art Institute, where he perfected himself for his profession. As a cartoonist his work appeared for several seasons in the Minneapolis Tribune, later he was on the art staff of the Louisville Times, then with the Boston American, and finally with the Duluth Herald in his home city. Mr. Naughton was elected a member of the Board of County Commissioners in November, 1917, and began his term of four years, January 1, 1918. He is a Republican and a member of the Kiwanis Club and Elks Club.

August 12, 1905, he married Sarah J. Buskirk. They were married at Minneapolis, but Mrs. Naughton was born in Indiana, a member of an old family of that state. Her ancestors were Holland Dutch pioneers of New Amsterdam, and through the military service of other ancestors she is a member of the Daughters of the American Revolution.

F. S. MILLS. During the three years that it has been in existence, the Mills Transfer Storage Company has enjoyed a wholesome and consistent growth, its success evidencing the value of its business policy as outlined in its slogan, "The acme in service at the most reasonable rates." The founder of this Duluth industry, F. S. Mills, has enterprisingly forged his way to a position of recognized substantiality in his field of endeavor. He was born July 8, 1874, in Bigstone county, Minnesota, a son of Albert Mills, a native of New York.

F. S. Mills, the eldest in a family of four children, was educated in the public schools of Ortonville, Minnesota, and spent the early part of his life in agricultural pursuits, becoming the owner of a valuable farm, which he later sold. He had varied experiences in commercial enterprises prior to coming to Duluth in 1917, at which time he became identified with the Bridgman-Russell Company. Not long after his arrival he founded the Mills Transfer Storage Company, associating with him his son, E. C. Mills, who graduated in the class of 1917 from the University of Minnesota. Since that time another son, A. W. Mills, has been admitted to partnership. At this time the company's transfer headquarters are located at 213 Fourth avenue, West. This concern does all kinds of draying, moving, freight baggage packing and shipping, and makes a specialty of moving furniture, for which purpose it has three of the largest van motor cars in the city. The company receives its full share of patronage and its customers are daily growing in volume. It has been the aim and policy of the company to serve each and everyone of its customers to the best of its ability, believing that a satisfied patron is its best advertisement. The furniture equipment of the Mills concern is of the best, and its furniture craters and packers are among the most efficient to be found at the Head of the Lakes. In the transfer line daily deliveries are made to and from Duluth, Superior, West Duluth, Riverside, Smithville, Morgan Park, Gary and New Duluth.

Mr. Mills has built up this business solely through his ability progressiveness and foresight, and in rearing his structure of business success has gained and held the confidence of those with whom he has been associated and those with whom he has come into contact. He has several important civic and club connections and takes an interested part in the active city life going on about him. In 1895 Mr. Mills married, and he and Mrs. Mills are the parents of six children.

EDWARD J. FILIATRAULT. Fealty to facts in the analyzation of the character of a citizen of the type of Edward J. Filiatrault, of Duluth, is all that is required to make a biographical sketch interesting to those who have at heart the good name of the community, because it is the honorable reputation of the man of standing and affairs more than any other consideration that gives character and stability to the body politic and makes the true glory of a city or state revered at home and respected in other localities. In the broad light which things of good report ever invite the name and character of Mr. Filiatrault stand revealed and secure and, though of modest demeanor, with no ambition to distinguish himself in public position or as a leader of men, his career has been signally honorable and patriotic and it may be studied with profit by the youth just entering upon his life work.

Edward J. Filiatrault was born June 11, 1876, at Faribault, Minnesota, and is the son of Edward and Rose (Payant) Filiatrault, both of whom are now deceased, the father dying in 1914, and his wife passing away the following year. Edward Filiatrault was born in Canada, where he lived until about 1855, when he came alone to Minnesota, locating first in the city of St. Paul, where he obtained employment as a tool-maker, which vocation he followed during all his active years. A year afterward he moved to Faribault, where he lived a number of years, but finally, in 1886, moved to Duluth, where he spent the remainder of his life. He bore a most excellent reputation as a man among men, observing the closest ethics of correct living, and by the strength of his own character he gave stability to the communities in which he lived. In 1856, about eighteen months after he came to Minnesota, he married Rose Payant, and they became the parents of eleven children, of which number the subject of this sketch is the fifth in order of birth, he being a twin brother of Albert, who also is living.

Edward J. Filiatrault received his educational training in the public schools of Faribault and Duluth, attending the high school in the latter city for three years and graduating with the class of 1894. After completing his education he went to Buffalo, New York, and took a two-year course in electric engineering. He then entered the employ of the Northern Steamship Company and sailed as chief electrician on the steamer "Northland" in 1896, 1897 and a part of 1898. In the summer of the latter year he came to Duluth and took charge of electrical construction work and engineering for the Burgess Electric Company, with whom he remained in that capacity until 1901. In the latter year he entered business on his own account, forming a partnership with Emil A. Nelson, under the firm name of the Mutual Electric and Auto Company, engaging in electrical contracting and engineering and in the automobile business. This partnership was continued until July, 1908, when the partnership was severed, Mr. Nelson taking the electrical business under the name of the Mutual Electric Company and Mr. Filiatrault continuing the automobile business as the Mutual Auto Company.

In 1901 the Mutual Electric and Auto Company was the first automobile firm and the pioneers in that industry in Duluth. B. E. Baker



Filiatouk

at that time brought the first car to Duluth, a single-cylinder Oldsmobile runabout. Following him, Ward Ames bought a two-cylinder Winton, which was then capable of making a speed of twenty-eight miles an hour, and at that period the Winton held the world's record, twenty-eight miles per hour. W. E. Brown then came out with a third car, a single-cylinder, five-passenger Thomas Flyer, of ten-horse power. Then the Rambler became known here. In 1903 Mr. Filiatrault and Victor Huot each purchased a two-cylinder, eighty-five-inch wheel base Model K Rambler, five passenger, which in their day were wonderful cars. Following the advent of these cars Lou Martin and D. G. Cutler purchased White Steamer cars. From that day to this the automobile industry has developed to such a point that in the city of Duluth alone it supports five thousand cars. It has made this city a big distributing center, the aggregate volume of business handled through this city amounting to over twenty million dollars annually, Duluth today being recognized as one of the most important distributing centers for motor vehicles in the United States. Until the year 1911 Duluth held but little importance as a distributing center, but through the untiring efforts of Mr. Filiatrault arrangements were made for the distribution of the Ford cars from this point. Then in 1915 the Willys-Overland Company recognized the value of Duluth as a distributing center and arrangements were made with Mr. Filiatrault for the distribution of Overland cars in northern Minnesota, Wisconsin and a part of Michigan. Previous to these events the Twin Cities (Saint Paul and Minneapolis) had enjoyed the distinction of distributing most all commodities at the Head of the Lakes, but today Duluth is holding its own with these cities as a large jobbing and distributing center. In all of this development Mr. Filiatrault has had a large share, and to him more than to any other man is due the credit for the wonderful advance made along these lines here, which has proven such an asset to Duluth.

Intensely public spirit and generous in his attitude toward young men starting in life and who show a disposition to apply themselves honestly and faithfully to their object, Mr. Filiatrault has given substantial assistance to several young men who are now numbered among Duluth's successful business men. He has also taken a keen interest in all matters affecting the civic welfare and has been active in promoting the material, educational and moral interests of the community.

He has been so intensely interested in the welfare of young men about to enter into business life that he is frequently called upon to lecture in our public schools on the essentials in life that constitutes business success.

Like all successful men in a live, thriving community, he has had his hobbies in a civic way. The promotion of good highways and farm roads, perhaps there is no better qualified man in the city of Duluth other than Mr. Filiatrault on road development, particularly in Saint Louis county and generally throughout the state. He has been most active in Legislative matters particularly pertaining to highway and farm road improvements. In 1919, mainly through his untiring efforts and ability to organize at a referendum election, St. Louis county voted, through its citizens, a seven and a half million dollar bond issue for the building of hard surfaced highways on its 270 mile highway system.

During the last few years little has been known to the general public of his affiliation with several of Duluth's industries. He has refrained from accepting any appointments on boards of directors, but nevertheless as a stockholder he is identified with, and his judgment in business matters with the companies in which he is interested is sought on numerous occasions. He is a holder of considerable real estate represented by

business and residence properties, and his success is due mainly to his keen judgment in business matters in general.

Just prior to the entry of the United States into the great World War Mr. Filiatrault was appealed to by the Department of Justice to organize a secret service division of volunteer Duluth citizens to assist the department in investigating pro-Germanism and all organizations or individuals who were working against our Government. Mr. Filiatrault replied by wire, accepting the responsibility, and in less than thirty days the American Protective League (commonly known as the A. P. L.), the secret service volunteer division of the Department of Justice, was organized in seven divisions, as follows: Industrial, railroad, transportation, commercial, telephone, telegraph, steamboat and docks and a flying squadron. Mr. Filiatrault was appointed chief of the Duluth district division. Each of the sub-divisions enumerated above had from twenty-five to forty members, the entire organization being made up of 208 prominent business men who volunteered their services for the cause. The activities of the Duluth Division of the American Protective League has gone down in history as being the premier organization as regards efficiency of any district in the United States. This division has the record of clearing up more cases of pro-Germanism and sedition by thorough investigation; of causing the greatest number of arrests, and detentions in a great many cases; of deportations of guilty parties to the various Federal prisons; of the rounding up of a number of army deserters, and the ferreting out in a thorough and business like manner of more obstinate cases detrimental to the welfare of the Government and the winning of the great war than any city of like population in the United States. One notable example of their work were the activities of some of the members on snow-shoe cruises in the northern wilds of Minnesota, Wisconsin and Michigan and the rounding up of violaters of the war laws. The Duluth Division has also to its credit the discovery of seventeen wireless stations, located in the wilds of northern Minnesota, capable of receiving and delivering messages to either coast. These stations, all of which were demolished, had been operated by German ex-officers or under German supervision. The Flying Squadron, which consisted of fifteen prominent Duluth citizens owning automobiles at the disposal of the Duluth Division, covered in excess of fifty thousand miles in the performance of their duties.

One of the peculiar features of the organization in carrying out this secret work of investigation for the Government was that each division had a captain and lieutenant, and these were the only persons in each division who knew who the Chief was, he being known as C-1. The captains and lieutenants also were operating under symbol letters and each operative of each division were also assigned symbol letters and numbers and they, in turn, did not know who the other operatives in their respective divisions were, outside of the captains and lieutenants. All communications pertaining to the work of the Duluth division of the American Protective League was in written form, addressed in symbol letter and number to the proper officer and signed in symbol letter and number by the operative. The Department of Justice today has a complete record of every person living in the Duluth district who uttered words against the Government from April 1, 1917, until the Duluth division was disbanded under Federal instructions on February 1, 1919. This was a contribution made by Mr. Filiatrault to the winning of the great war which has never been made public, as the work of this division and the personnel of its membership has been maintained a closed secret until now. It may be said in this connection that Washington recognizes that

the work of the Duluth division was of such a high character that undoubtedly it was the reason that this important industrial center, with its mines and other interests that meant so much to the winning of the great war, was kept free and clear of any depredations or losses during the great struggle.

During the World War period in addition to the responsibilities, which he assumed, just enumerated above Mr. Filiatrault was an active member of Local Draft Board Number Four, and he held the title of secretary of the board, and only those who know can fully appreciate just the amount of time and sacrifice that was made by the Local Boards in the fulfillment of their duties during this trying period. Almost 5,000 drafties were entered into the service through this Local Board. It can be readily seen at a glance that he, like all other extremely patriotic Americans, more than contributed his part in this self sacrificing work, without remuneration, to assist in winning the war.

Politically Mr. Filiatrault until 1910 has been a Democrat. He is a great admirer of President Wilson, but since that time a Republican. Though taking a deep interest in public affairs, he has steadfastly refused to stand for election to any public office, preferring to give his entire time to the development of his own business. He is a member of the Commercial Club, the Rotary Club, the Elks Club, the Boat Club, the Curling Club, the Sportsman's Club and various other organizations. In 1910 he was one of the organizers of the Rotary Club, and in 1911 was elected its president. In 1919 he was again elected president; this being the first time in the history of the International Rotary that a president of any club has been chosen to that office a second time. The Rotary Club, one of the best known organizations in Duluth, represents an organization of 200 prominent business men, each member representing a different line of business. Mr. Filiatrault is a member of the Benevolent and Protective Order of Elks and in 1912 was elected exalted ruler of the local lodge, and in 1919 was again honored with the same office. The Duluth Lodge of Elks has a total membership of 1,150 and is distinctively American in character. During the World war the Elks took a prominent part in raising the finances necessary to carry on the great struggle and in building up and stimulating a spirit of Americanism. They raised a fund of \$45,000 for the Salvation Army. For service in the great war the Elks furnished 110 of its members, some of whom will never return. During the entire war period the Elks Lodge maintained all of these boys in good standing, fathered them on the other side in a great many ways and won the thanks and respect of all for its splendid record. Religiously Mr. Filiatrault is a member of the Catholic Church, and he is also president of the French Naturalization Club. His chief diversions from the cares and routine of business is in his fondness for hunting and fishing, in the interests of which he devotes more time to living in the wilds of Northern Minnesota than any other man in Duluth. He has a summer home and hunting lodge about forty miles north of Duluth, and there he and his family have spent their summers for the past ten years.

On January 26, 1902, Mr. Filiatrault was married to Andrea Chaput, who was born in Marquette, Michigan, the daughter of George Chaput. She was educated in the Duluth schools to the age of ten years, when she went to Montreal and took a convent and seminary course. She has been active in church work and also took a large part in the Red Cross and other war work. She has borne her husband the following children: Victor, aged nineteen years; Loren E., deceased; Loretta, aged sixteen; Rose, aged fourteen, and Doris, six years of age. Mr. Filiatrault has been one of the leading men of affairs of this city in the most important period

of its development, and he has played well his part in the progress of the same in every way possible. Possessing a genial personality, he has gained a host of warm personal friends, who accord to him the utmost confidence and esteem.

CLEMENT KRUSE QUINN was educated as a mining engineer, and that is the profession he has followed while building up very extensive relations with the mining industry of Northern Minnesota, Michigan, Wisconsin and Ontario, Canada. He is now president of Clement K. Quinn & Company, an expert organization for handling every phase of mining operations, both production and marketing.

A native of Wisconsin, Clement K. Quinn was born at Oshkosh June 18, 1885, a son of M. C. and Emma (Kruse) Quinn. His father at the age of sixty-one is still living, a resident of Negaunee, Michigan, and has spent most of his active years in general business, being now partly retired.

Oldest in a family of three children, Clement K. Quinn attended the grade schools of Negaunee, took a literary course at Notre Dame University and graduated from the Michigan College of Mines with the degrees B. S. and M. E. His first professional experience was in the lead and zinc country in Wisconsin, and for about a year he was connected with the development of the Baraboo iron district in Wisconsin. He came to the Mesaba Range in the capacity of engineer for the great steel corporation of Jones & Laughlin in 1907, and at the conclusion of that service in 1914 was chief engineer for that company. Since then he has been in the iron mining industry for himself, with offices at Virginia, Minnesota, but since 1915 has been a resident of Duluth with offices at Duluth and Cleveland.

His business, operated under the corporation of Clement K. Quinn & Company, consists in exploring, mining, operating mines, selling and shipping iron ores. His organization operates two mines on the Cuyuna Range, four mines on the Mesaba and one mine on the Marquette Range in Michigan, these properties having an output of about a million tons a year. Mr. Quinn is a member of the Kitchi Gammi Club, the Northland Country Club, the Boat Club, the Commercial Club and the Tettegouchee Club.

PAUL F. CHAMBERLAIN, mutuality chairman at Virginia for the Oliver Iron Mining Company, is another of the efficient and popular executives actively identified with important mining interests in the Mesaba Range, and his childish memories touch the mining country, for he was born on the Marquette Range of the Upper Peninsula of Michigan, the date of his nativity having been November 17, 1875. He is a son of Oscar H. and Kittie (Fairfield) Chamberlain, but the mother died in 1898. The father is engaged in the insurance business, he previously having given many years of effective service as a teacher in the public schools. As a child Paul F. Chamberlain was taken from his native district to Iron Mountain, on the Menominee Range in northern Michigan, and there he was reared to the age of fourteen years with public-school advantages. At that age he gained his first practical experience in business by assuming the position of office boy in the offices of the Chapin Mine. While thus applying himself he continued his educational work by attending night school, and that he made substantial progress as a student is shown by the fact that later he was for two years a teacher in the public schools of Northern Michigan. His well fortified ambition then lead him to enter the University of Wisconsin, in which admirable institution he continued

his studies three years, specializing in civil engineering and in the meanwhile depending upon his own exertions and resources in defraying his incidental and college expenses.

In the spring of 1900 Mr. Chamberlain came to St. Louis county, Minnesota, and after remaining a few weeks at Eveleth he became in 1901 engineer of the Soudan Mine at Soudan, this county. In 1905 he was advanced to the position of assistant superintendent of this mine, and he retained this incumbency until 1910, when he resigned. Thereafter he passed about three years in the west, principally in mining districts, and in 1914 returned to St. Louis county and at Virginia became underground foreman in the Alpena Mine, owned and operated by the Oliver Iron Mining Company. Thereafter he held the position of night mining-captain, and in the spring of 1917 began to give special attention to the developing of the mutuality plan or system in mining enterprise, a plan which was finally adopted by the Oliver Iron Mining Company and in connection with which he has since served most effectively as mutuality chairman. This department was established for the purpose and as a medium of adjusting all labor troubles arising between the company and its employes, and has proved a most effective agent in maintaining harmonious and mutually satisfactory relations. Mr. Chamberlain is a member of the Engineers Club of Northern Minnesota and is affiliated with the Virginia lodge of the Benevolent and Protective Order of Elks. His political allegiance is given to the Republican party, he is a loyal and progressive citizen who has secure place in popular esteem in his home community, and during the nation's participation in the World war he was active and influential in the local drives and campaigns in support of the various Governmental loans, Red Cross work, etc.

In 1901 was solemnized the marriage of Mr. Chamberlain to Miss Marguerite Harbaugh, of Virginia, and they have two children—Pauline and Ross.

FRED LERCH is a member of Lerch Brothers, chemists, pioneers in their profession in the Iron Range district, head of what is said to be the largest independent organization of industrial chemists in the world. Fred Lerch has for many years been an honored citizen of Virginia, while George Lerch, his brother, lives at Hibbing. Concerning the latter a special sketch is written elsewhere.

Fred Lerch was born at Easton, Pennsylvania, November 10, 1869, son of David and Sarah (Young) Lerch. His father was a contractor in business. He died in 1910, at the age of eighty-eight.

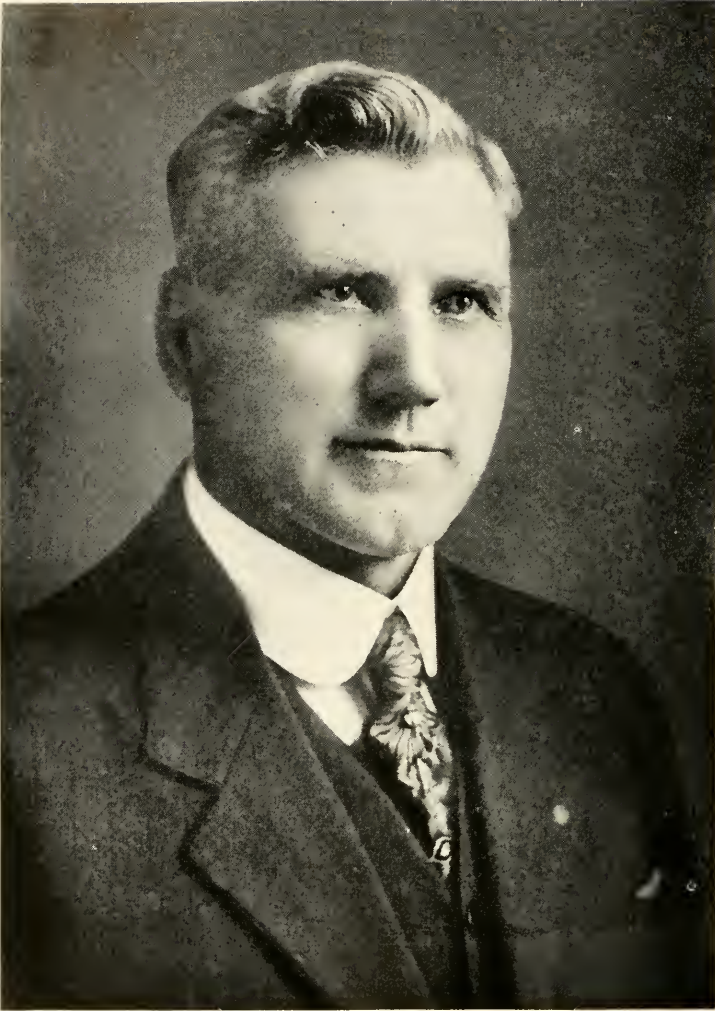
Fred Lerch grew up in his native town, attended public schools, and graduated in 1891 from Lafayette College, just two years after his brother. He received the degree of mining engineer, and for six months after graduation filled the post of instructor in inorganic chemistry at Lafayette College. He then went to Cuba and for ten months was a chemist and mining captain. Returning to the United States in November, 1892, he and his brother, George, in December, started for the Mesaba Range in Northern Minnesota to make their professional skill available to that newly discovered mining district. From Duluth they took cars to Mountain Iron, which was the railway terminus, and the stage driven by H. J. Eaton brought them to Virginia, then a hamlet of two or three hundred people. The Lerch Brothers upon their arrival opened a small laboratory as chemists. Their first customer was the Oliver Mining Company. With the exception of one year they have maintained an office in Virginia ever since. At the opening of the Mahoning Mine at Hibbing, and soon after the first shipping was started, in 1895 Fred Lerch, who

had been over the district on foot in 1892, established a laboratory there, and Hibbing has for a quarter of a century been one of the most important centers of their extensive business. Their business has grown and developed with the development of the Range country, and their operations at the present time are handled through thirteen separate laboratories. Both as citizens as well as technical men in the iron industry the Lerch brothers know the history of the Mesaba Range practically complete. Their first laboratory at Virginia was in a two-story frame building on Chestnut street, where Casey & Pastermaki's drug store is now located. The lower floor of this building was occupied by the Presbyterian Church, the City Hall and a real estate office, the upper floor being used by the Lerch Brothers Laboratory. The Lerch Brothers came to Northern Minnesota about the beginning of the tremendous financial depression known as the panic of 1893. It required persistence and determination on their part as well as on other industrial organizations to maintain a precarious foothold in the face of hardship and adversity. There was practically no money in the district at that time. The Lerch Brothers did some professional work for Frank Rockefeller, who paid them with his personal note for two hundred dollars. The Oliver Mining Company at one time, despite the fact that its resources have for many years been almost unlimited, were unable to pay them cash for services to the amount of only five hundred dollars. These were some of the embarrassments that afford a suggestive view of some of the early days in Range history.

For ten years Fred Lerch lived at Biwabik, but with that exception his home has been in Virginia continuously. He owns an interest in valuable iron ore property in southwest Utah, and has some fruit orchards in New Jersey, forty-five miles from New York City. He was one of the three incorporators of the American Exchange National Bank of Virginia, Minnesota, on March 9, 1904, and is a member of the Board of Directors. He is a thirty-second degree Scottish Rite Mason and Shriner. November 10, 1900, Mr. Lerch married Miss Eleanor Miller. Her father, W. R. Miller, located at Merritt, now practically Biwabik, in December, 1902. The two children of Mr. and Mrs. Lerch are Glen B. and Muriel M.

OSCAR A. BERGLUND. In the great material growth and expansion of Duluth during the past twenty years an important service has been rendered by Oscar A. Berglund and his organization of contractors and builders. He is senior partner of Berglund, Peterson & Person, who have rather made a specialty of fine residence construction, and have a personnel and mechanical equipment in their plant at 131 West Second street for the very finest work in their line.

Mr. Berglund was born in Sweden December 2, 1876, and grew up and received a careful training in carpentry and cabinet making in his native country. In 1902 he came to America and located at Duluth, and followed his trade as a journeyman until 1908. Since then he has been a contractor, for the first year in partnership with Martin Olsen under the name Berglund & Olsen. After that he conducted an individual organization as a contractor and builder until 1914, when Joseph Peterson joined him as the firm of Berglund & Peterson, contractors and builders, and two years later they took in A. E. Person, making the firm as at present, Berglund, Peterson & Person. Examples of their fine workmanship can be found in handsome residences all over the city, one or two examples selected at random being the Keechi, the Newell, the Parsons and Westbrook residences. The firm maintains a complete factory



E. Adahl

at 131 West Second street for the manufacture of office and store furniture, and have an organization of some sixteen or eighteen experienced workmen in this branch of their business.

Mr. Berglund is independent in politics, and is an active member of the Bethany Lutheran Church, in the rebuilding of which his firm had an important part. June 12, 1909, Mr. Berglund married Miss Elvera Horngren, of Duluth, but a native of Sweden. They have three children, Phoebe, William and John.

EDWARD A. DAHL, who was a resident of Duluth nearly a quarter of a century, and whose sturdy character and splendid efforts brought him from modest beginnings to a position of comfort and influence in the community, was the type of citizen who could not well be spared and whose death on October 14, 1920, was a great loss to the business and civic interests and ideals which he had so faithfully served. His life was one of unceasing industry and perseverance, and the systematic and honorable methods he followed won for him the unbounded confidence of his fellow citizens of Duluth.

Edward A. Dahl was born in Norway on the 1st day of August, 1860. He was reared and educated in his native land, where he remained until twenty-three years of age, coming in 1883 to the United States. He first located in Eau Claire, Wisconsin, where he obtained employment for one year with the Northwestern Lumber Company. He then moved to Chippewa Falls, Wisconsin, where he worked at the carpenter trade for about three years. He came to Duluth in April, 1887, and engaged for a time in work at his trade, and then went to Superior, Wisconsin, and was employed in a sash and door factory up to 1889. He then engaged in the contracting business in that city, in which he met with splendid success, erecting the John Brickson School, one of the fine school houses in that city, besides a number of bridges and docks. Mr. Dahl engaged in the contracting business in partnership with Martin O. Haugner, under the firm name of Haugner & Dahl. This association after being continued about three years dissolved. Afterwards Mr. Dahl took up the street paving business in Superior, Duluth and the Ranges, and up to his death was active in that line, including the construction of water-works and drainage ditches, the latter class of work demanding his special attention. He operated alone until March 31, 1913, when his business was incorporated under the name of E. A. Dahl & Company. The officials of the company were at the time E. A. Dahl, president; J. A. Robertson, secretary; R. M. Hughes, treasurer. This firm has done considerable street paving in Duluth and Brainerd, Minnesota, and in Michigan and Wisconsin. Prior to Mr. Dahl's death the company was handling extensive drainage contracts in Beltrami county, Minnesota, comprising two hundred and forty miles of drainage and two hundred and twenty miles of road leveling, an enterprise involving nearly half a million dollars. Prior to that the company had built state rural high-ways across Beltrami county for a distance of about forty miles, and also had two drainage contracts in Koochiching county. Mr. Dahl was a widely recognized expert in this class of work, and his reputation was based not only on his practical ability but the thorough honest way in which he handled his undertakings, there being no "come back" on any contracts performed by him. This undoubtedly was the secret of the splendid success which came to him and which won him the confidence of all who knew him.

In Superior, Wisconsin, in 1887, Mr. Dahl married Miss Ella Augvick, daughter of Mr. and Mrs. Ole Augvick, now deceased, who lived

in Norway. To Mr. and Mrs. Dahl were born eight children, five of whom are living, named Geneva, Esther, Ruth, Harold and Alice.

Mr. Dahl was one of the organizers of the Norwegian Lutheran Church at Superior, but for a number of years before his death was a member of the First Norwegian Lutheran Church of Duluth, of which he was an elder. He was a strong advocate of Sunday schools and served for about fifteen years as superintendent of the Sunday school of the Norwegian Lutheran Church at Superior. He was a member of the Board of Trustees of the Aftenro Society and a thirty-second degree Scottish Rite Mason.

The late Mr. Dahl was generous in his attitude toward others and while successfully conducting his own business at Superior was instrumental in materially aiding other parties in doing a profitable business along the same line. While he carried on a special line of business in such a manner as to gain a comfortable competency for himself, he also belonged to that class of representative citizens who promoted the public welfare while advancing individual success. He possessed sterling traits that commanded uniform confidence and regard, and even this brief record reveals some of the fine qualities which gained him perfect esteem in the community.

JAY O. BERGESON. The lives of a number of the energetic young men of the country prove that a man does not need strong financial backing or the influence of interested parties in order to advance. Some of those who are today holding the most responsible of positions with large corporations are those who have steadily risen because of their natural ability and their sincere interest in their work. One of these excellent representatives of the class referred to is Jay O. Bergeson, auditor and assistant treasurer of the Mesaba Railway Company at Virginia.

Jay O. Bergeson was born at Cumberland, Barron county, Wisconsin, April 10, 1889, a son of Mostow G. and Isabelle (Stene) Bergeson, both of whom are now deceased. Jay O. Bergeson is one of the seven children born to them. For the first fifteen years of his life he lived at Cumberland, where he was a student in the public schools, and he later took a commercial course at the Duluth Business College at Duluth, Minnesota.

At the age of fifteen he left home and for two years worked as a common laborer at Cloquet, Minnesota, being connected with the saw-mills at that place. He then went to Duluth and became switch operator in the Duluth fire department. In September, 1909, he came to the Mesaba Range, and was first employed as timekeeper, warehouse man and clerk, spending the greater portion of his time at Virginia as an employe of the Oliver Iron Mining Company, but on June 10, 1912, he entered the service of the Western Construction Company, which was then engaged in building the present Mesaba Railroad, first as head timekeeper. His merits won him promotion and he was made cashier, and soon after the property was taken over by the Mesaba Railroad Company Mr. Bergeson was made assistant treasurer and auditor and has continued as such ever since, and is an active factor in his company. During the great war he took an active part in supporting the various measures of the administration, and held official positions with the local organizations.

On June 13, 1912, Mr. Bergeson was married to Miss Esther Reese, and they have one daughter, Katherine. Mr. Bergeson is a member of the Lutheran Church, and active in the local congregation. His political convictions make him a Republican. Well known in Masonry, he has risen in his fraternity and is now a Knight Templar. Mr. Bergeson is

an enthusiast with reference to the great Mesaba Range and is proud of the fact that he is connected with so important a factor in its development. His energy and ability are unquestioned and he is destined to travel much farther on the road to success along which he has already made considerable progress.

ANDREW HAWKINSON. The record of every worthy life bears its measure of lesson and incentive, and in America there has ever been paid special honor to the man who has achieved success through his own efforts and so ordered his life in all its relations as to merit the confidence and good will of his fellow men. The sterling citizen whose name initiates this review came to America as a young man of twenty-two years, poor in purse but rich in ambition and in determination to achieve prosperity through earnest and honest endeavor. That his ambition has not been denied tangible realization is shown by the fact that he is now one of the prosperous merchants and representative citizens of Virginia and holds prestige as one of the loyal and public-spirited men of St. Louis county. He was born in Sweden November 23, 1857, a son of Hawkin Anderson, who was in his earlier career a miller by occupation and who later was employed as custodian of timbered tracts owned by large landholders in his native land, his position in this connection having been locally designated as "bush watcher." He and his wife remained in Sweden until their deaths.

The schools of his native land afforded to Andrew Hawkinson his early education, and he waxed strong in mind and physique with the passing years, with the result that he was a sturdy young man of fine principles and determined purpose when, in 1880, he severed the home ties and gallantly set forth to seek his fortunes in the United States, where he felt assured of better opportunities of winning success through individual effort. He made his way to Elk Rapids, Michigan, where his first employment was in the loading of cordwood for the burning of charcoal. His alert mentality soon enabled him to make good progress in command of the English language, and thus he overcame a definite handicap, as did he also in connection with other adverse conditions that confronted him from time to time. In 1884 he came to St. Louis county, Minnesota, and found employment in the mines at Tower, which was then a mere mining hamlet of about four houses. Later he took a position as clerk in a mercantile store at that place, and after gaining a fortifying knowledge of the various details of this line of enterprise he engaged independently in the general merchandise business, on a very modest scale. He continued his residence at Tower until 1894, when he marked another decisive step of progress by removing to Virginia, which then had a population of about 4,000, and here engaged in the same line of business upon a more extended scale and with greater incidental facilities. His civic loyalty has been unstinted and has denoted his deep appreciation of and allegiance to his adopted country. His ability and sterling character marked him as eligible for positions of public trust, and he served seven years as city treasurer of Virginia, besides which, in 1906, he was further honored in being elected mayor of the city. The estimate placed upon his administration was significantly manifest in his re-election in 1908, and his record as mayor has passed into the records of the municipality and the community as one of the soundest and best in the annals of Virginia. Within his regime was initiated the paving of the streets of the city, six miles of paving having been completed within the period of his administration as mayor. He was a member of the Board of Trustees of the Virginia Public Library at the time when the

present fine library building was erected, and for nine years he gave characteristically earnest and efficient service as a member of the Board of Education. For years his helpful influence has been given through his membership in the St. Louis county poor commission, and it may well be understood that he has lived up to the best ideals of American citizenship in all of the relations of his busy and useful life. He is a staunch advocate and supporter of the principles of the Republican party, has received the thirty-second degree of the Ancient Accepted Scottish Rite of Masonry, besides holding membership in the Mystic Shrine, and his name is found also on the roll of members of the local lodges of the Independent Order of Odd Fellows and the Benevolent and Protective Order of Elks. He and his family are communicants of the Swedish Lutheran Church.

In the year 1885 was solemnized the marriage of Mr. Hawkinson to Miss Mary Sokness, who was born in Norway, and of this union were born eight children, namely: Ever (deceased), Harry, Carl, Arnold, Mabel, John, Effie and Alice. Both Carl and Arnold were afforded the advantages of the University of Minnesota, the former specializing in forestry and the latter in agriculture, and both gave loyal military service during the nation's participation in the great World war. Prior to this Carl had been in the service of the Government as a forester, surveyor and engineer, and in connection with the war he passed eighteen months in France as a member of the Engineers Corps. Arnold's service did not involve his crossing the Atlantic to the stage of active conflict.

ERNEST B. DUNNING. One of the leading business men and representative citizens of Duluth is Ernest B. Dunning, of Dunning & Dunning, Inc., which conduct one of the largest insurance agencies in the northwest. He is a man of influence in local affairs and is thoroughly in sympathy with any movement looking toward the betterment or advancement of his community, being worthy of the confidence and respect which his fellow citizens have freely accorded to him.

Ernest B. Dunning was born July 29, 1881, in DuBois, Pennsylvania, and is a son of Frank A. and Myra Dunning, the eldest of the four children born to them. Frank A. Dunning, who died in the year 1918, was a retail shoe merchant for many years, but retired from active business some time before his death. Ernest B. Dunning attended the common schools, completing his studies in the State Normal School at Fredonia, New York, also taking a commercial course in a business college in that city. His first initiation into business, however, was at the early age of seven years, when he began selling newspapers. After completing his education he entered the employ of the Jewell Nursery Company at Lake City, Minnesota, with whom he remained three years. In 1904 Mr. Dunning went to Hibbing, Minnesota, and for the following five years served as cashier for the Itasca Mercantile Company. In 1909 he became assistant secretary of the Union Mutual Insurance Company of Duluth, with whom he remained two years. At the end of that time he became associated with C. H. Dunning, and they formed the firm of Dunning & Dunning, which has had a splendid record of continuous success. This company, which is incorporated, has the following officers: C. H. Dunning, president; Ernest B. Dunning, vice president and treasurer; and M. I. Stafford, secretary. Their greatest success has been in the development of the business of the Aetna Life Insurance Company and affiliated companies over the northern half of Minnesota and northern Wisconsin, an evidence of this being the fact that they are now conducting the largest

general agency the Aetna Company has in the entire northwest. This success has not come to them unsolicited, but is the result solely of their earnest, determined and unremitting efforts. Mr. Dunning is recognized as a man of forceful personality, of strong interest in the welfare of his community and with broad and well defined ideas of life. Because of his success and his excellent personal qualities he enjoys to a marked degree the esteem and regard of all with whom he comes in contact.

BYRON J. KELSEY. Opportunities for the development of business enterprise or for laying the foundations of a new undertaking in Virginia are amply demonstrated in the case of Byron J. Kelsey, who moved from Pine county, Minnesota, to Virginia in 1916. Contrary to the advice of the "knowing" ones, he embarked in the implement business, founding in 1917 the Kelsey Mercantile Company, of which he became president. In the intervening period he has built up a large retail implement business, and of this undertaking H. C. Kelsey is the present manager. Byron J. Kelsey was one of the chief organizers of the Farmers and Merchants State Bank, of which he is vice president, and to the interests of this institution he now devotes the greater part of his attention.

Mr. Kelsey was born on a farm in Fond du Lac county, Wisconsin, March 10, 1855, a son of Wilson and Jane Ann (Chittendon) Kelsey, natives of New York state. In 1856 the parents moved to Minnesota, and Wilson Kelsey pre-empted one hundred and sixty acres of land in Cherry Grove township, Goodhue county. They were pioneers in that part of the state, and in that early day experienced all the vicissitudes and hardships of the pioneer stage. With but a sparse population in the district, few neighbors, distant markets, and slow means of transportation the Kelsey family found life an uphill task for several years. Not discouraged, however, the elder Kelsey stuck to his task, and by way of supplementing his earnings he worked on the building of the railroad into St. Paul, this being the first railroad constructed in Minnesota.

It was amid those surroundings and in checkered circumstances that Byron J. Kelsey grew up. He attended the district schools, and as he advanced in years he worked out at such labor as his hands could find to do. Thrifty by habit, he managed to save enough money from his scant earnings to enable him to enter Wasiaja Seminary, and it is worthy of note that he managed to make ends meet for an average expense of eighty-seven cents a week. He had a free-rent room and did chores about the neighborhood.

When he had reached the age of twenty-one years Mr. Kelsey engaged in mercantile pursuits at Fairpoint, having a brother for a partner. The success which attended their initial efforts induced them some time later to open a branch store at Aurora, Brookings county, South Dakota, and of the new enterprise Byron J. became manager. In 1876 he returned to Minnesota and founded a bank at New Brighton, acting in the capacity of president of the institution. For a period of twenty-three years, or from 1893 to 1916, he was identified with mercantile pursuits at Brook Park, Pine county, and in the latter year moved to Virginia, where he has since been living, a prominent factor in the commercial life of the city.

On March 20, 1876, Mr. Kelsey was united in marriage to Miss Mary D. Taft, a relative of former President Taft, and to this marriage five children were born, namely: Cecil B.; Grace, who died in 1917, being then twenty-seven years old; Harold C.; Retta, who became Mrs. Edward Shaske; and Paul Taft. Paul T. Kelsey enlisted in the United States

army for service in the World war, but before he was needed abroad the Armistice was signed.

Mr. Kelsey has been a very ardent Republican all of his life, and is especially active in the cause of prohibition. He has never been a seeker after office, preferring to devote his time to the development of his commercial undertakings. He is an earnest member of the Presbyterian Church, and in this connection is chairman of the committee of local mission work. He is a member of the Masonic Order, in the affairs of which he takes a warm interest. Notwithstanding the comparatively brief period of his residence in Virginia, Mr. Kelsey has from the beginning proved himself an excellent citizen who has the friendship and esteem of all who know him.

OTTO SWANSTROM. Twenty years ago Otto Swanstrom was putting in busy days between anvil and forge and performing all the work of a blacksmith in a shop at Duluth. Today he is president and active head of a half million dollar corporation, known as the Diamond Calk and Horseshoe Company, founded and developed primarily to manufacture some special articles invented by Mr. Swanstrom as a result of his experience as a blacksmith and horseshoer, but now expanded into a large factory and industry manufacturing a varied line of machinery and drop forge products.

Mr. Swanstrom was born in Sweden July 11, 1874, and acquired his early education in the common schools of his native land, later attending night school after coming to America. He came to this country in 1889, at the age of fifteen, accompanying his brother, Nels Swanstrom. His brother soon located in Duluth, where he learned and followed the harnessmaking trade.

Mr. Swanstrom continued blacksmithing until 1900, when he began the manufacture of horseshoes and horseshoe calks, according to special designs perfected by himself. For this manufacture he incorporated the Giant Grip Horse Shoe Company of Duluth. He served as president of the corporation until 1906, his factory having in the meantime, in 1903, been removed from Duluth to Little Falls, Minnesota. After selling his interests in the Giant Grip Horse Shoe Company in 1906 Mr. Swanstrom engaged in a new enterprise, for the manufacture of his invented and patented horseshoes and calks, and in 1908 incorporated the Diamond Calk Horseshoe Company, now known as the Diamond Calk and Horseshoe Company. Associated with him in the organization were E. C. Peterson, who became vice president, and Al De Vohn, secretary and treasurer, Mr. Swanstrom being president. The business was incorporated for ten thousand dollars, and the first factory was at 501 Lake Avenue, South. The men at the head of the business were practical, had a special purpose and knew what they were going to do, and were not concerned so much about activities and operations that would constitute a big display. In fact, they started business as small as it was possible to begin, and the first year only two men were employed. Then, in 1910, they built a new factory at 4630 West Third street, a one-story building equipped with modern machinery. Since then from year to year there has been almost a continuous record of expansion and growth. Now the Diamond Calk and Horseshoe Company employs about one hundred fifty people, has a pay roll of nearly two hundred thousand dollars a year, and the business is incorporated for five hundred thousand dollars. The factory is on ground covering a little more than a square city block. Besides the Diamond calks and horseshoes the company has added other lines of manufacture, including drop-forged railroad supplies, a full line of



Christman

wrenches, and do much other work possible in a modern and well equipped drop forging plant.

Of this prosperous and promising Duluth industry Mr. Swanstrom is still president; L. T. Peterson is vice president, Al De Vohn, secretary and treasurer; E. C. Peterson is second vice president and Frank Swanstrom, third vice president. Mr. Swanstrom is a member of the Lutheran Church and a Republican voter.

June 24, 1899, he married Miss Sarah Amelia Lindberg. She was born in Minnesota of Swedish parentage, who came to America as children. She was educated in the public schools of Duluth. They have two children, a daughter, Gladys Irene Swanstrom, born July 24, 1900, and a son, Arthur Raymond Swanstrom, born August 2, 1901. Both children are now students in the Duluth High School.

ANDREW BERGQUIST. A highly respected citizen of Duluth who, although an American by adoption only, has had the interests of this community at heart for many years is Andrew Bergquist, a man who has won success in life because he has been persistent and never permitted obstacles to thwart him in a course when once he knew he was right. He came here practically without capital, but by earnest efforts, honest work and good management has during the subsequent years forged ahead and is now numbered among the leading contractors and builders in his community.

Andrew Bergquist is a Scandinavian by nativity, having been born in Sweden on the 14th day of September, 1862. He was reared to manhood in his native land and received his education in the schools of his home locality. In 1887, when twenty-five years of age, he came to the United States and located at once in Duluth, where he obtained employment at the carpenter trade, the vocation which he had followed in his native land. After working at his trade as an employe for about four and a half years he, in 1891, began contracting on his own account. In the following years he took in his brother, Louis M. Bergquist; as a partner, and the same firm, under the name of Bergquist Brother, is still in active and successful operation after an eminently prosperous career. They have constructed many of the most important business blocks and finest residences and apartment houses in Duluth, among which was the Commercial Club Building, and through all these years they have enjoyed a most excellent reputation in business and commercial circles because of the high character of their work and the splendid business methods which they have ever followed. Their office is located in the Exchange Bank Building.

On December 28, 1892, Mr. Bergquist was married to Selma M. Persson, of Duluth, and to them have been born four children, namely: Melvin D., Harold A., Milton N. (deceased), and Laura S. Mr. and Mrs. Bergquist are members of the Baptist Church, to which they give generous support, and politically Mr. Bergquist is affiliated with the Republican party. By a straightforward and commendable course he has made his way from a somewhat humble beginning to a respectable position in the business world, winning the hearty admiration of the people of his adopted city and earning a reputation as an enterprising, progressive man of affairs and a broad-minded and upright citizen which the public has not been slow to recognize and appreciate.

JOHN H. McINNIS, a well-known citizen of Virginia, assistant general superintendent of the Interstate Iron Company, is a native of the state of Michigan, born at Ishpeming, May 11, 1883. His parents, Neil

and Marcella (Macdonald) McInnis, were brought up in Nova Scotia in the Dominion of Canada, and were of Scottish Highland ancestry. They were married in Nova Scotia, where Neil McInnis was employed in his father's flouring mill and mercantile establishment. The family crossed the border in the '60s, locating first at Boston, later moved to Chicago, and went then to Ishpeming, Michigan, where the father carried out railroad contract work in the Upper Peninsula, and was engaged in iron mining.

In 1884 Neil McInnis and his family moved to Tower, Minnesota, and established a general store. In 1892 he moved on to Eveleth, and was connected with the early explorations on the East Mesaba, where he died in 1916. His widow still survives. These worthy people had all the sturdy characteristics of their Scottish ancestry and reared their family to the habits of thrift and prudence.

John H. McInnis is one of three living children born to his parents. He lived at Tower, Minnesota, until he was fourteen years old, and there attended the public schools. Later he went to school at St. Cloud and at Duluth and Minneapolis. From early boyhood he has been connected with iron ore mining, and has worked in all the various departments incidental to iron ore mining, gradually and by merit reaching the position he now occupies. Since 1905 he has been connected with the Interstate Iron Company, and since January 1, 1917, he has been assistant general superintendent for the company at Virginia, enjoying alike the confidence of the employers and the employes. His training and continued experience along the line of iron ore mining were the chief factors responsible for his attaining his present position.

In 1912 Mr. McInnis was united in marriage to Miss Koyla Ketcham, and they have become the parents of five children: Marceli, John H., Jr., George Neil, Jane Koyla and Donald Alan.

WILLIAM J. SCHULZE. Among the well-known figures of the Range country of St. Louis county, one who has been variously identified with the mining interests of this locality for a score or more of years is William J. Schulze, now connected with the estate of the late W. H. Yawkey at Virginia. Mr. Schulze is an experienced mining man and one who in his career has made the most of his opportunities and has worked himself thereby to substantial success. He was born at Decorah, Iowa, December 29, 1875, a son of Henry Schulze.

Henry Schulze was born in Germany and became the founder of his branch of the family in the United States, to which country he came as a young man of about twenty years. After being variously employed he established himself in the contracting business at Decorah, Iowa, where he rounded out a long, useful and honorable career, and where his death occurred. He was highly thought of in his community, and his business standing was that of a man of upright character and absolute integrity. Mr. Schulze, the elder, married Miss Mary Rastetter, a native of this country but of German parentage, and they became the parents of five children, of whom William J. was the second born.

William J. Schulze was reared at Decorah, Iowa, where he received his primary educational training in the public schools and subsequently attended the Iowa State University at Iowa City, from which he was duly graduated with the class of 1900, receiving the degree of Bachelor of Arts. When he embarked upon his career he drifted into northern Minnesota, where he secured a position as chemist with the Oliver Iron Mining Company at Mount Iron. He

later entered the operating department of the Mount Iron Mine, but in 1902 left that position to open up the Stephens Mine for the Oliver Company and was made superintendent of that property. Mr. Schulze was married in 1905, and in the same year became general manager of the Tesora Mining Company, with headquarters at Virginia. In 1906 he accepted an offer from W. H. Yawkey and was put in charge of Mr. Yawkey's mining operations. He continued his association with that gentleman until the latter's death, March 5, 1918, since which time he has been retained in the same capacity by the estate.

Mr. Schulze has been interested for a long time in civic affairs at Virginia and has rendered valuable service in public capacities, having been a member of the Virginia Park Board for seven years and a supporter of all movements making for progress and civic betterment. He is prominent in Masonry, being a member of both the York and Scottish Rites and holds membership in the Mystic Shrine, the Benevolent and Protective Order of Elks and the Kiwanis Club.

In 1905 Mr. Schulze was united in marriage with Miss Clara E. Fay, and to this union there have been born three children: Fay William, Ralph Henry and Sally Virginia, all of whom are attending school.

HENRY M. BRADLEY with several of his sons had an important part in the historical development of the business and industry of Duluth and this section of the middle northwest. He was a pioneer lumberman both in northern Michigan and northern Minnesota. Successful in business, his career was one of strictest integrity and honor, and his death a few years ago marked the passing of one of the notable figures in Duluth history.

He was a native of Massachusetts, but as a youth accompanied his parents to Licking county, Ohio, where he became the owner of a small saw mill. Shortly after his marriage to Mary E. Cook he moved to Bay City, Michigan. There he built and operated one of the first saw mills and was a pioneer in making Bay City a center of lumber manufacture, a reputation it still bears. He gave up his lumber business at Bay City in 1879, though he kept his home there for several years. In 1880 Mr. Bradley came to Duluth and for two years was engaged in locating vacant Government timber and mineral lands under the old cash entry laws. Soon after January 1, 1882, the Bradley-Hanford Lumber Company was formed at Duluth, its members being Henry M. Bradley, Heber H. Hanford, and Alva W. and Edward L. Bradley, the latter being sons of Henry M. Bradley. Alva W. Bradley had come to Duluth in March, 1882, while Edward L. followed him in April of the same year, and both brought their families with them. Henry M. Bradley retired from the firm about 1885 and Edward L. about 1887, but the business was continued for several years by the other two members.

Henry M. Bradley was a resident of Duluth for about thirty years. He was prominently identified with the Methodist Episcopal Church, served for several years as president of the Board of Education, and gave his time and means generously to the promotion of Duluth's progress. He was a fee owner in two of the iron ore mines at Ely. The death of this honored business man occurred March 21, 1918. He survived his wife several years. Of their eight children two died in infancy. One daughter, May, is Mrs. Carl Norpell, of Newark, Ohio, and a son, Frank, died about 1880. All the others came to Duluth: Alva W., Charles H., Edward L., and Alice A., now deceased, who was the widow of Gardis D. Edwards.

LEONARD YOUNG. A service of more than ten years as principal of the Duluth Central High School has placed the entire community of Duluth in a relation of obligation to Leonard Young, who is one of the city's most esteemed citizens and whose career for over twenty years has been an earnest devotion to education.

He was born March 8, 1871, in Wabash county, Indiana, son of John D. and Christiana (Stacey) Young. His parents were natives of Clark county, Indiana. His father throughout a long and active career followed farming, and is still living in Wabash county at the age of seventy-six.

The oldest of three children, all living, Leonard Young spent most of the years of his early life in the Wabash Valley, attending common and township high schools in Wabash county, for two years was a student in the Indiana State Normal School at Terre Haute, and in 1898 graduated from the Indiana State University.

His career as an educator began immediately after he left the university and has been uninterrupted since then. During 1898-99 he was teacher of science in the high school at Wichita, Kansas. Returning to his native state, he was science teacher in the Evansville High School from 1899 to 1907 and from 1907 to 1910 was principal of the Evansville High School. From Indiana he was called to his work as principal of Duluth Central High School in 1910.

Mr. Young is affiliated with Ionic Lodge, F. and A. M., and has attained thirty-two degrees of the Scottish Rite. He is a member of the First Presbyterian Church, the Kiwanis Club and Duluth Curling Club.

GEORGE SPENCER. The great natural resources of the northwest have been developed through the vision, initiative and vigor of men of unusual caliber, some of whom have passed away, although the results of their unceasing zeal in behalf of their communities remain to benefit generations yet unborn. One of the men who was responsible for the organization of the Duluth Board of Trade, and for many years extremely active in the grain and elevator business of this city, was the late George Spencer, whose name stands for reliability and sterling uprightness of character. He was born at Westminster, Vermont, November 26, 1843, and was reared on his father's homestead and educated in a high school of Boston, Massachusetts, from which he was graduated. His first business experience was gained in a clerical position in a store owned by his brother, where he remained until 1870, but in that year he left his eastern home and came west to Duluth to become manager of the newly organized Union Improvement Elevator Company. It was not long before his resourcefulness enabled him to go into business for himself in partnership with M. J. Forbes, and he subsequently formed connections with the firm of Spencer, Moore & Company, which he assisted in organizing. He continued the head of this firm until November 3, 1907, when he became president of the Consolidated Elevator Company, succeeding his former partner, M. J. Forbes, deceased, and continued to serve as such until his death, February 4, 1915. He was one of the organizers of the Duluth Board of Trade in 1881, became its first vice president, and its second president, and in 1894 and in 1906 was made its president again. It is but just to him to say that he was one of the most successful business men of Duluth. For a number of years he was a director of the American Exchange Bank, and had many other interests, being beyond question one of the ablest pioneer grain

and elevator men in the northwest. His activities were not confined to the business world, for he was one of the organizers of the Duluth Congregational Church, although he later became affiliated with the Presbyterian Church. He was a man of considerable practical benevolence, but his charity was of the unostentatious kind.

Mr. Spencer was exceedingly happy in his married life, which was inaugurated February 26, 1874, when he was united in marriage with Miss Helen Mattocks, at Saint Paul, Minnesota. She was a daughter of Rev. John Mattocks of the First Presbyterian Church. Mr. and Mrs. Spencer became the parents of three children, namely: Elizabeth, who is Mrs. H. L. Hartley; Helen, who is Mrs. Ward Ames, Jr., and George Herbert, who is mentioned below. During the war between the North and the South George Spencer enlisted in defense of his country, August 27, 1862, in Company A, Thirteenth Massachusetts Volunteer Infantry, and was honorably discharged at the close of the war.

George Herbert Spencer, whose adult business life has been passed with the Consolidated Elevator Company, was born at Duluth, August 7, 1876, and he was educated at the Duluth Central High School. On September 16, 1914, he was married to Miss Jessica Marshall, and they have three sons: Marshall, George Herbert and Thomas.

GEORGE HARVEY, a prominent logging contractor of the village of Virginia, first came to the Mesaba Range in 1897, and with the exception of a short period has made this his home ever since. For a number of years he has been interested in public affairs, both as a constructive and progressive citizen and a capable and energetic official, and at the present time is a member of the Board of Commissioners of St. Louis county.

Born at Calumet, Michigan, January 2, 1878, Mr. Harvey is a son of Edward and Mary (Simmons) Harvey, natives of England, where they were reared and married. The family came to the United States some fifty years ago and for a time lived in New York city. During pioneer times Edward Harvey came west to Michigan and helped sink the first shaft at Calumet, in the copper regions, and subsequently went to Iron Mountain, Michigan, where he followed iron mining. Later he engaged in the logging business, also handled fuel and farmed, and became one of the prominent and influential men of his community. He took out his naturalization papers and was active as a citizen, serving as mayor of Iron Mountain two terms. Mr. Harvey died in March, 1916, having survived his worthy wife for some years.

One of a family of ten children, George Harvey grew to man's estate at Iron Mountain, where he received his education in the public schools. When about twenty-six years of age he began his business career on the Mesaba Range of northern Minnesota as a steam shovel operator in the Mountain Iron pit at Mountain Iron. Later on he engaged in the logging business as a contractor, and in this vocation his business interests have been centered to the present.

When the subject of municipal ownership of water and light privileges at Virginia was brought into public view Mr. Harvey was a staunch advocate of city ownership. He was elected an alderman of Virginia from the Sixth Ward, and was subsequently twice re-elected. In November, 1918, he was chosen a member of the Board of St. Louis County Commissioners from the Sixth District, and is

now filling that responsible position with ability and energy. Socially he is identified with the local Kiwanis Club, and is a Knight Templar of the Masonic fraternity and a member of the Mystic Shrine. He was married in May, 1903, to Miss Lillie Crago, of Iron Mountain, and they have four children living: John, Howard, Joseph and Ralph. Two other children, Dorothy and Raymond, are deceased. Mr. and Mrs. Harvey are consistent members and liberal supporters of the Methodist Episcopal Church.

CARL H. OSTERBERG has been identified with mining operations since his early youth, and in this connection he came to the Virginia district of the Mesaba Range nearly thirty years ago, before the village of Virginia had been laid out and when its site was known only by the title of Section 8. He has been closely associated with the development and upbuilding not only of the now thriving little city of Virginia but also with the advancement of the great mining interests of this section of the state. An expert in mine drilling, he now gives his attention to contract work along this line as a member of the firm of Osterberg & Johnson, of Virginia, and he and his partner also conducted a substantial adjunct business in the operation of a well equipped machine shop.

Carl Harry Osterberg was born in Sweden, March 11, 1863. His father was identified with mining operations in Sweden and later turned his attention to the gardening business there. The schools of his native land afforded Carl H. Osterberg his early education, and as a boy and youth he was employed in the iron mines—first as a wiper and oiler and later as a fireman. At the age of seventeen years, with a full measure of ambition and self reliance, he left his native land and came to the United States, where he felt assured of better opportunities for the winning of independence through individual effort. He proceeded to Iron Mountain, Michigan, where he found employment at surface work and later as fireman in connection with mining operations. In 1883 he took the position of driller's helper, and with increasing experience became a skilled workman at the trade of driller. When the great Gogebic Iron Range was opened he went to that district, in the spring of 1886, and there he was employed two years. In 1888 he came to Ely, St. Louis county, Minnesota, and found work on the Vermillion Range. After remaining there a year he engaged in drilling work in the mines near Tower, this county, and in 1892 came to the Virginia district, where he gained pioneer distinction in connection with mining operations in this locality. Here he witnessed the inception and subsequent upbuilding of the town of Virginia, and here he did a large amount of important work in connection with mining operations—first in the employ of the firm of Humphrey, Moore & Foley, and later in the service of the firms of Cole & McDonald and Brown & Miller. Finally he returned to Michigan and passed two years as a driller for the Danorra Mining Company, at Negaunee. After the steel corporation took possession of the property he continued in its service at Sudbury, Ishpeming, Negaunee and other points, and he continued his residence in Michigan until 1905, when he returned to Minnesota and became a driller for Corrigan & McKinney in what is now the St. Paul Mine at Keewatin, Itasca county. In 1906 he formed a partnership with H. O. Johnson at Virginia, and under the firm name of Osterberg & Johnson they have since been associated in the control of a prosperous contracting business as drillers in connection with general machine-shop work.



Philip K. Ray

Mr. Osterberg is affiliated with the Masonic fraternity, the Independent Order of Odd Fellows and the Benevolent and Protective Order of Elks. He has achieved marked success in his business activities and is a citizen who has secure place in popular confidence and good will.

In 1893 Mr. Osterberg wedded Miss Matilda Sederberg, and of this union have been born five children—Ernest, Ruth, Florence, Harriet and Merrel. The eldest son, Ernest, was in the nation's aviation service in the World war, was on active duty in France for several months and received his honorable discharge after the war came to a close through the signing of the historic armistice.

PHILIP L. RAY is one of the prominent younger men in financial circles at Duluth, active head of Philip L. Ray & Co., financial agents and factors and dealers in investment securities, with offices in the Alworth Building.

Mr. Ray belongs to a family of bankers and was born at Mankato, Minnesota, July 10, 1890. His father is John H. Ray, for many years a well known banker at Mankato, but now retired and living in California. He was born in Michigan eighty-three years ago.

Philip L. Ray is the younger of two children, and was educated in the public schools of his native state and in 1912 graduated with the A. B. degree from the University of Minnesota. June 10, 1912, with no loss of time, he entered upon his business career as private secretary to Hon. J. L. Washburn of Duluth. He became secretary to several of the Washburn corporations engaged in mining and timber enterprises. In June, 1917, while still continuing his association with Mr. Washburn's interests, Mr. Ray formed the partnership of Philip L. Ray & Co. to engage in the business of investment bonds. In three or four years he has seen this enterprise grow and prosper and achieve a highly creditable and distinctive place among the financial firms of the city.

Mr. Ray is a member of the Beta Theta Pi college fraternity, belongs to the Kitchi Gammi Club, Northland Country Club, Duluth Boat Club, Duluth Commercial Club and Kiwanis Club, and is a Republican voter.

WILLIAM E. BURGHER has spent most of his life at Duluth and in the Range country, has achieved his own opportunities, and is now president and acting head of the Range Office Supply Company, one of the leading concerns of its kind in Northern Minnesota.

Mr. Burgher, whose home is in Virginia, was born at Minneapolis June 21, 1886, and was seven years of age when the family moved to Duluth. He is a son of George W. and Elizabeth (Krieger) Burgher, still living at Duluth. His father is a carpenter by trade. The family came from Pennsylvania and are of Swiss ancestry. Mr. Burgher's two grandfathers were Union soldiers in the Civil war.

William E. Burgher grew up at Duluth, but attended school only to the age of fourteen, after which he depended upon himself and made actual work the means of his education and the source of his opportunities. His first task was delivering groceries, later he clerked in stores and also served in a clerical capacity in offices. He early became identified with the office supply business, and one of the leading Duluth concerns employed him as a traveling salesman through the Range district. This experience gave him a familiarity with trade conditions in the Range towns, and eventually he made up his mind to embark his capital, skill and experience in a business of his own.

In 1914 he organized the Mesaba Range Office Supply Company. It was started on a modest scale, with only two rooms in the First National Bank Building at Virginia. The name proving too cumbersome the word Mesaba was dropped, leaving it simply the Range Office Supply Company. In January, 1917, the business was incorporated under that title, with Mr. Burgher as president and directing head. The company now has complete stores at Virginia and Hibbing. The energy Mr. Burgher has put into his business has been rewarded with most substantial results.

His home has been at Virginia since 1912, and he is a member of several civic and social organizations. In October, 1909, Mr. Burgher married Miss Lydia Rozon. Their two children are, William E., Jr., and Edward.

JOHN F. STAVER. Nineteen years of residence in the Range country of northern Minnesota and a connection of that length with the foundry business have combined to establish for John F. Staver, proprietor of the Virginia Foundry Company of Virginia, a reputation for ability, resource and unflagging industry. He is one of the captains of success who has piloted his own craft to harbor, has worked his way from the bottom, and out of his labors has evolved the belief that industry and straightforward dealing are prime factors in the gaining of position and success.

Mr. Staver was born near Dayton, Montgomery county, Ohio, July 7, 1876, and was five years old when his father, Edward Staver, a farmer, was called by death. His mother, whose maiden name was Mary Ellen Bliss, married for her second husband H. A. Deger, a moulder by trade, and the family moved in the fall of 1900 to Minnesota and lived for about a year in the town of Mississippi, then going to their present home at Superior, Wisconsin.

John F. Staver was but an infant when he was taken by his parents to Douglas county, Illinois, where his father had purchased a small farm, and where that parent died. Mrs. Staver then went back to Montgomery county, Ohio, and John F. Staver grew up there and acquired a common school education. At Dayton he learned the moulder's trade in the plant of the Dayton Malleable Iron Works, a concern with which he remained about seven years, following which he was employed by other firms of a like character for three years. In 1901 he came to the Range country of northern Minnesota, seeking a climate that would better his wife's health, and for a short time resided at Mississippi, following which he went to Superior, Wisconsin, which was his home about three years. In 1904 he came to Virginia, which has continued to be his place of residence. Upon his arrival Mr. Staver was made foreman for the Virginia Foundry Company, operated by A. C. Osborn, and continued in that capacity until June, 1920, when he leased the property and has since conducted it. He carries on a general foundry business, and associated with him is his son, Byron E. Mr. Staver is one of the best known foundrymen in this part of the state and few have a more comprehensive knowledge of the business. Through industry, fair representation and good workmanship he has won the confidence of the community, a valuable asset indeed, and one which assures a continuation of his present prosperity. He is affiliated fraternally with the local lodges of the Modern Woodmen of America and the Benevolent and Protective Order of Elks, in both of which he has numerous friends. He has

discharged faithfully all the duties of citizenship and is always found backing worthy measures.

Mr. Staver married, August 24, 1895, Miss Margaret Newhardt, of a neighboring county of Ohio, and their only son is Byron E., a graduate of the Virginia High School, who was a student at the University of Cincinnati three years, and had been in the Officers' Training Camp at Camp Zachary Taylor for two weeks when the war ended.

WILLIAM THOMAS BAILEY was one of the makers of history in northern Minnesota due to his prominent associations with the great lumber industry centering at Duluth. The business which he founded and of which he was president many years, the W. T. Bailey Lumber Company, is still in existence, and for many years comprised great holdings of timber land and a complete organization of mills and all other facilities for production from the stump to the final market.

The late Mr. Bailey was of English ancestry, and the family in England spelled the name Bayley. His parents were James Joseph and Catherine C. Bailey, the former a native of England and the latter of Canada. James Joseph Bailey came when a young man to Canada, and located at Baylysboro in Ontario, where his son, William Thomas, was born September 22, 1842. After the discovery of gold in California James J. Bailey started for the Pacific Coast, and probably met a violent death, since he was never heard from again. At the age of ten William Thomas Bailey was an orphan. He had to support himself by his own industry and resourcefulness, but in spite of early limited advantages in school he kept his mental horizon broadening with successive years through reading and intimate contact with men and affairs. He eventually took up railroad work, and for a number of years was purchasing agent for the Northwestern Railroad with headquarters in Chicago.

In 1880 he came to Duluth, but it was his resourcefulness as an organizer, as an executive and a shrewd business man that enabled him to achieve prominence in the lumber industry rather than the possession of extensive capital. His operations grew and prospered from a modest scale until the William T. Bailey Company became one of the largest operating in northern Minnesota. While the headquarters of the company were at Duluth, its mills and logging operations were carried on over a large scope of country. Some of the most extensive mills and manufacturing operations of the business have long been maintained at Virginia, where Richard Roberts Bailey, son of W. T. Bailey, has had his business headquarters since 1896.

William Thomas Bailey at the age of seventy-two, and with many mature achievements to his credit, died on March 31, 1914. He was a Republican in politics, a faithful member of the Presbyterian Church, was affiliated with the Masonic Order and the Independent Order of Odd Fellows and was deeply devoted to home and family. Many recall him for his deep interest in blooded horses, and he had one of the finest stables around Duluth. June 25, 1873, he married in Michigan Miss Rebecca Roberts, daughter of Richard and Rebecca (Roberts) Roberts, of Ottawa county, Michigan. Her father was a prominent lumberman. The three children born to their marriage were William Thomas, Jr., Richard Roberts and Rebecca.

RICHARD ROBERTS BAILEY, a son of the late William T. Bailey, of Duluth, has been a resident of Virginia since 1896 and in a large and important degree has been the executive successor of his father in the lumber industry of St. Louis County.

He was born at Grand Haven, Michigan, February 23, 1875, and his parents moved to Duluth in 1880. He attended the grammar and high schools of that city, and served his apprenticeship in practical business under his father. He removed to Virginia to look after his father's lumber milling interests, and for a number of years has been secretary and treasurer of the W. T. Bailey Lumber Company.

The welfare of his home city he has always regarded as a personal responsibility. He is a member of the Kitchi Gammi Club of Duluth, a Scottish Rite Mason and Shriner and Elk. In 1906 he married Miss Berniece Lee, of Lakota, North Dakota. Their three children are Rebecca Lee, Richard Roberts Bailey, Jr., and Berniece.

LEWIS A. SIMONSON is one of the citizens of Duluth whose career has been shaped to some extent by his environment through a period of thirty-five years, and many who know and esteem his splendid qualities will assert that he also has been a factor in moulding the destiny of the community.

Mr. Simonson, who is manager of the Head of the Lake Agency of the Mutual Life Insurance Company of New York, has been out in the world of action doing for himself and others since early boyhood. He was born at Booneville, Dallas county, Iowa, January 28, 1869, son of Claus and Bertha Simonson. His parents were natives of Norway and came to the United States in 1866, locating in Reedsburg, Iowa. Lewis A. Simonson was left an orphan at the age of four years, being one of three children. After the death of his parents he was adopted into the family of Eric Erickson, and lived with them at Yankton, South Dakota, until he was thirteen. His earliest recollections are of the great prairie country of the Dakota territory, and all his education during that time aggregated only seven months attendance at school. He had ample training in the work and duties of a Dakota farm. During his fourteenth year he started out to see the world and carve his fortune therein, his possessions being the clothes he wore and seventy-five cents in money. Work as a farm hand for three years preceded his entrance to Duluth.

Mr. Simonson reached Duluth in 1886. His first employment was on the Ohio coal docks unloading coal from boats. From there he went into a small village in the woods, Washburn, Wisconsin, and subsequently for several years before reaching his majority he represented a Chicago publishing house as a canvasser, an experience that many eminent men have pronounced as invaluable to them in their road to success, and which Mr. Simonson also found valuable in supplementing his meager schooling. He also traveled in many districts in northern Wisconsin, Michigan and Minnesota.

After his return to Washburn he was for a year assistant postmaster and then became a member of the Washburn Supply Company, selling goods on the installment plan. He grew into controlling responsibilities with this business subsequently became its sole proprietor, prospered, and greatly enlarged the scope of his business. After selling out in 1901 he became a member of a retail grocery concern at Washburn, and was president of the Board of Education from 1903 to 1908. While in business at Washburn he took up the study of life insurance, and in 1906 returned to Duluth as an agent of the Mutual Life under Waite H. Squire, manager of the Head of the Lake Agency. Since then Mr. Simonson has become one of Duluth's foremost insurance men, and in 1911 succeeded to the management of the Duluth Agency and has built up a business second to none in that line in the city.



Edw. W. Grochan

December 26, 1888, Mr. Simonson married Hannah Olson, who was born in Norway, a daughter of Terber and Martha Olson. Four children were born to Mr. and Mrs. Simonson: Charles T.; Benjamin, who died in infancy; Mabel B. and Loyed H. The son, Loyed, was a wireless operator at the Great Lakes Naval Training Station, also on the transport Puritan and was at Boston when the Armistice was signed.

Outside of his business Mr. Simonson is distinguished by long, self-sacrificing and able efforts to promote the cause of temperance and not less his efforts in behalf of good citizenship in general. His genial and courteous manner has been a factor in his business success and has also brought him the good will of every individual in Duluth. He helped organize several Good Templar Lodges in Minnesota, and has been a lecturer on temperance subjects over the state. He was elected grand chief templar of Minnesota in 1915, and again similarly honored in 1920. On the Prohibition ticket in 1912 Mr. Simonson was a candidate for state railroad and warehouse commissioner, and polled the largest vote ever given a candidate of his party in the state. He was again a candidate on the Prohibition ticket in 1916 for lieutenant governor. Mr. Simonson has been active in Odd Fellowship, has filled various chairs in his home lodge, also in the Grand Lodge and is the present grand warden of the Grand Lodge. For five years he was president of the West End Commercial Club and is a member of the Commercial Club of Duluth.

EDWARD A. GROCHAU is widely known as one of the honored citizens and successful business men of Duluth, having for a number of years been prominently identified with the commercial interests of this community. His well-directed efforts in the practical affairs of life, his capable management of his own business interests and his sound judgment have brought to him prosperity. In all the relations of life he has commanded the respect and confidence of those with whom he has been brought into contact, and he is well worthy of representation in a work of this character.

Edward A. Grochau was born in Duluth, Minnesota, on the 4th day of February, 1872, a son of Augustus and Justina (Guth) Grochau, both of whom are natives of Germany, the father having been born June 30, 1834, and the mother January 22, 1843. Augustus Grochau, who became a sailor, remained in his native land until twenty-one years of age, when, in 1855, he came to the United States. He took out citizenship papers in 1867 and soon afterward returned to the Fatherland, where he was married in 1868. On his return to the United States he took up his residence in Chicago and engaged in business. In 1870 he came to Duluth and engaged in contracting and building, in which he was so successful that after a few years he was enabled to retire from active business pursuits. Of the five children born to Mr. and Mrs. Grochau, Edward A. is the third in order of birth, and four of them are still living. The parents are members of the German Evangelical Church.

Edward A. Grochau secured his education in the public and high schools of Duluth, and then entered the University of Michigan, where he took the course in pharmacy and was graduated in 1894, with his degree. For a time he was then employed as a drug clerk, but in 1910 engaged in the drug business on his own account, first being located on Fifth avenue, West, but eventually removing to his present location at the corner of Fourth avenue, West, and First street. He carries a large and complete stock of high-grade drugs and does a large prescription business, in addition to which he also carries a full line of druggists' sun-

dries and such side lines as are usually carried in an up-to-date drug store. By strict attention to business and courteous treatment of his customers he has built up a large and representative business, being one of the leaders in his line in this city.

Politically Mr. Grochau is a Republican. He is president of the Retail Druggists Association of the Head of the Lakes and president of the Minnesota State Pharmaceutical Association. Fraternally he is a member of the Masonic Order, and has been honored by passing through the degrees of all the bodies of the York and Scottish Rites and belongs to the Ancient Arabic Order of Nobles of the Mystic Shrine. He is also a member of the Benevolent and Protective Order of Elks, the Modern Samaritans and the Camels of the World. His religious faith is that of the Congregational Church, of which he is a member and a liberal supporter.

On June 20, 1900, Mr. Grochau was married to Bessie Jones, who was born at Neilsville, Wisconsin, and was reared and educated in Duluth. To them have been born two children, Dorothy, born August 6, 1905, and Maurice, born July 14, 1907. The family moves in the best social circles of the city and are well liked by all who know them. Mr. Grochau has not only been successful in his own business affairs, but has given earnest support to all movements for the betterment of the city along all lines.

AL BLEWETT. To the man of average success the varied and substantial results achieved by Al Blewett seem out of all proportion to the comparatively brief tenure of his career and in no wise remarkable advantages or opportunities. Richly endowed with the qualities of initiative and resource, concentration and enthusiasm, and with the city of Duluth as the setting for the working out of his ambitions, his varied responsibilities at the present time include his position as head of a job printing concern, leader of the Blewett Orchestra and a partner in the Duluth Burnall Company.

Mr. Blewett was born October 15, 1876, in Ontario, Canada, and was four years of age when he came to the United States with his parents, Mr. and Mrs. Wellington Blewett. His father, a native of Pennsylvania, went to Canada in young manhood, but returned to the United States in 1880 and engaged in farming in the vicinity of Crookston, Minnesota, where he died in 1887. He had ten children, of whom eight are living, Al being the seventh in order of birth.

The public schools of Crookston and Duluth furnished Al Blewett with his early educational training, he having come to the latter city in 1889. Here he began to learn the printing business as errand boy with Seipel, Miller & Hunter, later becoming press operator, and subsequently foreman for Arthur E. Brown, who conducted the Northland Printery. After leaving that firm he associated himself with the Boston Music Company for a period of four years, and then became a partner in that concern, this association continuing until 1915. In that year he embarked in business on his own account at No. 18 Lake avenue, North, which is his present location. Here he does all kinds of first-class job printing and has built up his enterprise from a modest beginning to one that is important in its proportions.

About the year 1895 Mr. Blewett organized the Blewett Orchestra, with three members, which grew in popularity, favor and size, he eventually employing as many as twenty-five persons. This organization was employed chiefly in furnishing music for dancing, and Mr. Blewett conducted the orchestra at the Duluth Boat Club for a period of twelve

years and the orchestra at the Lester Park Dancing Pavilion for about the same number of years. Of recent years his musical work has been necessarily neglected to some extent, as he is now a partner in the Duluth Burnall Company, a business organized for the installing of fuel savers on heating plants, which takes the greater part of his time that is not devoted to his printing business.

Mr. Blewett, as his various activities would indicate, is enterprising, progressive and ambitious. He is a popular member of the Masonic Blue Lodge and Chapter, the Modern Samaritans, the Modern Woodmen of America and the Independent Order of Foresters, and in his political belief maintains an independent stand. He is unmarried.

JOHN E. HANSON is prominently identified with the lumber manufacturing industry in the Mesaba Range district as assistant treasurer of the Virginia and Rainy Lake Company, with headquarters in the city of Virginia. He was born at Manistee, Michigan, August 21, 1882, and is a son of Andrew and Matilda (Hanson) Hanson, both of the same family name but not of kinship. The parents were born and reared in Norway, but their marriage was solemnized at Manistee, Michigan, Andrew Hanson having been a young man when he immigrated to America from his native land and having made his way to Manistee, Michigan, in which locality he found employment in connection with lumbering operations. He continued his alliance with this industry not only during the period in which it was one of maximum importance in that section of Michigan but also after operations became greatly circumscribed with the reduction of the timber resources. He was thus actively concerned with the lumber business until his death in 1918, and his sterling character gained to him unqualified popular esteem in the land of his adoption. His widow maintains her home at Manistee.

John E. Hanson continued to attend the public school of his native city until he had attained to the age of seventeen years, when he took a minor clerical position in the local office of the Manistee and North-eastern Railroad at Manistee. He continued his service until he had won promotion to the position of assistant chief clerk, and later he was employed about six months in the Chicago offices of the Chicago & Alton Railroad.

In April, 1903, Mr. Hanson came to Virginia, Minnesota, and assumed the position of bookkeeper in the office of the Virginia Lumber Company, which was later succeeded, in a reorganization, by the present Virginia and Rainy Lake Company. With this concern Mr. Hanson has continued his alliance without interruption, and through faithful and effective service to the corporation has won advancement to his present executive position.

Mr. Hanson served two years as a member of the police and fire commission of Virginia, in which connection he showed his distinct civic loyalty, but he has had no desire for political office. He is a Republican in politics, is an active member of the Kiwanis Club of Virginia, and takes vital interest in all that concerns the welfare and advancement of his home city. He is a director of the State Bank of Virginia, has received the thirty-second degree in the Scottish Rite of Masonry, this distinction having come to him when he was but twenty-two years of age, and his Masonic affiliations include also his membership in the Mystic Shrine. He is likewise a member of the Virginia Lodge of the Benevolent and Protective Order of Elks. It may specially be noted that he is a charter member of Aad Temple, Ancient Arabic Order Nobles of the Mystic Shrine, in the city of Duluth.

September 14, 1910, recorded the marriage of Mr. Hanson to Miss Blanche Forbes, of Duluth, and they have four children—John E., Jr., Richard H., Mary and Harriett.

ALFRED STAFF was a lad of fifteen years when he came to Virginia, St. Louis county, where his father had previously settled and where the latter's family joined him in the year 1893, and within the intervening period of more than a quarter of a century Alfred Staff has advanced to well established place as one of the representative business men and influential citizens of the progressive little city that was a mere mining hamlet at the time when he here made his initial appearance.

Mr. Staff was born in Sweden on the 18th of January, 1878, and about two years later his parents, Severin and Pauline Staff, immigrated to the United States and first established their residence in the city of St. Paul, Minnesota, where the father found employment at his trade, that of a blacksmith. Later the family home was established at Ishpeming, Michigan, and from that place removal was made to Palmer, that state, where Mrs. Staff and the children remained until the winter of 1893, when removal was made to Tower, St. Louis county, Minnesota. There they remained until the spring of the following year, when they joined the husband and father at Virginia, Severin Staff having previously engaged in the work of his trade at this place and having been here at the time when the village was practically destroyed by fire, in 1893. He followed his trade here for many years as one of the substantial and honored citizens of the village and city, and here his death occurred in the year 1902, his widow being still a resident of Virginia.

Alfred Staff passed the period of his boyhood and early youth at Ishpeming, Michigan, and Virginia, Minnesota, and his limited educational training was received in the public schools of the former city. His boyhood memories of Virginia recall the place as a frontier village chiefly notable for its sixty-eight saloons, its gambling and the other untoward activities of a new mining camp. Here he became a cook in the J. C. Weimer mining camp, where was then in progress the work of stripping the Ohio property. Later he worked as water boy for the mining firm of Drake & Stratton, by which he was later advanced to the position of night watchman, and thereafter he was for a time employed by John H. Harding in the Adams mine at Eveleth. In 1895 he began delivering meat from the butcher shop of Frederick Ingalls of Virginia, and here he has been continuously identified with the meat business since that early period in his career. Ambitious, self-reliant and progressive, he has won advancement through his own well directed efforts and enterprise, and he is now one of the chief stockholders and a director of the Virginia Meat & Packing Company, one of the important industrial concerns of St. Louis county.

While working indefatigably in the winning of independence and worthy success, Mr. Staff has been appreciative of civic duties and responsibilities and has shown himself to be a loyal and progressive citizen. His political allegiance is given to the Republican party, and in 1910 he was elected alderman from the Second ward of Virginia, in which office he served two years, with characteristic loyalty and efficiency. In 1918 he was again elected a representative of this ward, for a term of four years, and in April, 1920, he was elected president of the City Council, in which important office he is making his influence felt in progressive movements and also in wise and efficient administration of all departments of the municipal government. Mr. Staff is affiliated with the Benevolent and Protective Order of Elks, the Fraternal Order of Eagles and

the Loyal Order of Moose, and he and his wife are active members of the Presbyterian Church in their home city.

May 4, 1907, recorded the marriage of Mr. Staff to Miss Hilda Strolberg, of New York Mills, Ottertail county, Minnesota, and they have three children—Clarence, Lyle A. and Kenneth.

ANDREW GRANDE. The hardy Norwegians who come to these shores in quest of a livelihood and more extended opportunities for the development of their latent ability are seldom disappointed. It is not necessary to go beyond Virginia for a substantial illustration of these facts, the immediate case alluded to being that of Andrew Grande, who has been a resident of Virginia since 1900.

Mr. Grande was born in Norway June 19, 1858, a son of Jacob and Rangnel (Munstatter) Grande, people in humble circumstances, who lived and died in the old country. Andrew Grande is one of a family of six children, five of whom are now living. His opportunities for educational advantages were very limited in his boyhood, and with a view to assisting his parents to help keep their family he started out to work at an early age, at a time when most boys are attending school. His chief occupations during those years were carpentering, sailing and fishing in deep sea waters. In the early '80s considerable immigration drifted from European countries to the United States, and Mr. Grande, seeing no bright prospect of advancement in his native country, decided to venture across the Atlantic to America, whither so many of his countrymen had previously come. He was further induced by the circumstances of having a brother who had been here for some years, and his favorable reports left no doubt in the mind of Andrew as to where his lot should be cast. Accordingly, he set out in 1882 and in the same year arrived in Duluth, having, however, at that time no knowledge of the English language or of the customs of this country.

For a time after his arrival Mr. Grande worked at any kind of honorable employment he could pick up, but after a short period resumed his original occupation of a carpenter. He embarked in the grocery business in Duluth, remaining in that line until the panic of 1893, when he went under. His mainstay, however, was carpentering, and he thus continued until 1900, when he moved to Virginia, which has been his home ever since. Desiring to spread out, he began to take contracts and did much work for the Oliver Mining Company. He built many of the better residences and business blocks now to be seen in Virginia, and in fact, it is conceded he has done more along this line than any other man. The success which attended his efforts induced him to engage in the general building supply business, and he has four separate concerns, covering about twenty thousand square feet of floor space. From small beginnings he has steadily progressed and is now in possession of a substantial fortune. He has no regrets for leaving Norway behind, and is of the type of adopted citizen of whom the community feels justly proud.

In 1890 Mr. Grande was united in marriage to Miss Anna Ness, also a native of Norway, and they have become the parents of six children, as follows: Mamie, Agness (who became Mrs. Frank W. Crane), John, Gida Rebecca (deceased), Myrtle and Arnold. John Grande served as a sergeant in the United States Army during the World war. He was attached to the machine gun service and spent nine months in France, returning home at the end of hostilities.

Mr. Grande is a warm supporter of the Republican party and a strong advocate of its policies and principles, but he has not, however, been a seeker after public office. He is an earnest member of the Norwegian

Lutheran Church, to the upkeep of which he is a liberal subscriber. He is affiliated with the Benevolent and Protective Order of Elks and holds membership in various clubs existing for civic and social development along all legitimate lines.

WILLIAM MORRISON BURGESS needs no introduction to the people of Duluth and vicinity, where he has lived for nearly forty years, and for many years has been engaged in business, his success being the result of rightly applied principles, which never fail in their ultimate effect when coupled with integrity, uprightness and a genial disposition. This has been literally true in his case, judging from the high standing he has maintained among his fellow citizens, whose undivided esteem he has justly won and retained, for his life has been of untiring industry and honorable dealings with his fellow men.

William Morrison Burgess is a native of Canada and is the eldest of the two children born to his parents. His father, George Burgess, was born and reared in New York state, moved to Canada, where his marriage occurred, and finally located in Michigan, where he lived for forty years, following the vocation of blacksmithing. Eventually he came to Duluth and here spent his last days. William M. Burgess received his educational training in the public schools of Michigan, graduating from the high school at Ionia. He then was put to learn the blacksmith trade, but after the expiration of his apprenticeship period, three years, he did no further work at that vocation. During the following five years he engaged in teaching school during the winter months and in summers was connected with the lumber business. In 1883 Mr. Burgess came to Duluth and accepted the position of superintendent of the Duluth Electric Light and Power Company, a position which he held for eleven years. In 1894 he and a brother engaged in the electrical business, under the firm name of the Burgess Electric Company, in which enterprise they have met with a very gratifying degree of success. They first started their business in a small way at No. 109 West Michigan street, but increase in business compelled them to seek larger quarters and they moved to No. 24 Third avenue, West, where they were located about five years. About 1908 they moved to their present location, No. 310 West First street. They carry a full line of electric supplies of all kinds, are contract manufacturers of electric fixtures, switch boards, panels and panel boxes and also do a wholesale business in electric supplies. In addition to his interest in the Burgess Electric Company Mr. Burgess is interested in mining, especially on the Cuyuna Range, being secretary and treasurer of the Chester Harold Mining Company, which was organized about eleven years ago. He is also interested in Kansas oil properties.

Politically Mr. Burgess gives his support to the Republican party, in which he has been reasonably active. He served for three years as a member of the Board of Fire Commissioners, and also served as a member of the Federal Highway Council. He is a member of the Duluth Commercial Club, a charter member of the Duluth Boat Club and a member of the Elks Club. His religious faith is that of the Unitarian Church, which he attends.

On May 6, 1889, Mr. Burgess was married to Elizabeth Rackle, of Cleveland, Ohio, the daughter of George and Mary Rackle, who were born in Germany and in their early youth came to this country, lived in Columbus, Ohio, for four or five years, and then located in Cleveland, Ohio. George Rackle, who is now deceased, was a sculptor of consid-



William Morrison Bungee

erable note and held a high position in art circles. Mrs. Burgess is a lady of culture and attractive qualities, and is an active member of a number of societies in Duluth.

Two sons have been born to Mr. and Mrs. Burgess, George Harold and William Carlyle, both of whom graduated from the high school in Duluth. Harold then went to the Case School of Applied Science, graduating in the Electrical Engineering Department and is now associated with his father in the Burgess Electrical Company. He married Eve McDonough, of Worcester, Massachusetts, and one daughter has been born to them, Elizabeth Mary. George Harold Burgess during the World war was connected with the government in the naval department.

William Carlyle, after graduating from the Duluth High School, attended the Case School of Applied Science, taking up mechanical engineering, and then going to Wisconsin University at Madison, where his studies were interrupted by the great war. He enlisted in the navy, entering the Great Lakes Naval Station, was later sent to Pelham Bay, thence to Columbia College to complete his training, and after the signing of the armistice returned to Wisconsin University, graduating therefrom in June, 1920. He always took great interest in athletics, winning a gold medal in a four-oared crew in Northwest Regatta, also in the National Regatta the same four-oared crew won a gold medal at Springfield, Massachusetts. He is now in training with the senior eight-oared crew for the Regatta of 1921. While attending Wisconsin University the eight-oared crew of which he was a member also carried off the honors.

William Morrison Burgess has attained to his present position solely by virtue of his own character and efforts, the qualities of keen discrimination, sound judgment and executive ability entering very largely into his make-up and being contributing elements to the material success which has come to him. He is essentially public spirited and gives his earnest support to all movements or enterprises for the advancement of the public welfare, and he enjoys a well-deserved popularity throughout the community in which he lives.

EDWARD J. LARSEN, who is engaged in the practice of his profession in the city of Virginia, as one of the representative members of the bar of St. Louis county, was born on a farm in Kandiyohi county, Minnesota, on the 30th of October, 1877, a date that indicates that he is a scion of one of the pioneer families of that section of the state. His parents, Edward C. and Johanna (Christiansen) Larsen, were born and reared in Norway. Realizing in his young manhood the success limitations of his native land, Edward C. Larsen manifested alike his ambition and self-reliance by severing the home ties and setting forth for America. His equipment comprised largely his sterling attributes of character, his industry, his resolute purpose and his willingness to face obstacles and adverse conditions if such a course be required in his efforts to win independence and prosperity. In the early '60s this strong and gallant young man of the fair Norseland made his way to Liverpool, England, where he embarked on the sailing vessel that thirteen weeks later landed him in the port of the city of Quebec, Canada. From that place he made his way to Wisconsin, where he joined an older brother who had come to this country several years previously. Within a year thereafter he came to Minnesota and initiated his experience as a pioneer in Kandiyohi county. There he took up 160 acres of government land, and his financial

resources were so limited that in furthering the reclamation and development of his farm he had recourse to work at his trade, that of blacksmith, besides which he found employment in connection with early railroad construction in Minnesota and also worked in lumber camps. With the passing years he developed one of the valuable farm properties of Kandiyohi county, and in his achievement along this important line of industrial enterprise, as well as through his loyal and appreciative citizenship, he did well his part as an empire builder in the great Northwest. In view of the insistent clamor concerning the high cost of living in the present post-war period, it is interesting to record that in the early days of his residence in Minnesota Mr. Larsen was compelled to pay \$18.00 a barrel, in gold, for flour, besides which he transported salt to his farm by carrying the same on his back over an old Indian trail from St. Cloud—fully forty-two miles distant. He and his noble wife lived up to the full tension of hardships and trials incidental to the pioneer era and their names merit a place on the roll of the sterling pioneers whose earnest and unostentatious efforts aided in the development of Minnesota along both civic and industrial lines. Their marriage was solemnized at St. Cloud, this state, and they passed the closing years of their lives on the fine old homestead farm in Kandiyohi county, where Mrs. Larsen died in 1897 and where his death occurred in 1906, when he was venerable in years. Both were devout communicants of the Lutheran Church, and their abiding Christian faith guided and governed their lives, both having held the unqualified esteem of all who knew them. They became the parents of eight sons and four daughters, and of the number six are living, the subject of this review having been the fifth in order of birth.

Edward John Larsen passed the period of his childhood and early youth upon the old homestead farm which was the place of his birth, and there he gained enduring appreciation of the dignity and value of honest toil and endeavor. He profited by the advantages of the public schools of his native county, and as a youth was a successful teacher in the district schools. By this medium he acquired the funds that enabled him to continue his studies first in the Minnesota State Normal School at St. Cloud and later in Minneapolis Academy. In consonance with well formulated plans he then entered the law department of the University of Minnesota, and in this institution he was graduated as a member of the class of 1913. He largely defrayed his expenses at the university by clerking in a law office in the city of Minneapolis. His reception of the degree of Bachelor of Laws was practically coincident with his admission to the bar of his native state, and in 1914 he opened an office at Virginia, where he served his professional novitiate and where he has since continued in the successful general practice of law. He is serving at the time of this writing as village attorney of Mountain Iron. He was one of the organizers of the Farmers and Merchants State Bank of Virginia, of which he is a director. The political allegiance of Mr. Larsen is given as independent, and he and his wife are communicants of the Lutheran Church in their home city.

In January, 1914, was solemnized the marriage of Mr. Larsen to Miss Emilie Eggen, and they have two daughters—Gunhild and Elizabeth.

FRANK M. MIELKE is an expert electrician, being president and active head of the Mielke Electrical Works in Duluth, a business

that performs a large and important service in the handling, preparing and remodeling of electrical equipment.

Mr. Mielke was born in Chicago, April 6, 1880. His father, Frank Mielke, was born in Germany, but has lived in America for sixty years. The greater part of his active career was spent as a bookkeeper with a large mercantile house at Chicago.

The oldest of six children, Frank M. Mielke attended the public schools of his native city and at the age of eighteen began a practical apprenticeship, learning every phase of the electrical industry, including the manufacture of motors and dynamos and the installation of electrical equipment. For twelve years he lived in Chicago, then for 3½ years was in Appleton, Wisconsin, and in 1906 came to Duluth and was in the service of the Burgess Electrical Company until he went into business for himself. In 1912 he organized Mielke Electrical Works, which in 1920 was incorporated. They have well-equipped offices and shops at 922-924 East Superior street, and have all the facilities for rebuilding and repairing of electric motors and dynamos and other electrical machinery. They do a large business on all the iron ranges and also in North and South Dakota and Upper Michigan. The company maintains a working force of twelve, including four expert machinists. Mr. Mielke is president of the company, Mrs. Mielke is vice president, and H. H. Campbell is secretary and treasurer.

In 1908 Mr. Mielke married Miss Ella Gearhart. They have one son, Warren, born January 21, 1909.

JAMES S. MATTESON, certified public accountant of Duluth, has been identified for some years with the rapidly changing conditions of large industries, marked by heavy responsibilities and grave issues. In discharging the one and meeting the other, his long and specialized training has stood him in good stead, and at the present time he maintains intimate relations with a number of leading business houses of the Head of the Lakes.

Mr. Matteson was born January 3, 1869, at DeKalb, Illinois, a son of Dr. James Matteson, a native of Rhode Island. The mother of Mr. Matteson was born in New York, and she and her husband had five children, of whom two are living. The youngest of his parents' children, James S. Matteson received his early education in the public schools of Illinois and New York, and on coming to Superior and Duluth in 1891, secured employment in the office of the Duluth Gas and Water Company. In 1897, when the city took over this public utility, he was retained as assistant secretary of the board of water and light commissioners, C. A. Duncan being president, and C. F. Leland vice president, Giles Gilbert being the other member of that board. Mr. Matteson continued his connection with that body until the fall of 1909, when he embarked in business as a public accountant, being later certified in Minnesota and Wisconsin, with offices at No. 701 Alworth Building. He is a member of the American Institute of Accountants and has a large and constantly growing list of clients, representing some of the chief business interests of Duluth.

Mr. Matteson is prominent in Masonry, in which he has attained the thirty-second degree, and is a life member and past master of Palestine Lodge No. 79, and a member of the Mystic Shrine. He belongs also the Kitchi Gammi, Commercial, and Duluth Rotary clubs, and is widely known and very popular in business and social circles of the city. He was married November 12, 1888, at Akron,

New York, to Miss Nellie L. Wilkinson, and to this union there have been born two children: A married daughter, Maude E. Wallace, and a son, Harold J., who attended Macalester College and the University of Wisconsin, graduating from the latter institution in the class of 1915, and with the degree of B. A.

CAMILLE POIRIER, who died at his home in the city of Duluth on the 17th of October, 1919, was one of the pioneers and representative business men of that city and left upon the community the gracious impress of a gentle, gracious and benignant personality. He was a resident of Duluth for nearly half a century, and contributed his quota to its civic and material development and progress, the while his unqualified popularity was based upon his sterling character and his kindness and courtesy in all of the relations of life. Well may this history perpetuate the generous tribute and estimate which appeared as an editorial in the Duluth News-Tribune under date of October 18, 1919:

"Always kindly, scrupulously honest in his dealings and thought, never unjust, never unfair, with a heart that denied itself to no one and to no right cause, Camille Poirier has closed a life lived in an Arcadia of his own making. To know him was to respect and admire him and almost to envy the serene peacefulness that rose above physical ailment or outward misfortune. He was, too, a man of force of character, of decided opinions and independence, and, like so many of his blood, he had a passionate love of the out-of-doors, of the house of nature, and all the people who live in it. He was one of Duluth's genuine pioneers. He had lived here for forty-nine years. In the earlier days he had much to do in public affairs—and always on the side of what was right and fair and progressive. He was the inventor of a number of conveniences, and here his love of the woods showed, as they were all for the woodman, the traveler and the camper. As a business man, as a friend, as a citizen, as one who always helped, he has left everything he touched and everyone he met the better and happier. Such a man can hardly be said to have died."

Camille Poirier, a scion of the fine old French stock that early settled in Eastern Canada, was born near the city of Montreal in 1837, a son of Joseph and Martha Poirier. In his youth he passed much time in the wilds of Canada and the northwestern part of the United States, and in this connection had made numerous trips to Duluth prior to establishing his permanent home there in 1870. The present vigorous and beautiful city was but a village when he became numbered among its pioneer business men, and here he was for many years engaged in the boot and shoe business, in which he developed a large and substantial enterprise and at one time gave employment to many men. He also gave attention to the real estate business and to contract logging enterprise, and in later years was engaged in the tent and awning business. He was one of the most liberal and progressive business men of Duluth, held the unqualified confidence and esteem of the community in which he so long lived and so worthily wrought, and his influence was wide and beneficent. He was the inventor of the Poirier Pack Sacks, now in general use, and invented also several other valuable devices for the use of travelers, campers and others who were, like himself, devotees of sports afield and afloat.

Mr. Poirier was a staunch supporter of the cause of the Republican party, and in addition to divers other services in behalf of the community he was for several terms a member of the Board of County

Commissioners of St. Louis county. He and his wife, who is yet living, were earnest and consistent communicants of the Catholic Church, and for many years he was president of the St. John the Baptist Society in the city of Duluth.

As a young man Mr. Poirier wedded Miss Margaret Lytle, and they became the parents of eight children, all of whom are living.

OTTO A. POIRIER is not only a native son of St. Louis county and a representative of one of the honored pioneer families of this section of the state of Minnesota, but he has also gained secure vantage ground as one of the representative members of the bar of his native county and is established in successful general practice in the thriving city of Virginia, where also he is serving as United States commissioner and where he is known and honored as a loyal, progressive and public-spirited citizen.

Mr. Poirier was born in the city of Duluth, Minnesota, on the 12th of December, 1879, and is a son of the late Camille Poirier, to whom a memorial tribute is dedicated on other pages of this work, so that further review of the family history is not here demanded. In the public and parochial schools of his native city Mr. Poirier continued his studies until his graduation in the high school as a member of the class of 1898. That year marked the inception of the Spanish-American war, and he forthwith manifested his youthful patriotism by enlisting in Company L, Fifteenth Minnesota Volunteer Infantry, with which he continued in service one year, the command having not, however, been called to the stage of active conflict. Soon after receiving his honorable discharge from the army, Mr. Poirier entered the law department of the University of Minnesota, and in this institution was graduated as a member of the class of 1902. His reception of the degree of Bachelor of Laws was practically concomitant with his admission to the bar of his native state, and for the first year after his graduation he was in the law office of Frank W. Sullivan, a representative member of the bar of the city of Duluth. He then established himself in the independent practice of his profession at Virginia, where the intervening years have been marked by his association with important cases in the courts of this section of the state and by his gaining high standing as a vigorous and resourceful trial lawyer and discriminating counsellor. He served two terms as city attorney, and for two terms was assistant attorney of St. Louis county, in each of which positions he added materially to his professional prestige. He has served since 1904 as United States commissioner for the district of Minnesota.

During the nation's participation in the World war, Mr. Poirier was a member of the Loyal Advisory Board of St. Louis county, which organization gave effective service in connection with registration of young men for military service, besides which he provided legal aid in connection with local war activities. He was also chairman of the War Savings Stamp committee for the northern half of St. Louis county. The political allegiance of Mr. Poirier is given to the Republican party, and he is an active member of the local Kiwanis Club and the Virginia Curling Club.

On the 20th of April, 1910, was solemnized the marriage of Mr. Poirier to Miss Leslie Mitchell, daughter of William B. Mitchell, of St. Cloud, Minnesota, her father having achieved distinction as one of the representative newspaper editors and publishers of this state and having also been the author of a two-volume history of Stearns

county, Minnesota. Mr. and Mrs. Poirier have three children—William C., Eleanor and Arthur.

OTTO GAFVERT. A resident of Duluth thirty-five years, Otto Gafvert has been one of the earnest and hard-working citizens of the community, known for ability and adequate performance of his duties in all relations and for a number of years has been employed in positions of trust and responsibility in state, county and national government.

Mr. Gafvert was born in Sweden, November 30, 1865, and was reared and educated in his native land. He came to America alone in 1886 and for a few months was employed in railroad shops. He arrived at Duluth in the spring of 1887, and his practical abilities in mechanical lines made him a useful employe of several of the leading industries of the city. For two years he was with the Clyde Iron Works, another two years with the Iron Works in West Duluth and then for six years was in the machinery department of the Duluth Dredging & Dock Company.

His first public service was an appointment by Governor Sant as dairy and food inspector. He held this post for three years, following which he became identified with the Duluth office of the Internal Revenue Department as division deputy. Altogether he was in the internal revenue office ten years. The Head of the Lakes Farm Land Company then secured his services in handling its real estate and lands until he was selected by the auditor of St. Louis county to perform the duties of assistant purchasing agent, but recently became connected with the internal revenue office in Duluth.

Mr. Gafvert is affiliated with Euclid Lodge No. 189, A. F. and A. M., and is also a member of the Elks and Swedish Order of Vasa, and is a Republican in politics. December 8, 1891, he married Miss Bede Anderson, whose father, Gus Anderson, was a native of Sweden.

CHARLES D. ORECKOVSKY, who was reared and educated in Duluth, has for the past ten years made a notable record in life insurance circles. His abilities have been employed with very gratifying results in behalf of the Minnesota Mutual Life Insurance Company of St. Paul as manager of its territory in Northeastern Minnesota.

Mr. Oreckovsky was born at Odessa in Southern Russia, November 12, 1882. He crossed the ocean with his mother, sisters and brothers and arrived at Duluth May 29, 1889. His father, Israel Oreckovsky, had preceded the rest of the family and came to Duluth, May 18, 1887. A tailor by trade, he has for over thirty years been a clothing merchant and tailor and is still living at the age of sixty-five. He has interested himself in good government in Duluth, and has also taken an active part in the Synagogue. Of eight children born to the parents seven are still living, Charles D. being the fourth in age.

Seven years of age when brought to Duluth, Charles D. Oreckovsky had his first American business training soon after he arrived in selling papers and shining shoes. He acquired his education in the primary grades at Duluth, and after leaving school was employed for about a decade, from 1900 to 1911, by Dr. Horace S. Davis. Mr. Oreckovsky entered the life insurance field in 1911 as sub-agent with the Equitable Life of New York. He showed the abilities of a real insurance man, and in a short time was promoted to associate general agent and in 1916 accepted the difficult and not altogether promising



Otto. Haupt

assignment of manager for the Minnesota Mutual Life Insurance Company. Up to that time this company had never been able to gain a foothold in Northeastern Minnesota, but with Mr. Oreckovsky as manager the company now has approximately \$2,000,000 on its books to represent this section of the state. Mr. Oreckovsky is a member and for one year was president of the Duluth Life Underwriters Association.

He has been very prominent in the Independent Order of B'Nai B'Rith, becoming a charter member when the local lodge was organized in 1904. He has been a delegate to the Grand Lodge at annual conventions consecutively since 1908 and on the general committee of the order since 1915. He has held every office in the local lodge and has instituted lodges at Superior, Wisconsin, Hibbing and Virginia, Minnesota. Mr. Oreckovsky is also affiliated with the Order of Elks and is a member of the Duluth Commercial and Curling clubs, while in politics he votes as a Republican. June 29, 1909, he married Miss Elizabeth Helperin. She came with her parents from Russia in 1890. They have two daughters, Rosalie, born September 6, 1915, and Ruth Jeane, born November 11, 1920.

MARTIN M. MELDAHL. It is by no means an easy task to describe within the limits of this review a man who has led an active life and by his own exertions reached a position of honor and trust in the line of work with which his interests are allied. But biography finds justification, nevertheless, in tracing and recording the chief events of such a life, as the public claims a certain property interest in the career of every individual and the time invariably arrives when it becomes advisable to give the right publicity. It is then with a certain degree of satisfaction that the writer essays the task of touching briefly upon such a record as has been that of Martin M. Meldahl, assistant postmaster of Duluth, who has long ranked with the representative citizens of his community.

Martin M. Meldahl was born December 24, 1878, at Lyle, Minnesota, and is the third in order of birth of the five children who blessed the union of Andrew J. and Oline (Danielson) Meldahl. The father was a native of Norway, where he was reared and educated. He came to the United States in July, 1870, and located at once in Duluth, entering the employ of Rarlivads & Company, but for a number of years has been engaged in contracting and building, in which he has been successful, and is still active, at the age of sixty-seven years.

Martin M. Meldahl received his educational training in the public schools of Duluth, graduating from the high school in 1898, after which he took a commercial course in the Duluth Business University. Soon after completing his studies he was appointed a clerk in the West Duluth postoffice, where he served until May 10, 1915, when, because of his efficient and faithful service, he was promoted to the position of superintendent of finance at the Duluth postoffice. On December 15, 1918, his splendid service was still further recognized by his appointment as assistant postmaster, which position he is still filling. During all the years he has been connected with the postoffice department here he has labored always with the idea of giving the best possible service to the patrons of the office, and this has been the keynote to his success. During the World war Mr. Meldahl in addition to his regular duties took an active part in the sales of War Savings Stamps at the Duluth postoffice, and in that connection had oversight of the sales at all the postoffices in St. Louis county.

Politically Mr. Meldahl is a Republican, though he is too busy a man to give a great deal of attention to party matters. Fraternally he is a member of Euclid Lodge No. 198, Free and Accepted Masons, which he served as master in 1913, of Duluth Chapter No. 79, Royal Arch Masons, and of the Modern Woodmen of America. His religious faith is that of the Methodist Episcopal Church, to which he gives generous support.

On July 7, 1909, Mr. Meldahl was married to Louise D. Remfry, the daughter of Mr. and Mrs. Andrew Remfry, natives of England. She was educated in the Duluth public schools, being a graduate of the high school. Mr. and Mrs. Meldahl are the parents of three children, Leila R., Martin M. and Mary Louise. Personally Mr. Meldahl is a man of pleasing presence, genial disposition and very approachable. He has at all times stood ready to give his support to all movements for the advancement of the best interests of his community, and is held in the highest esteem by all who know him.

In closing this brief sketch it will be of undoubted interest to give some pertinent facts concerning the activities of the Duluth postoffice. In the money order division from 50 to 100 C. O. D. remittances are handled daily. An average of about 300 orders are issued daily and 500 paid, involving between \$4,000 and \$5,000 daily. The Duluth postoffice is also the depository for money order postoffices in Minnesota and the northern part of Wisconsin, the cash daily handled on this account amounting to about \$50,000. Duluth is the central accounting office for the eighty postoffices in St. Louis county, and from here these offices are supplied with stamps and other supplies. The annual sales here during the past five years have ranged between \$400,000 and \$650,000. The war savings and postal savings sections are carefully managed, three stamp clerks being constantly employed. The registry, insurance and C. O. D. business at this office has increased over sixty per cent in the last two years. The parcel post business is now increasing at a remarkable rate—in fact, this department of the office is constantly overcrowded. One Hundred and seventy-five men are employed in all departments of the office.

JOHN R. KROGDAHL has served continuously since 1907 as city assessor of Virginia, and he has secure status as one of the leading exponents of the real estate and insurance business in this city, where his offices are maintained in the First National Bank Building.

Mr. Krogdahl was born at Ishpeming, Michigan, on the 29th of April, 1877. His father, Amund A. Krogdahl, was born and reared in Norway and was a young man when he came to the United States and established his residence in the mining district of Northern Michigan. He was employed in mines at Ishpeming and Negaunee, that state, for many years, and thereafter developed a prosperous mercantile business in the former city. There his death occurred in the year 1903, and he is survived by his widow, whose maiden name was Anna Johansdatter. They became the parents of eight children, of whom three sons and four daughters are living.

The public schools of Ishpeming, Michigan, afforded to John R. Krogdahl his early education, but in the meanwhile he gained practical experience, as he was but twelve years old when he assumed the dignified position of office boy in the service of A. B. Eldredge, who is now the general attorney for the Chicago & Northwestern Railroad. Later Mr. Krogdahl worked for Horace J. Stevens, a merchant at Ishpeming, and still later he held the position of bookkeeper in the

mercantile establishment of S. Johnson & Company of that city. Within the first term of Grover Cleveland as president of the United States Mr. Krogdahl was appointed clerk in the registered-mail department of the Ishpeming postoffice, and in 1893 he accompanied O. B. Warren to Hibbing, Minnesota, where he gave diversified service as bookkeeper, timekeeper, manager of a general store and as a general utility man in connection with the activities at the Penobscot Mine. About a year later he came with Mr. Warren to Virginia, and in this locality he continued his association with mining activities about two years. Thereafter he was identified with construction work on the Canadian Northern Railroad about two years, and after his retirement from this service he conducted a general employment office at Virginia for several years, this enterprise finally developing into his present substantial real estate and insurance business.

Mr. Krogdahl is a liberal and progressive citizen and has taken deep interest in the development and progress of his home city. In the Masonic fraternity he has received the thirty-second degree of the Ancient Accepted Scottish Rite and is affiliated also with the Mystic Shrine.

October 9, 1905, recorded the marriage of Mr. Krogdahl to Miss Katharine Meehan, of Virginia, she having been born at Iron River, Michigan. They have two daughters—June and Marian.

ANDREW DAHL left a definite and benignant impress upon the communal history of the now vital little city of Virginia, and was here one of the honored and influential men of St. Louis county at the time of his death in 1911, at the age of fifty-six years, his widow being still a resident of Virginia. Mr. Dahl long followed the sturdy trade of blacksmith, as a skilled workman, and his character had a robustness and nobility that were on a parity with the staunch vocation which he followed during much of his active career.

Mr. Dahl, who was one of the pioneer settlers of Virginia, Minnesota, was born and reared in Norway, and there he not only served a thorough apprenticeship to the trade of blacksmith but he also emulated his Norse ancestors by gaining familiarity with seafaring life, in which connection he made many voyages and visited many of the leading ports of the maritime world. In his native land he married Miss Ragnhild Swenson, and about the year 1882, in company with his wife and their two children, both daughters, and also with the father and three sisters of Mrs. Dahl, he immigrated to the United States, secure in his conviction that here he would find better opportunities for the winning of independence and prosperity through personal effort. He made his way directly to Menomonie, Wisconsin, and there he found employment at his trade. About two years later he removed with his family to Houghton, Wisconsin, and after having there followed his trade about three years he transferred the family home to Duluth, Minnesota. Thence, in the spring of 1892, he removed with his family to Virginia, thus becoming one of the early settlers of the city, which was at that time a small and obscure mining village. Here he continued actively in the work of his trade until about 1905, and for many years he conducted the Virginia Hotel, which was maintained at high standard under the management of himself and his wife. He had the distinction of serving as the first street commissioner of Virginia, and in this position he had the supervision of the laying out and grading of Chestnut street, the main thoroughfare of the city, besides doing similar development work on other streets.

A man of inviolable integrity and deep religious convictions, he was a devout communicant of the Lutheran Church, as is also his widow, and in all of the relations of life he commanded the unqualified respect of his fellow men. Of his thirteen children ten are living, and they are well upholding the honors of the family name.

Sigvert S. Dahl, the third child and oldest son, was born at Menomonie, Wisconsin, December 21, 1886,—the first of the children to be born in the United States. He was a boy of about five years at the time of the family removal to Virginia, and here he continued his studies in the public schools until his graduation in the high school as a member of the class of 1906. In the meanwhile he had formulated definite plans for his future career, and in consonance therewith he entered the law department of the University of Minnesota, in which he was graduated as a member of the class of 1910. His reception of the degree of Bachelor of Laws was virtually coincident with his admission to the Minnesota bar, and since June, 1910, he has been engaged in the practice of his profession at Virginia, with secure status as one of the representative members of the bar of St. Louis county. He served from 1916 to 1918, inclusive, as city attorney, but in contradistinction to office-holding he has otherwise preferred to give his entire attention to his private law business, which is now one of broad scope and of representative order. He is a throughgoing advocate of the principles of the Republican party, maintains affiliation with the Benevolent and Protective Order of Elks, the Independent Order of Odd Fellows, the Knights of Pythias, the Modern Woodmen of America, the Sons of Norway, Loyal Order of Moose, and various other social organizations, and is one of the loyal and public-spirited citizens of Virginia.

August 5, 1913, recorded the marriage of Mr. Dahl to Miss Margaret E. Kaus, of Red Lake Falls, Minnesota, and they have three children—David, Deborah and Mary.

PETER J. VAN VICK in early life was a cooper, later a cigar maker, then a manufacturer of cigar boxes, and through progressive stages has gradually extended and broadened his business and is now president of the Duluth Paper Box Company, manufacturing essential products in great demand and distributed throughout Duluth and the Northwestern territory.

Mr. Van Vick was born in Norway March 23, 1877. His parents, John and Cornelia Van Vick, brought their family to America in 1886, first settled in Minneapolis and later moved to Duluth. His father was a cooper by trade and followed that line in Minneapolis and also in Duluth until his death in 1896.

Peter J. Van Vick is the oldest of a family of two sons and two daughters, three of whom are still living. He was nine years of age when brought to America and finished his education in the public schools of Minneapolis. As a boy he worked with his father at the cooper business, and followed that trade for three years, until practically mastering it. He then determined to find another vocation, and at Duluth established a cigar factory in the Manhattan Building and made some popular brands of cigars that enjoyed a steady demand. In 1896 he turned his attention to another line, though kindred to cigar making, the manufacture of cigar boxes. This business was known as the Minnesota Cigar Box Company, and was continued by Mr. Van Vick for sixteen years, with a shop at 118 West Michigan street.



Wm. J. Sanborn

Finally Mr. Van Vick changed his business from the manufacture of containers for one line of articles to paper boxes and cartons fabricated to suit every demand and necessity of such standard containers. The Duluth Paper Box Company has complete equipment for the manufacture of paper and cardboard and fiber containers, including fancy candy boxes. It is an important Duluth industry and located at 122 West Second street. Mr. Van Vick is a popular business man, is a member of the Masonic Order, also of the Order of Elks, the Rotary Club, and of St. Paul's Episcopal Church. He was married to Elizabeth Thennis, of Duluth, and their three children, all living, are Russell T., Cornelia R., and Roger F. Mrs. Van Vick passed away in 1914.

CARL R. JOHNSON, who under the title of the Johnson Supply Company, and as its president, has developed a remarkably large and prosperous business in the handling of furniture, household goods and talking-machines at Virginia, and over the Range, is still a young man but has the distinction of being the pioneer in the talking-machine business in Minnesota.

Mr. Johnson was born in Sweden on the 23d of May, 1879, and is a son of John L. and Maria (Anderson) Johnson, of whose five children all but one are living. The father was engaged in the manufacturing of flour in his native land. Carl R. Johnson acquired his early education in the schools of his native land, and he was a youth of seventeen years when he determined to join an older brother, Anton E., who had previously come to the United States. Accordingly, in April, 1896, Mr. Johnson severed home ties, and sailed for America. After landing in the port of New York city he forthwith continued his journey to Biwabik, St. Louis county, Minnesota, where he joined his brother, who was there engaged in the mercantile business. At the time of his arrival Mr. Johnson could not speak a word of the English language, and his initial knowledge of English was gained during a service of seven months as a section hand on the Duluth, Missabe & Northern Railroad, in which connection he received a compensation of one dollar and five cents a day. The self-reliance and ambitious purpose that thus marked his early period of residence in the land of his adoption have continued dominating characteristics and have been important forces in his advancement to the goal of substantial and worthy success. In the autumn of 1896 Mr. Johnson became a student in the public schools of Virginia, which was at that time a mere mining village, and in the three months of study here he greatly fortified himself in the knowledge of English, which he began to speak with comparative fluency. In the meanwhile his brother had removed to Tower, this county, and after leaving school he clerked in his brother's store and about a year later clerked a few months in a store at Mountain Iron. Still later he became a traveling salesman in the selling of furniture and household goods. He gained diversified and valuable experience in this connection, and in the summer of 1898 formed a partnership with Hilmer A. Nelson, now general manager of the Gately's stores and who had been in the employ of the same house, and engaged in the furniture and house-furnishing business in the city of Duluth. The firm built up a prosperous business, in connection with which it established branch stores at Eveleth and Hibbing. After the dissolution of the partnership in 1905 Mr. Johnson assumed control of the Hibbing and Eveleth stores, the business of which he concentrated at Eveleth by closing the store at

Hibbing. In 1909 he centralized his business at Virginia, where he has since maintained his residence and headquarters and where he has achieved a success that is on a parity with his energy and progressiveness and also with his unqualified personal popularity. From a newspaper article published in 1915 have been taken the following interesting statements:

"In a canvass of the state talking-machine authorities have discovered that the Johnson Supply Company of Virginia is the oldest talking-machine firm in Minnesota. Nineteen years ago Carl R. Johnson, present manager of the company, and his former associate, H. A. Nelson, of Duluth, began selling talking-machines, and the company has continuously sold talking-machines ever since. Another remarkable incident is that they have during all this time handled the Columbia line exclusively. Mr. Johnson can undoubtedly relate many experiences from the early history of the talking-machine business. He has seen it grow from almost nothing to one of the largest musical industries in the country."

Imbued to the fullest extent with the true American spirit, Mr. Johnson has been a naturalized citizen since June 10, 1902—or since he was twenty-three years of age. In that year also his parents came to this country, but both are now deceased. While a resident of Eveleth Mr. Johnson served as a member of the city Board of Aldermen, and at Virginia he is now serving efficiently as chairman of the Board of Education, besides which he is a director on the Board of Trustees of the Virginia Public Library and is serving as secretary of this board. He is a charter member of the local Kiwanis Club, is a Republican in politics, and he is a communicant and officer of the Swedish Lutheran Church. During the nation's participation in the World war Mr. Johnson took an active part in support of the various Governmental loans and other Governmental agencies, and was an officer of the Virginia Motor Corps.

On the 9th of May, 1909, was solemnized the marriage of Mr. Johnson to Miss Gertrude B. Baker, of Kiron, Iowa, and they became the parents of three children—William Norris, Norman and Robert Stanley. Mrs. Johnson passed to the life eternal on the 16th of June, 1920, secure in the affectionate regard of all who had come within the sphere of her gracious influence, and of the three sons the second, Norman, is likewise deceased.

MARK ELLIOTT. The varied phases of the industrial life of Mark Elliott, a prominent and successful citizen of Virginia, are deserving of more than passing notice, inasmuch as he has created for himself a more than ordinarily active position in this part of the state of Minnesota, being general superintendent of the Interstate Iron Company at Virginia.

Mr. Elliott was born at Galena, Illinois, April 1, 1865, a son of Thomas and Dorothy (Grindy) Elliott, native of England. While yet a lad Thomas Elliott came to the United States, was married in this country, and for several years followed farming as a means of livelihood. In the fall of 1873 he and his family moved to Michigan, and he became engaged at mining in Negaunee, working for the Iron Cliffs Company, and in that place he spent the remainder of his life.

Mark Elliott is the second of five sons born to his parents, but two of whom are now living, and his early years were passed on his father's farm, where he assisted in agricultural operations. On his parents taking up residence at Negaunee, Michigan, he attended the public schools until he was about fifteen years old, at this time starting out for himself and working as a telegraph messenger for the Western Union Telegraph Company. Later he learned telegraphy, and after he had become proficient along that line of activity he was located for a time at Cascade

Junction. At the termination of that engagement Mr. Elliott attended Lake Forest Academy of Chicago, remaining in that institution for one year, at the end of that period taking over the duties of telegraph operator and ticket agent at Negaunee, Michigan, for the Marquette, Houghton and Ontonagon Railroad Company.

The next three years were spent by Mr. Elliott in the law and insurance office of J. Q. Adams at Negaunee, after which he began working in a clerical capacity at Ishpeming for the P. & L. A. Iron Mining Company, and continued in this line for three years. He then became chief clerk for the Volunteer Iron Company at Palmer, Michigan, remaining with this concern and its successors until 1904. For part of this time he looked after the fee interests of General R. A. Alger, and for fifteen months was superintendent for the Cleveland Cliffs Iron Company.

In 1891 Mr. Elliott was elected a member of the Board of Supervisors of Marquette county, serving in this capacity for thirteen years without a break. In 1904 he was elected clerk of Marquette county, and as a tribute to his efficiency and popularity he was re-elected in 1906. He resigned the office after a few months of his second term had elapsed, and in March of the latter year moved to the Mesaba Range, taking over the duties of general superintendent of the Leetonia Mining Company and of the Interstate Iron Company. He is still engaged in administering the affairs of these companies, with headquarters at Virginia, and the scope of his work covers the following mines: Lincoln, Columbia, Grant, Nassau, Longyear, Leetonia, South Agnew, Mississippi, Hill Annex and Lind, bringing to the duties of this extensive field a ripe experience and sound judgment.

In 1890 Mr. Elliott was united in marriage to Miss Tillie Sporley, of Negaunee, Michigan, and they have become the parents of five children, namely: Warren, who died at the age of eighteen, Mark, Jr., Carolyn, Charles S. and Matilda. Mark, Jr., served in the naval department of the United States Government during the World war, but did not go abroad, his services being confined to various home stations.

Mr. Elliott is active in Masonic circles and is a member of the Ancient Accepted Scottish Rite, the Knights Templar, and the Nobles of the Mystic Shrine. In his political affiliation he gives unstinted support to the Republican party and warmly espouses its policies. He and his wife take an active part in the social and cultural affairs of their home city, and the weight of their influence is ever thrown on the side of movements calculated to advance the best interests of Virginia.

OTTO F. HALSTROM, who in a business way has been associated with the Iron Range district for many years, is also prominent in civic affairs, and is president of the Aurora School Board and township clerk of White township. His home is at Aurora.

He was born near Rush City, on a farm in Chisago county, Minnesota, January 1, 1876, son of Carl and Brita (Lind) Halstrom, both natives of Sweden. His father, who was born in 1826, came to the United States in 1854 and was a Minnesota pioneer, prominent among the early Scandinavians in the state. His first settlement was at Red Wing, whence he went up the river to St. Paul, then to Taylors Falls and homesteaded land in the heavy timber at the present site of Center City. He lived there until the Civil war, when he enlisted and served a year in the Union army. After his military duty was performed he returned to his homestead at Center City, which he then sold and bought a farm in the woods near Rush City. He was industrious and capable, made a good living, provided well for his family, and responded to all the obligations of good

citizenship. He served many times as a member of local juries and was affiliated with the Grand Army of the Republic and a member of the Swedish Lutheran Church. His first wife was Eva Johanson, and of her three children, one is Frank, an employe at the St. James Mine at Aurora. Brita Lind, the second wife of Carl Halstrom, is still living at the old homestead near Rush City, now past seventy years of age. She became the mother of ten children, and one of her daughters is Mrs. Minna Carlson, a resident of Aurora.

Otto F. Halstrom secured his early education in a typical "old red schoolhouse" in the rural locality where he was reared. At school he excelled in mathematics, which stimulated his ambition to become a clerk. At the age of twenty he started his business career in a rural store. Later he worked in a clothing store at Duluth, and then in another farm store at Isanti, Minnesota. With this experience he came to the Range country and for five years was with the Carlson Mercantile Company at Hibbing, and then came to Aurora to take charge of the dry goods department of the Aurora Mercantile Company. He continued with the same establishment after it was taken over by Mr. Talboys until 1918.

Mr. Halstrom has been township clerk since 1917 with the exception of the year 1919. He has been a member of the School Board for a similar length of time and is now chairman of the board and devotes much time and study to the improvement of the schools.

At Duluth Mr. Halstrom married Tina Fredin. They were schoolmates at Rush City. Mrs. Halstrom died leaving two daughters, Gladys and Grace. Gladys is a graduate of the high school at Aurora and is now attending the State Normal School at Winona. Mr. Halstrom married for his present wife, Theresa Johnson, of Two Harbors, Minnesota. Fraternaly he is affiliated with Biwabik Lodge of Masons, and with the Independent Order of Odd Fellows, Woodmen of the World, Elks and Moose. Politically he casts an independent vote.

P. GEORGE HANSON is one of Duluth's older business men. Between thirty and forty years he has been identified with the city, formerly in banking, and for the most part with the real estate and insurance business.

Mr. Hanson was born in Norway March 23, 1858, and came to America and located at Duluth in 1882. His first employment was as clerk in a general store. Later for five years he was on duty with the St. Louis County Bank, beginning as messenger boy, was promoted to bookkeeper, and on severing his connections from this bank engaged in the real estate and insurance business and for several years one of his sons, now deceased, was associated with him under the name P. George Hanson & Son. That title is still retained, but another son, Frederick C., is now with him. The firm maintains offices at 1915 West Superior street, and does an extensive business in loans and insurance, in building management and in the handling of bonds and other securities. Mr. Hanson has been closely identified with the development of the West End of Duluth, and the citizens of that portion of the city regard him as one of their ablest and most substantial leaders and co-workers.

Mr. Hanson served as a city alderman from 1892 to 1899. He is a Republican in politics. November 25, 1882, at Duluth, he married Miss Johanne Erickson. They reared a family of seven children; namely: Hartwick O. and Anna M., both deceased; Joseph R., a building contractor of Duluth; Oscar, an electrical contractor of Duluth; Frederick C., an attorney and associated with his father; Ruby B., bookkeeper for her father, and Muriel A., attending High School.





J. W. Donahue

Mr. Hanson is a member of the Commercial Club of Duluth and a member of the Methodist Church. He was one of the secretaries and is now vice president and director of the Duluth State Bank and one of its largest stockholders.

E. J. W. DONAHUE. Duluth and Saint Louis county enjoy a high reputation because of the high order of their citizenship, and none of their citizens occupies a more enviable position in the esteem of his fellows than the gentleman whose name appears at the head of this sketch. A residence in this locality of many years has given his fellows a full opportunity to observe him in the various lines of activity in which he has engaged, and his present high standing is due solely to the honorable and upright course he has pursued. As a leading citizen of his community he is eminently entitled to representation in a work of this character.

E. J. W. Donahue was born in Bismarck, North Dakota, on January 27, 1875, and is the only child born to his parents. His father, Edward Donahue, was a native of Illinois, who moved to North Dakota, where he made his home for a number of years. In 1910 he came to Duluth, but a short time later returned to Bismarck, where he spent the remainder of his life, his death occurring in 1918. E. J. W. Donahue was educated in the public schools of Saint Cloud, Minnesota, and at the age of eighteen years became a stenographer in the offices of the Northern Pacific Railroad, where he remained about three years. He afterward was employed as chief clerk to the general manager and superintendent of the Montana Railroad, but about a year later resigned that position and became bookkeeper for a wholesale grocery house, where he was employed several years.

In 1909 Mr. Donahue, in association with others, began exploring in the Cuyuna Range, their investigations resulting in the opening of the Cuyuna, Mille Lacs Mine, the Cuyuna Duluth Iron-ton Mine, the Duluth Brainerd Mine, the Sultana Mine and others. Mr. Donahue served as president of the three first named corporations. On July 1, 1914, the Cuyuna Mille Lacs and Cuyuna Duluth Companies were consolidated with the Dunbar Furnace at Dunbar, Pennsylvania, under the name of the American Manganese Manufacturing Company, of which Mr. Donahue was secretary and manager of the western end until he resigned in May, 1915, in order to enter into other business on his own account. In 1916 he became associated with Alexander McKenzie and A. B. Cook in the purchase of the east half of the southeast quarter of section 28, township 47, of range 29, Crow Wing county, Minnesota, which was later improved as the Gloria Mining Company and the property opened for shipment. In addition to his ore interests Mr. Donahue has also devoted considerable attention to the oil business, operating properties in the shallow fields of Kentucky with success. He maintains offices in the Alworth Building, Duluth. A man of keen discernment and mature judgment, he has been an important factor in the development of the country contiguous to the Head of the Lakes, and because of his energy and perseverance he has gained a satisfactory measure of success.

On September 25, 1902, Mr. Donahue was married to Mary E. Burns, and to them was born two sons, James and Emmet, but the former died at the age of seven and one-half years. Emmet Donahue was born December 5, 1906, and is now a student of the Cathedral High School.

Politically Mr. Donahue gives his support to the Republican party, while his religious faith is that of the Roman Catholic Church. Fraternally he is a member of the Benevolent and Protective Order of Elks,

the Knights of Columbus, the Royal Arcanum and of other organizations and clubs. He is also a member of the American Mining Congress and the Mining Institute. Although modest and unassuming, Mr. Donahue possesses a strong and vigorous personality, and in the best sense of the term is fitted as a leader of men and well fitted to manage important enterprises.

EDWARD C. A. JOHNSON, former mayor of Virginia and for many years practically engaged in many phases of civic development, of which the citizens feel justly proud, is a native of the kingdom of Norway, born there February 1, 1880, but has been a resident of this part of Minnesota for more than thirty years.

Mr. Johnson is a son of Johan O. and Christina M. (Sather) Johnson, who immigrated to this country in 1891, among other reasons to give their children better opportunities than were available in the old country. Some few years prior to 1891 the father came on a tour of inspection to the United States, to look over the situation generally before bringing his family. Johan O. Johnson had been operating a bakery and confectionery store in Norway. He returned to that country in 1891, and on again coming to the United States, brought the entire family back with him to the United States, on arrival here going on out to Minnesota and locating at Duluth. He was employed for a time at the Scandinavian Bakery in the West End, but in 1892 moved to West Superior. Later on he lived and proved up on a homestead at Iron Junction, but eventually moved to Virginia, where he now resides. The elder Mr. Johnson has never had any reason to look backward, having been successful in his undertakings from the very beginning.

Edward C. A. Johnson, when twelve years old, accompanied his parents from Norway. He learned the baker's trade while working with his father and continued thus engaged until the premises were burned out in the great fire of 1900. After that disaster had been overcome he started a bakery on his own account in Virginia, and has continued in the bakery business ever since, extending the scope of his trade with the passing years and now enjoying a large connection.

When a young man Mr. Johnson became interested in the work of the Virginia volunteer fire department and served as a volunteer throughout the disastrous fire of 1900, and at the age of twenty-two had become the chief of the Virginia fire department. He realized that after the serious losses involved by the general fires of 1900 Virginia was sorely in need of fire protection. This view created two factions. Mr. Johnson, in view of his public worth as a citizen, was induced to run for the office of alderman in 1912. He had the singular experience of being nominated by one faction, endorsed by the opposing faction, and elected without opposition. He was subsequently re-elected to the same office for two succeeding terms. During his first term he was an earnest advocate of public paving, and he has never ceased being keenly interested in and an active supporter of all civic improvements. He was appointed on the commission that adopted the first charter, and upon its adoption was appointed a member of the first police and fire commission.

In 1918 the citizens of Virginia further honored Mr. Johnson by electing him mayor of the city, and he served the public in this representative capacity for two years—the period covered by the participation of the United States in the World war. During his administration the maintenance of order in a community largely composed of cosmopolitans occupied much of his time. A market place, which had been under consideration for many years, was established, enabling the producers

and consumers to come into direct contact. Mayor Johnson took a very active and patriotic part in supporting all movements promoting war activities, and he was vice president of the Virginia Defense League.

On January 15, 1904, Mr. Johnson was married to Cora Johnson, and they have five living children: Charles Edward, Janice Christina, Olivia Josephine, John Albert and George William. Two children died: Edward Robert and one unnamed. Mr. Johnson is an earnest member of the Lutheran Church and of the Masonic Order, the Odd Fellows and the Benevolent and Protective Order of Elks. As an Odd Fellow he has achieved distinction and served in 1913-14 as grand patriarch of the Grand Encampment of the state of Minnesota. In 1915 he was elected a representative to the Sovereign Grand Lodge at San Francisco. Mr. Johnson enjoys the confidence of all classes of his fellow citizens, and he and his wife give of their time and abilities to the furtherance of all projects intended to advance the community welfare.

JOSEPH CHRISTOPHERSON, a well-known citizen of Virginia, descended on both sides of the house from Swedish families, has been a resident of the Range country for more than a decade and for ten years his home has been in Virginia, where he practices his profession of optometry.

Mr. Christopherson was born at Minneapolis, Minnesota, January 8, 1879. When he was four years old he was taken by his parents, Olaf and Sarah Christopherson, to Dassel, Minnesota, and he was reared in that place and there he received his early education. Both his parents were natives of Sweden and came separately to the United States, the father arriving in 1869, and after living for a time in Minneapolis they moved to Dassel, this state.

Joseph Christopherson is one of four children—three of whom are now living—born to his father's first marriage. When about fifteen years old he moved to South Dakota and worked on a farm, receiving remuneration at the rate of eight dollars a month. He spent four seasons engaged at farm work, and then returned to Dassel, where he served an apprenticeship of four years to acquiring a knowledge of the drug business, later taking up special studies in pharmacy. When he had completed these studies he became manager of a drug business at Dassel, where he remained until 1910. In the meantime he had decided to try a new line and took up the study of optometry, passed the state board examination, qualified, and in April, 1910, began the practice of optometry at Hibbing. However, in the fall of that year he moved to Virginia and resumed his practice as an optometrist, in the intervening years steadily adding to his clientele and firmly establishing a reputation in his profession. He has added the office of director of the Farmers and Merchants State Bank to his other activities.

August 25, 1910, Mr. Christopherson was united in marriage to Miss Esther Hane, of St. Paul, Minnesota, and they have become the parents of four children: Ralph, Janet, Joseph, Jr., III, and Richard. Mr. Christopherson is a member of the Charter Commission, a member of the Rotary Club, and his religious affiliation is with the Lutheran Church. He took an active part in the promotion of the various bond drives and other American movements during the World war, rendering much practical help to the work. He is a strong believer in the future prosperity of Virginia and is ever on the alert to "boost" the community in which he has made his adopted home.

CHARLES A. PERSONS, proprietor of the Johnson Hardware Company of 1928 West Superior street, has achieved a successful place as a mer-

chant from comparatively small and humble beginnings. He had the ability to work hard and consecutively, possessed ambition, good judgment, and twenty odd years have been sufficient for the achievement of a commendable record.

Mr. Persons was born in Sweden December 23, 1881, and was about four years of age when in 1885 he came to this country with his parents, G. C. and Mary (Anderson) Persons. His father established his home in Duluth and continued to follow his trade as a carpenter until his death in 1898. All the three children are still living, Charles A. being the second in age.

Mr. Persons graduated from the Lincoln grade school at Duluth in 1895, and continued his education in the Duluth High School until 1897. In the meantime he had learned much of practical business, having carried a paper route for seven years and during vacations worked as water boy for the contracting firm of Fredin & Wilson. In 1897, on leaving high school, he entered the great Duluth mercantile house of Marshall & Wells, and acquired a thorough commercial training with that establishment. Eighteen years later, in 1915, he employed his modest capital to enter the retail hardware business at Barnum, and in 1918 returned to Duluth and bought out the Johnson Hardware Company on West Superior street. He has a highly satisfactory patronage and business and keeps his store well stocked with heavy and shelf hardware, builders' hardware, roofing and paper, paints and automobile supplies.

Mr. Persons is also well known in civic and social life, being a member of the Duluth Builders Exchange, the Alpha-Omega Club, the Modern Woodmen of America, and is a member of the First Swedish Baptist Church. Politically he votes as an independent. On April 26, 1911, he married Miss Ellen Renstrom, of Duluth. Their four children are Virginia, born September 23, 1912, June, born June 30, 1916, and Charles and Robert, twins, born April 15, 1918.

CAPTAIN SAMUEL RICKARD, captain of the Mohawk Mine near Aurora, is one of the most widely experienced and traveled mining men on the Minnesota Range. He has mined various metals from tin to gold in nearly all the celebrated mining districts of the Globe, from South Africa to the Pacific Coast. He has been well and favorably known and has found important responsibilities as a miner and mining official on the Range for the past fifteen years.

Captain Rickard was born in Camborne, Cornwall, England, October 18, 1881, son of James and Mary Jane (Champion) Rickard, of Cornwall. By virtue of his environment, a Cornishman is almost born to a career as a miner. James Rickard was a veteran miner in Cornwall, and on his first trip to the United States he mined copper at Copper Falls and in the old Central Mines. Later he came again to America, and he worked in the copper and gold mines in many sections of the United States. He finally returned to England and lived there until his death in 1908, at the age of sixty-five. His wife never came to the United States, though six of her sons took up their residence in this country.

Samuel Rickard had the advantages of the schools of Cornwall, and at the age of fourteen went into the tin mines of that country, working with his father. Not long afterward he came to the United States and was employed in the old Kearsarge Mines at Calumet, Michigan. Later experiences as a miner took him to Utah, Montana, British Columbia, and in 1901, just after the close of the Boer war, he went to South Africa and helped work some of the gold mines of the Transvaal. Leaving that country, he again came to the United States and in 1905 located



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Joseph C. Helm

permanently on the Range. He was on the Vermillion Range under Captain Tom Williams, later in the Elba Mines and for the Republic Iron and Steel Company at Gilbert, was transferred to the Monica Mines at Biwabik, then became shift boss at the Mohawk Mine, was employed in a similar capacity by Pickands, Mather & Company at the Belgrade Mine, and since 1915 has been on duty as captain of the Mohawk Mine.

Captain Rickard married Miss Grace Dunstan, February 4, 1901. She is a daughter of John and Eliza Dunstan, and she grew up in the same town in Cornwall as her husband. They have four children, named Samuel G., Gwendoline, Vera Dunstan and Albert Ernest. The family are Methodists in religion and Captain Rickard is a member of the Masonic Lodge at Eveleth and Independent Order of Odd Fellows at Biwabik, while in politics he votes as a Republican.

JOSEPH C. HELM. Long continued and substantial associations with Duluth business affairs, an intelligent and public spirited participation in public life, have brought Joseph C. Helm a place of honor and dignity in the community, and he is, in fact, one of Duluth's best known citizens.

A native of Minnesota, he was born at Monticello, April 24, 1865, son of Meredith and Nettie H. (Hill) Helm. His remote paternal ancestors were French. His father, who was born at Logansport, Indiana, spent his active life as a merchant, having a general store in Monticello, Minnesota, and later one at Nunda, Illinois. He was a thoroughgoing and enterprising business man, and died at Monticello in 1878. He was the father of two children, Joseph C. and a daughter who died at the age of eighteen months.

Joseph C. Helm was only thirteen years old when his father died, and not long afterward he had to make his own work his dependence for self support. After completing his education in public schools he was employed on a farm three years, worked in a wholesale pickle factory at Chicago for about a year, followed that with clerking in a store at Ridgefield, Illinois, another year, and for about eight months was again in Chicago, employed in a wholesale house.

This was the preparation and experience which he brought with him when he came to Duluth in March, 1886. At Duluth Mr. Helm took up the real estate business on his own account and conducted one of the general busy real estate agencies of the city for about twelve years. He also became interested in local politics, and was elected and served as a city alderman in 1892-93. The City Council appointed him county commissioner, an office he held during 1894-95. From 1905 until 1912 Mr. Helm was in the brokerage business. For two and a half years he kept books for the firm of French & Bassett, and in February, 1915, was appointed supervisor of assessments by the Board of County Commissioners, and has held that position of public responsibility ever since.

Mr. Helm is a former president of the West End Commercial Club. He is affiliated with Ionic Lodge No. 186, A. F. and A. M., and is also a member of the Scottish Rite bodies and the Mystic Shrine.

In May, 1889, at Duluth, he married Miss Kate B. Swanstrom, daughter of E. G. Swanstrom, long a prominent merchant and business man of Duluth and at one time receiver of the Land Office. Mrs. Helm was educated in the public schools of Duluth. To their marriage were born two children, Viola B. on April 29, 1891, now the wife of Mr. Sidney Morterud, of Duluth, and Meredith E. Helm, born January 24, 1893.

The son, Dr. M. E. Helm, was educated at Duluth, graduated from the Duluth Central High School, is a graduate of Northwestern University of Chicago, and is now in the active practice of dentistry at Duluth.

Soon after America entered the war with Germany he enlisted in the Dental Reserve Corps, was called into active service September 13, 1917, and for about eight months was a dental officer with the rank of first lieutenant at Camp Funston, Kansas. He left Camp Funston May 22, 1918, for overseas, accompanying the 355th Infantry of the 89th Division landing in England and afterwards going to France. He was with his command throughout the war and came home with it. He was on sion, landing in England and afterward going to France. He was with duty during the St. Mihiel Drive and the battle of the Argonne, and after the signing of the Armistice accompanied the 89th Division to Germany with the Army of Occupation. While in Germany he was promoted to the rank of captain. Dr. Helm returned home June 22, 1919.

ABEL E. PERSON. In the building of the fine homes of Duluth one of the firms that has performed the largest aggregate of service has been Berglund, Peterson & Person, and the strength of that organization has been greatly amplified during Abel E. Person's membership in the partnership.

Mr. Person, who has spent his life in the wood working trades, was born in Sweden October 8, 1879, and came to this country along in 1903. He was reared and educated and learned his trade in his native land. On locating at Duluth he followed cabinet making for six years, and then became a foreman in the factory of the Woodruff Lumber Company, where he remained nine years. He left that to go into business for himself as a partner in the firm of Berglund, Peterson & Person.

Mr. Person is independent in casting his vote, is a member of the Modern Samaritans, Trinity Lodge of Masons and the Duluth Glee Club, being a man of musical tastes and accomplishments. December 19, 1908, he married Miss Anna Peterson, who came from Sweden three years after his immigration. Five children were born to their marriage, the three now living being Grace Wilhelmina, born in 1912, Dagner Charlotte, born in 1916, and Mary Jane, born in 1919.

ROLAND W. ESTERLY. Duluth is proud of its "One Big Store Only" for watches, diamonds and jewelry, at 410 West Superior street, a business that has been built up and developed by Roland W. Esterly, a man of expert knowledge in the jewelry trade and well and familiarly known throughout northern Minnesota.

Mr. Esterly was born at Minneapolis July 20, 1885, son of William and Emma (Hyers) Esterly. His father, now retired from business, is living at the age of eighty years. The early ancestry of the family came from Germany.

Roland W. Esterly is the youngest of twelve children, and acquired a public school education at Minneapolis. At the age of fourteen he was employed as clerk in a grocery store in that city, and later learned the decorating and paper hanging trade with C. H. Andrews, acquiring a proficiency that made him one of the recognized experts in the business in that city.

He left Minneapolis to come to Duluth and go to work in the jewelry business for his brother, E. Esterly. He became an expert salesman both outside and inside, and while the logging and lumbering industry was still in its high tide in northern Minnesota he visited all the important camps and sold watches to the laborers, thus developing an immense trade for his brother's establishment. For five years he traveled in this way all over Northern Wisconsin and Minnesota. Using his limited capital and his wide experience, he then entered business for himself, and

for a time operated two stores, but on March 19, 1918, consolidated the two stores into the "One Big Store Only" at 410 West Superior street. This store carries a complete line of watches, imported diamonds and high class jewelry and is also headquarters for many of the curios found at the Head of the Lakes.

Mr. Esterly has seen his business steadily increase, and in 1919 the aggregate volume was approximately sixty thousand dollars. He is a Republican, a member of the Chamber of Commerce, the Duluth Boat Club, Automobile Club, and a number of other social organizations. Since coming to Duluth he has built two beautiful residences, his present home being a modern bungalow at 4731 Robinson street.

March 16, 1911, at Duluth, he married Miss Helen Sullivan, a woman of fine culture and education, educated in public and normal schools, and a successful teacher before her marriage. They have one son, George Wendell, born September 1, 1914.

FREDERICK C. TALBOYS was one of the pioneer merchants of the Range country, going there nearly thirty years ago. He had the distinction of establishing the first store at Chisholm and also the first at Eveleth. He is now actively identified with a business of great magnitude at Aurora, a complete department store, one of the largest and most liberally patronized in that section of the Range.

Mr. Talboys, who acquired a thorough mercantile training while a boy, was born at Osceola, Wisconsin, September 29, 1856, son of William A. and Mary Ann Talboys. His father was an Englishman, an early settler in Wisconsin, was in business as a merchant at Osceola and for many years served as county treasurer, taking an active part in Republican politics. From Wisconsin he moved his family to St. Paul and finally to Chisholm on the Range. He was a member of the Methodist Episcopal Church and a Mason, and died at the age of eighty-six, his wife being eighty-seven at her death. Their family consisted of three sons and one daughter. The daughter is Mrs. Adelaide Wood, who formerly lived at Chisholm and is now a resident of Bisbee, Arizona. The son W. E. Talboys, now deceased, was formerly an editor at Chisholm.

Frederick C. Talboys was reared at Osceola, acquired a grammar school education there, and later supplemented this with a business course at St. Paul. As a boy he gained familiarity with merchandising in his father's store at Osceola, and at the age of twenty-three was proprietor of a country store. He sold this business in 1886 and for seven years was in the wood and coal business at St. Paul.

Leaving St. Paul, Mr. Talboys came to the Range in 1893. That was a panic year and he was then at the lowest ebb of his financial resources, being in debt some six or seven thousand dollars. Many years ago he was able to pay off his obligations, and his abilities have kept him moving ahead to higher stages of progress nearly every year. Mr. Talboys in his mercantile experience has conducted stores in Virginia, Chisholm, Eveleth, Sparta and part of the time two stores. In 1911 he bought the stock of goods of the Aurora Mercantile Company, and with George Schuhmehl as a partner has developed a large department store, carrying a complete line of household furnishing goods, dry goods and clothing, meats and groceries, and everything to meet the demands of town and country trade.

In 1876 Mr. Talboys married Miss Henrietta Hanscomb. They have two sons and two daughters: Arthur W., associated with his father in business; Henry H., who is with the Ingersoll Rand Company in the zinc belt at Joplin, Missouri; Mrs. Edward Hatch and Mrs. E. J. Banks, both residents of Eveleth.

The Talboys family are Methodists, and Mr. Talboys has served as steward and trustee of the church. He holds membership in the Masonic fraternity at Duluth and in politics is a Republican. During his long residence in the Range country he has witnessed all the important changes and transformations, and as a citizen has lent his influence at every possible point for betterment and progress.

JOHN D. LAMONT, a prominent and prosperous civil and mining engineer, and otherwise identified with the progressive movements of Virginia, has been on the Mesaba Range for about thirty years. He was born at Lake Linden, Michigan, February 22, 1870. His father, Neil Lamont, was a native of Scotland, immigrated to Canada in the early '60s, and there settled on a tract of land which he cleared and put into cultivation.

Neil Lamont married Hughina McPhail, who, as well as her husband, was born on the Island of Mull—made famous by Robert Louis Stevenson in "Kidnapped"—on the southeast coast of Scotland.

John D. Lamont lived at Lake Linden, Michigan, until he was about twenty-one years old. After he had graduated from the high school at that place he entered the Michigan State University at Ann Arbor and studied civil engineering for two years. At the close of his university course he came to Virginia and entered the offices of C. E. Bailey, a noted mining engineer of that period.

In 1903 Mr. Lamont became vice president of the Cole & McDonald Exploration Company, and has been connected with the same company ever since. This concern has drilled for practically every mining company that has been operating on the Range in all the intervening years. Mr. Lamont, apart from his mining activities, has been interested in many other projects of local import. For some six years he was a member of the Library Board and served on the board when the present library building was erected. When the city took over the water and light utilities, to be operated for the benefit of the citizens, he became a member of this board, on which he has served for eight years and of which he is now the chairman, and under his guidance the utilities have developed to the advantage of the whole of the people. He also holds a seat on the Board of Directors of the American Exchange National Bank.

Mr. Lamont gives his political support to the Republican party and is a staunch adherent of its policies and principles. He is a member of the Kiwanis Club and of the Masonic Order, in the affairs of both of which he takes a warm interest. In September, 1901, he was married to Mrs. Grace Wilcox. Mr. Lamont is regarded as an enlightened and trustworthy citizen of Virginia, and in all matters pertaining to the public welfare his advice is sought and freely given. During the World war he was one of the most active supporters with time and money the government had in this part of the state.

CLYDE WETMORE KELLY, architect, has been performing some of the capable work in his profession at Duluth and vicinity for the past fifteen years. He has designed many public buildings, and his work speaks for itself and fully justifies the high reputation he has won in his profession.

Mr. Kelly was born December 2, 1880, at Chicago. His father, Charles Herbert Kelly, soon afterward moved his family to St. Paul, Minnesota, where he died in 1884. The younger of two children, Clyde W. Kelly attended the public schools of St. Paul, and acquired his preliminary knowledge of architecture while in Washington, District of Columbia, as a draftsman in the office of the supervising architect of the



Clyde W. Kelly

treasury department. While working there during the day he attended night courses in architecture at George Washington University. On leaving Washington he was employed for a year in the architectural department of the Baltimore & Ohio Railroad, and in 1905 returned west, spending five months in Winnipeg and then coming to Duluth. Here for a year or so he was in the service of other architects, including John Wagenstine and the firm of German & Lignell. In 1907 he began practice for himself, and afterward was associated with Mr. Lignell, later with O. J. Williams, and since January, 1917, his partner has been Thomas J. Shefchik, under the name Kelly & Shefchik. To a large degree Mr. Kelly's work as an architect has been on public or semi-public structures. He and his firm have designed many schools and other public buildings. One of the most conspicuous of the large school buildings designed by the firm is the Morgan Park School.

Mr. Kelly has been a member of the Naval Militia for seventeen years and practically at the beginning of the World war, on April 7, 1918, was called to duty and was in service until December 16, 1919. During most of the war he had command of the U. S. S. Massachusetts. He holds a license as master of any gross tons steam vessel, upon the waters of any ocean.

Mr. Kelly is a member of the college fraternity Delta Tau Delta, is a 32 degree Mason and a member of Aad Temple of the Mystic Shrine. He is also a member of the Elks, a charter member of the Rotary Club, belongs to the Duluth Commercial Club and is a member of the Board of Governors of Ridge View Golf Club. In politics he is a Republican.

HENRY C. DOERR is one of the young bankers of the Range country, cashier of the First National Bank of Aurora. He entered banking as vacation work, finding in it opportunities for advancement and service that satisfied him to make a permanent career.

Mr. Doerr was born in Two Harbors, Minnesota, January 4, 1890, son of Henry C. and Dolena (McKay) Doerr, the former a native of Philadelphia and the latter of Canada. They were married in Marquette, Michigan. Henry C. Doerr, Sr., when a young man entered the service of the Duluth & Iron Range Railroad, has been continuously with that company for thirty-five years and is now general foreman of the air brake department. The parents are both active Presbyterians, the father is a Republican and a member of the Masonic Order. They have three living sons: Fred W., a student in the University of Minnesota; H. H., cashier of the First State Bank of Duluth; and Henry C.

Henry C. Doerr graduated from the Two Harbors High School in 1908. At that time he had his plans fully arranged to continue his education in the State University. Before the opening of the fall term he went to work in the Commerce State Bank of Two Harbors, and did so well that the officials induced him to remain. Four years later he became assistant cashier of the First State Bank of Two Harbors, and when the First National Bank was organized at Aurora he went there as cashier, a post of duty that gives him exceptionally broad opportunities for banking service in that community.

October 1, 1914, Mr. Doerr married Gretchen Rothfus, daughter of C. T. Rothfus of Two Harbors. They have one daughter, Marjorie. Mr. Doerr is a Knight Templar York Rite Mason and Shriner and is now taking the Scottish Rite degrees. He is also affiliated with the Independent Order of Odd Fellows and in politics is a Republican.

NELS ANDERSON has legitimate claims to much of pioneer distinction in the mining regions of northern Michigan and northern Minnesota, and thus there is special satisfaction in according to him merited recognition in this publication. He has played a large and influential part in the civic and material development and progress of his home city of Virginia, has been in the most distinct sense the architect of his own fortunes, and is a strong and worthy citizen who commands unqualified popular respect and good will. He was born in Sweden March 17, 1860, a son of Andrew and Marie Anderson, who passed their entire lives in their native land. Their children were seven in number.

Nels Anderson attended the schools of his native place when opportunity made this possible, but he was only six years old at the time of his father's death, and at the age of twelve years began to provide his own support. He continued to be employed in the timber districts of Sweden until he had attained manhood, and shortly after reaching his legal majority, in 1882, he came to America. He soon made his way to the Marquette Range of the Upper Peninsula of Michigan, where he found employment in the mines, besides which he was for a short period engaged in railroad work. In 1884 he became a pioneer in the mining region of St. Louis County, Minnesota, by establishing himself in the little village of Tower, which was then a somewhat obscure mining camp, with no railroad facilities, so that in proceeding to the town Mr. Anderson completed the final stage of his journey by walking, a distance of about thirty miles. He found employment as a driller in the mines, and continued his headquarters at Tower until 1892, when he removed to Virginia, where he built and conducted the Tower Hotel, on the site of the present Ormonde Hotel. His hotel was destroyed twice, in the disastrous fires that virtually obliterated much of the town, but he met these reverses with courage, continued the business and became one of the valued men of the community. In 1897 he sold his hotel property. In the meanwhile he had become firmly impressed with the belief that Virginia was destined to become a place of importance, and his confidence in its development and progress was such that he here made judicious investments in land in and near the town. From property thus acquired he has platted and developed three additions to the city of Virginia, and through his enterprise and well ordered activities has achieved substantial and worthy success. In the mineral range of northern Minnesota he is widely known, and such is his character and personality that it may consistently be said that his circle of friends is limited only by that of his acquaintances. He is a Republican in politics, is liberal and progressive as a citizen, and in his home city is affiliated with the lodge of the Benevolent and Protective Order of Elks and is also a member of the S. H. E. F. No. 28, of Virginia. In 1885 Mr. Anderson married Miss Christina Swanson, who likewise was born in Sweden and who came to the United States in 1883.

NORTHERN DRUG COMPANY. While not one of Duluth's oldest concerns, the Northern Drug Company has done much to broaden the prestige of the Zenith City as a distributing center, and is now easily one of the largest drug houses in northern Minnesota.

The company was organized and incorporated under the laws of Minnesota December 15, 1913. The first officials were R. M. Sellwood, LaRue S. Mershon and G. G. Hartley. While there have been some exceptional circumstances and many adversities to contend with, the company has steadily grown. Being close to navigation and railroads, it has certain natural advantages permitting high class service, and even



F. A. Phinney

with labor shortage and other difficulties has taken much pride in maintaining a record for filling orders the same day as received. The business is at 14-16 Commerce street, with twenty thousand square feet of floor space in an eight-story building. At the present time seven traveling representatives of the house cover the states of Minnesota, Wisconsin and North Dakota.

G. H. Carson, treasurer and manager of the Northern Drug Company, was born at Des Moines, Iowa, January 8, 1877, and during his early life acquired a broadly diversified training and experience in the packing business, wholesale grocery and wholesale baking business at St. Paul. He came to Duluth in 1909, and has had active charge of the Northern Drug Company from the time of its organization.

ALEXANDER ANDERSON is a Scotchman by birth but for thirty years has been an important factor in the building and contracting business at Duluth, and is one of this city's best known business men and most loyal boosters.

Mr. Anderson was born in Scotland January 21, 1865, and was reared and educated in his native country. He came to America alone and first located at St. Paul, Minnesota, in 1887. As a carpenter he was employed at his trade there, also for a brief time at Duluth, then again at St. Paul, and in 1890 returned to make Duluth his permanent home. In 1892 he formed a copartnership with Alexander Gow under the name Anderson & Gow. This firm during the past quarter of a century has handled many of the largest contracts for the building of fine residences. Any number of handsome homes in the East End residential section might be pointed out as examples of their work. They have also built a number of apartment houses and office buildings, and have made a specialty of interior finish for many large office buildings. With a leading part in a business that has of itself been a factor in Duluth's expansion and growth, Mr. Anderson has taken much pride in the marvelous advance of Duluth as a city and commercial center.

For many years he has been active in the Duluth Builders Exchange, and has been associated with a number of local enterprises. He is a member of the Commercial Club, has taken all the Scottish Rite degrees in Masonry, is a member of the Mystic Shrine, the Elks, and Modern Samaritans, and has long been prominent in the Clan Stewart of the Scottish Clans. For the past thirty years he has been a prominent member of the Pilgrim Congregational Church, and has served as a trustee for ten years.

On March 11, 1890, he married Miss Anna McGillvray, a Scotch lassie. Three sons and one daughter were born to their marriage, and two of the three sons have taken an active interest in their father's work as a carpenter and contractor. Alexander, born in 1892, returned in 1919 from France, where he served as an American soldier. George, born in 1895, is a carpenter foreman in Baltimore. He was in the World war, attaining the rank of sergeant. James, the youngest son, born in 1900, was in training at the Minnesota University. He has taken up the insurance business.

F. A. PHINNEY. In the ranks of the younger generation of business men of West Duluth one who has made rapid strides since his entrance upon the business arena is F. A. Phinney, of the Western Motor Company. Mr. Phinney's career was started early, and in its development he has invaded a number of fields of activity, all of which have contributed to his general knowledge and ability as applied to his present

line of endeavor. He is a native of Stillwater, Minnesota, born June 7, 1889, a son of A. W. Phinney, now residing on a farm in the state of Washington.

Mr. Phinney, a member of a family in which there were four daughters and one son, was educated in the public schools of Stillwater and western Canada, and when he was only ten years old was working on a ranch. For a time some years later he was employed in sawmills, and while thus engaged worked also in the electrical business as a wireman. Coming to Duluth in 1913, he secured employment with the steel plant and later served in the lighting department at Morgan Park under Earl Bradley for two years. At the end of that time he worked for F. L. Kriedler and later Messrs. Kriedler and Phinney formed a partnership under the name of the Western Motor Company. This concern is engaged in automobile repairing and welding, and maintains an automobile livery and a large garage, as well as a live and dead storage, and handles automobile accessories, the plant being located at 529-531 North Central avenue, West. The company is the distributor for Moon motor cars and the Studebaker car. The large garage covers a floor space of 60 by 125 feet, and a welding department and battery service are maintained. Mr. Phinney bought the interest of his partner, thereby becoming sole owner of the business. He is a Mason, also a Knight of Pythias and an Odd Fellow and a member of the West Duluth Commercial Club, the Duluth Automobile Club and the Royal League, and, having descended on the paternal side from Scotch ancestors, maintains membership in the Scottish Clans.

On February 20, 1912, Mr. Phinney was married at Duluth to Miss Loretta Mack, and to this union there have been born two children: Frances Wright and Beatrice Ann. To his superior trade qualifications Mr. Phinney adds the advantages of keen intelligence, broad and general information and a personality pleasing, adaptive and confidence-inspiring. He has many friends and a promising future.

WILLIAM J. ARCHER, senior member of the representative law firm of Archer & Pickering, of Virginia, has been established in active practice in this thriving little city of the Mesaba Iron Range since the year 1910, and the scope and importance of his professional business bears evidence alike of his ability and his secure place in popular confidence and esteem.

Mr. Archer was born on a farm in Clay County, Iowa, June 12, 1884, and is a son of Richard J. and Jennie J. (Ewing) Archer, who now maintain their residence at Mt. Pleasant, Michigan. William J. Archer was an infant at the time of his parents' removal from the Hawkeye state to Texas, where his father engaged in farm enterprise. The Lone Star commonwealth afforded Mr. Archer his early education, and there he continued his studies in the public schools until his graduation in the high school at Henrietta. In the pursuance of a higher academic education he entered Cornell College at Mount Vernon, Iowa, and in this institution he completed the scientific course and was graduated as a member of the class of 1904. After thus receiving his degree of Bachelor of Science he was for one year a teacher in the public schools at Lake City, Minnesota, and later continued his effective pedagogic service in the public schools of Superior, Wisconsin. In harmony with his well defined ambition he finally entered the law department of the University of Minnesota, where he continued his studies until his graduation as a member of the class of 1910, his reception of the degree of Bachelor of Laws having been virtually coincident with his admission to the Minnesota bar. Soon

after his graduation Mr. Archer came to St. Louis County, where he has since continued in active general practice at Virginia and where he has won secure status as a resourceful trial lawyer and well fortified counsellor. The firm of which he is senior member controls a substantial and representative law business in the Mesaba Range region.

Mr. Archer is a vigorous and loyal advocate of the principles of the Republican party; he and his wife hold membership in the Presbyterian Church, and he is affiliated with the Masonic fraternity, the Independent Order of Odd Fellows, the Knights of Pythias and the Benevolent and Protective Order of Elks, besides which he is an active and valued member of the Rotary Club in his home city and is the president for the year 1921.

August 31, 1915, recorded the marriage of Mr. Archer to Miss Leanore Duff, of Superior, Wisconsin, and they have one son, William J., Jr.

EDWARD ALA has been a resident of the city of Virginia since 1911, in which year he here engaged in the furniture and undertaking business on a modest scale, and the estimate placed upon the man and the service of his establishment is shown in the broad scope and importance of his business at the present time, as well as in the modern equipment and general standards of his place of business, which is not excelled by any establishment of the kind in the city. He has been in the most significant sense the architect of his own fortunes, and in a worthy way has won worthy success, the while he has commanded unqualified popular confidence and good will.

Mr. Ala was born in Finland, October 10, 1882, and is a son of Edward and Sophia (Longen) Ala, he being their only child. In 1883 Edward Ala, Sr., came alone to the United States and found employment in the mines at Hancock, Michigan, where he still maintains his residence. Edward Ala, Jr., was reared in his native land to the age of fourteen years and received the advantages of the common schools of the old home community. Shortly prior to his fourteenth birthday anniversary he decided to emulate the example of his father and seek a home in the United States. He accordingly crossed the Atlantic and made his way to the Upper Peninsula of Michigan, where his first employment was as a drill boy in connection with mining operations at Calumet. For nine and one-half years thereafter he was employed in the furniture and undertaking establishment of Mullen Brothers at Ironwood, Michigan, and in this connection gained a thorough knowledge of all details of these lines of enterprise. Thus he was well fortified in experience when, in 1911, he came to Virginia, Minnesota, and engaged in the same business on a small scale. By close application, effective service and honorable dealings he has built up a substantial and prosperous business and has secure status as one of the representative business men of this vigorous little city, where his circle of friends is coincident with that of his acquaintances. He became a naturalized citizen of the United States as soon as his age and the required provisions made this possible, and his loyalty to the land of his adoption is unequivocal, heightened by his appreciation of the advantages which have here enabled him to gain independence and definite prosperity. He has worked hard to achieve worthy success, and has merited the prosperity which is his. In the year 1903 Mr. Ala wedded Miss Selma Anderson, and they have one son, Harry.

HARRY A. HALL is identified with the constructive and productive side of Duluth's business affairs, and for many years has been in the painting and decorating business, both as a journeyman and as a contractor, and is head of a complete and high class establishment of that kind.

He was born in Williamsport, Pennsylvania, April 25, 1867. His father, J. W. Hall, is still living at the age of eighty-five, a resident of Portland, Oregon. During the Civil war he enlisted in the Fifteenth Pennsylvania Infantry and saw an active and arduous service throughout that struggle until it closed in victory. He was with his regiment in the thickest of the fighting at Antietam and also in many other engagements. Following the war he returned home, but his later years have been spent on the Pacific Coast.

Oldest of four sons, three of whom are living, Harry A. Hall acquired his early education in the public schools of Williamsport, Pennsylvania, and at the early age of sixteen began learning the decorating trade. He followed that business for several years in Pennsylvania, and then came to Duluth, where he continued his work as a journeyman until 1899, when he set up in business for himself, taking contracts and gradually building up an establishment which now represents one of the leading paint and varnish and wallpaper stores in the city, at 322 East Superior street. Mr. Hall and his service have been in demand for decorating many of the finer residences of the city.

He is a past master of Ionic Lodge No. 186 of the Masonic Order, is a member of the Rotary Club and the Commercial Club, votes as a Republican and belongs to the First Methodist Episcopal Church. August 11, 1890, he married Miss Olive M. Stoner, of Williamsport, Pennsylvania, where she was reared and educated. They have four living children: Ellen, Louise, Catherine and Ralph.

CAPT. THOMAS WIVELL is a practical mining man with a scope of experience that extends from northern Michigan to California. He has been captain in charge of the Meadow Mine at Aurora since 1916.

He was born at Ishpeming, Michigan, April 8, 1885, son of Capt. William and Millesena (McDowell) Wivell, the former a native of Devonshire, England, and the latter of Canada. Capt. William Wivell, who was born in 1849, was brought in 1855 to the United States by his parents, who settled in Hancock County, Michigan. He grew up in a district where mining was the predominant industry, became a miner, and for many years was a mining captain and employed in other capacities. In 1905 he moved with his family to the Range district of northern Minnesota and was connected with the Crosby Mine at Nashwauk. He died at Nashwauk in February, 1914, and his widow is still living there. While at Nashwauk he was honored with the office of village trustee and village treasurer. Of the ten children of Capt. William Wivell and wife there are eight sons, and all now old enough, have identified themselves with the mining industry and vocation.

Thomas Wivell attended school at Ishpeming, Michigan, and also at Coulterville, California. The family lived in California from 1897 to 1903, Capt. William Wivell being a gold miner there. Thomas Wivell also had some experience in the gold mines of California, was a mine worker in Michigan, but most of his work has been done in the Range country. He was promoted to the responsibilities of shift boss in 1912 and in 1916 was given charge of the Meadow Mine.

He married in 1912 Katharine J. Thomas, daughter of Captain Frank Thomas. They have one son, William. Mr. Wivell is affiliated with

the Masonic Lodge at Biwabik and with the Independent Order of Odd Fellows at Gwinn, Michigan, and in politics casts his vote independently.

GORDON BROOKS has been one of the live and enterprising business men of Duluth for the past ten years, and as president of the American Lumber and Construction Company has directed his organization in a public spirited way toward solving some of the problems of housing construction in the city.

Mr. Brooks was born in 1889, one of a family of five children, and grew up and received his early education in Duluth. He was one of the first pupils enrolled in the Irving High School. On leaving school he engaged in business in 1909, and his experience and capabilities have been chiefly in the field of contracting and as a dealer in builders' supplies. The American Lumber and Construction Company, which was incorporated in 1916 and of which he is president, handles all classes of building materials, and also has the facilities and the organization for the erection and sale of homes on the easy payment plan. During the past three years this company has erected between forty and fifty houses, a very important addition to Duluth's building program.

Mr. Brooks is affiliated with Euclid Lodge No. 198, Ancient Free and Accepted Masons, is a Scottish Rite Mason, member of Royal League No. 255, the Modern Samaritans, and politically supports the Republican party. In 1908 he married Miss Elizabeth Siddall, who was reared and educated in Canada, being a daughter of Mr. and Mrs. Joseph Siddall. Her father was a captain on the Great Lakes for forty years and is widely known in Great Lakes transportation circles. Mr. and Mrs. Brooks have four children: Fein, born in 1910; Dorothy, born in 1912; Wendell, born in 1914; and Violet, born in 1918. The three older children are all pupils in the Duluth public schools.

WILLIAM M. EMPIE, M. D., has found in St. Louis County, Minnesota, an excellent field for successful professional activity and service, and is engaged in active general practice at Virginia, where he not only has precedence as one of the representative physicians and surgeons of the county but also has the distinction of being mayor of the city at the time of this writing.

Doctor Empie was born on a farm near the city of Dwight, Illinois, on the 21st day of January, 1888, and is a son of William A. and Winnie (Allison) Empie, the former of whom was born in Grundy County, Illinois, in 1864, and the latter in Ohio in 1866. The parents still maintain their residence on their homestead farm near Dwight, Illinois, and Doctor Empie of this review is the elder of their two children. In the public schools of his native county he pursued his studies until his graduation in the Dwight High School in 1907. He then entered the medical school of Northwestern University, this department of the university being established in the city of Chicago. He was graduated as a member of the class of 1911, and after thus receiving his degree of Doctor of Medicine he was favored in being able to gain most varied and valuable clinical experience through two years of service as interne in the celebrated Michael Reese Hospital in the city of Chicago. He then assumed charge of the practice of a physician at Ishpening, Michigan, while that physician was sojourning in Europe. In 1914 Doctor Empie came to Eveleth, Minnesota, where he was associated with the Moore Hospital until June 6th of that year, when he established himself in active general practice at Virginia, which has since continued the central stage of his earnest and successful professional work save for the period of his

loyal service as a member of the Medical Corps of the United States Army in the period of the World war. He was enrolled as a member of the medical corps on the 18th of October, 1918, was assigned to duty at Fort Oglethorpe, Georgia, with the rank of first lieutenant, and there he remained until December 24, 1918, when he received his honorable discharge. From 1914 to 1918 Doctor Empie served on the staff of the Lemont Hospital at Virginia, and he has been official physician to the public schools of this city since 1917. He holds membership in the American Medical Association, the Minnesota State Medical Society and the Range Medical Society, besides being affiliated with the Phi Alpha Sigma medical-college fraternity. The doctor's personal popularity in his home community needs no further voucher than the statement that when elected mayor of Virginia in 1920 he received the largest majority ever given to a candidate for this office in this thriving and vigorous municipality. He is affiliated with the Knights of the Maccabees, the Modern Woodmen, the Loyal Order of Moose, the Benevolent and Protective Order of Elks and the American Legion.

October 5, 1914, recorded the marriage of Doctor Empie to Miss Lucy Sterne, of Ishpeming, Michigan, she having been born at Humboldt, that state. Doctor and Mrs. Empie have a fine little son, Robert J.

JOHN GRANDY. Either as a journeyman carpenter or as a general contractor and builder, John Grandy has been in close touch with the building situation at Duluth for nearly forty years. Much of the expert skill required for the building program of the city has been supplied by him, and he is one of the oldest contractors in the city and has always taken justifiable pride in the realibility of his performance of all obligations assumed by him.

Mr. Grandy was born in Norway, June 3, 1855, and as a young man acquired a common school education and served a thorough apprenticeship at the carpenter's trade. He came alone to America in 1881, and located at Duluth, where he was employed as a journeyman carpenter for about nine years. Since 1889 he has been taking general contracts for building work, and his name as a contractor has been identified with the lists of independent business men for thirty years. During that time he has handled contracts for many important buildings. Some of the schools he has put up are the Irving, Jackson, and Cleveland, and his organization built the McKay Hotel, the Frederick Hotel, the Clarendon Hotel, the Astoria Apartment Hotel, the Metropolitan Hotel, besides a large number of the finer residences of the city. He was contractor for a portion of the First National Bank. Mr. Grandy is a stockholder in the First National Bank and the Northern National Bank, and a stockholder and director in the Minnesota National Bank.

He is a member of the Norwegian Lutheran Church and of the Sons of Norway and a Republican in politics. At Duluth thirty-two years ago he married Miss Louisa Johnson. Six children were born to their marriage, and the three now living are Carl J., born in 1889; Frederick W., born in 1894; and Walter Leo, born in 1899.

GEORGE W. WELLES. Of the men whose collective energies and enterprise have built up the fortunes of Duluth as a great market and distributing center of the northwest an important place must be assigned to George W. Welles, a resident of the city for nearly thirty years and with progressive responsibilities in some of the city's largest mercantile establishments.

Mr. Welles was born in Michigan and came to Duluth in April, 1892. His first business service here was as auditor in the old Chapin-Welles Company, now the Marshall-Welles Company. In 1895 he and associates bought the old J. J. Costello Hardware Company, which in June, 1896, became the Kelley Hardware Company and is now the Kelley Duluth Company. In 1902 the Kelley-How-Thomson Company was organized, Mr. Welles participating in that organization, and he is now secretary and manager of this corporation, one of the largest wholesale houses in the northwest.

Mr. Welles was born at Hortonville, Michigan, July 17, 1872, and had a public school education, coming to Duluth shortly before his twentieth birthday. He is a son of Nelson and Achsah (Graves) Welles, the former a native of New York and the latter of Connecticut. George W. Welles was left an orphan at the age of five, and from that time until he was seventeen lived with his mother's sister, Mrs. Edward Sleeper. His opportunities have been largely of his own making, and good natural abilities, combined with continuous hard work, have been responsible for the gratifying measure of success he has achieved.

Through many years Mr. Welles has had a part in the civic development of modern Duluth. He is a member of a number of local clubs and organizations and is a Republican in politics. During the World war he was chief of metals and heavy hardware procurement, Branch No. 1, General Supplies Division of the Purchase, Storage and Traffic Department of the War Department. As an expert in his line he rendered valuable service in this work from June, 1918, until February, 1919.

September 4, 1901, Mr. Welles married Jane M. McLennan, a native of Duluth, where her parents, W. L. and Julia (McLeod) McLennan, were pioneers. The two sons of Mr. and Mrs. Welles are George W., Jr., and Donald R.

JOHN COSTIN. The name of John Costin requires but little introduction to the people of Virginia, where he has been residing for about twenty-eight years, and throughout that period has been prominently identified with the industrial development of the city and surrounding district. He is the largest stockholder of the Chandler Mining Company, Virginia, the Chandler Mine being located at Ely.

Mr. Costin was born at Hancock, Michigan, December 25, 1866. His parents, John and Catherine (Ronan) Costin, were natives of Ireland and each came to the United States in early childhood, grew up in this country and here married. The father was an iron ore miner and was one of the early miners on the Marquette, Menominee, Gogebic and other ranges in Michigan, and in this occupation he spent all his active life. Mrs. Costin died about 1874, and her husband survived her for many years, his death taking place in 1918, he having then reached a good round age.

Some time after the death of his mother John Costin, the subject of this sketch, began working on his own account. He completed his school course at the Northern Indiana Normal School, Valparaiso, Indiana, from which he emerged well equipped with all the requirements of a first-class training. In January, 1893, Mr. Costin moved to Virginia and established himself in the fire insurance and real estate business, finally building up a splendid connection along that line, and here he has been residing ever since. In 1897-98, along with his insurance business, he began exploring for iron ore, and gradually this enterprise began to absorb the greater part of his attention. During this period, in conjunction with others, he discovered the Holman Mine near Colerain; the Hobert Mine near Gilbert, and other smaller properties. In November, 1909, he took an option

for lease on the Chandler Mine at Ely, which had been abandoned by the original operators, and after an exploration he secured a mining lease in 1910, and has since been operating it as the Chandler Mining Company, success attending his efforts from the very beginning.

September 10, 1901, Mr. Costin was married to Miss Della Austin, a native of Minnesota and a teacher in the Virginia schools. They have become the parents of three children: Corynne, Virginia and John Hart. Early in his career in Virginia Mr. Costin took a keen interest in local development and in local politics. He served as city assessor and later as city clerk, bringing intelligence and ability to bear on the duties of these offices. He takes an active part in Masonic affairs; is a member of the Ancient Accepted Scottish Rite, a Knight Templar, a York Rite Mason, and a member of the Ancient Arabic Order Nobles of the Mystic Shrine. Mr. and Mrs. Costin are prominent in the social life of Virginia, where their friends are numerous, and where they give their support to all projects calculated to advance the public welfare.

LUDWIG A. LARSEN. The examples such men as Ludwig A. Larsen furnish of patient purpose and steadfast integrity, illustrate what is in the power of each to accomplish, and there is always a full measure of satisfaction in adverting in even a casual way to their achievements in advancing the interests of their fellow men and in giving strength and solidity to the institutions which make so much for the prosperity of the community, for all will agree it is the progressive, broad-minded, alert, wide-awake men of affairs who make the real history of a community, and Mr. Larsen's influence as a potential factor of the body politic is difficult to estimate.

Ludwig A. Larsen was born August 11, 1868, at Gaarden Tarud, Skedsmoe, Norway, the son of Julius Larsen and Bertha Tarud born near Kristiania. He was reared to the age of nineteen in his native land, receiving his education in the schools of his home community. On April 24, 1887, he came alone to the United States, locating first at Castle Rock, Minnesota, where he was employed for four summers on farms, attending public school in winter. In 1890 and 1891 he attended the State Normal School at Mankato, and in the latter year he came to Duluth and engaged in bookkeeping and as assistant to the manager of the Minneapolis Stockyards and Packing Company, with whom he remained about three years. He next entered the law office of Draper, Davis & Hollister at Duluth as bookkeeper and cashier, and read law with them for upwards of three years. During the following year he took a much-needed rest on a homestead and then entered the University of Minnesota, where he remained during 1897-8, covering all legal studies excepting the criminal branch of law. He then followed a wholesale business in the Upper Peninsula of Michigan for a time, but later returned to Duluth and engaged in the real estate, investment and mortgage loan business, his offices being located in the Providence Building. His business has gradually and steadily increased in volume and importance, giving him connections with some of the largest corporations and individuals in the United States controlling and owning real estate in Duluth and the northwest. The early organization was under the name of L. A. Larsen & Company, and as the business grew, in 1906 a Minnesota corporation was formed under the name of L. A. Larsen Company, which has remained practically a close corporation.

On January 1, 1900, at Pine Island, Minnesota, Mr. Larsen was married to Lillian Augusta Miller, the daughter of Charles R. and Caroline Buck Miller, natives of the state of New York, though of Swiss ancestry.



L. A. Larsen

She was reared near Pine Island, Minnesota, where her parents were early settlers of Goodhue County. Her education was completed at the Winona Normal School, and she was engaged in teaching up to the time of her marriage. To Mr. and Mrs. Larsen have been born two children, Raymond Miller and Mary Elizabeth.

Politically Mr. Larsen is a Republican, though with some Democratic tendencies. Fraternally he is a Knight Templar and Shrine Mason, a member of the Modern Samaritans, the Modern Woodmen of America, and the American Fraternity; he is a charter member of the Duluth Commercial Club and the Duluth Real Estate Exchange and National Building Managers' and Owners' Association, and a member of the Duluth Young Men's Christian Association and local organizations. Mr. Larsen enjoys a large acquaintance among the people. Being public spirited and identified with the common interests in various capacities and by proving himself competent and trustworthy, he has become one of the leading citizens of his community and enjoys to a notable degree the good will and esteem of all who know him. The family are all members of the First Methodist Episcopal Church.

ANTON NELSON. While grain, lumber and iron are considered the three primary features of Duluth's industries, there are other enterprises that serve to broaden and diversify the industrial program, and one of the most important of these is the Nelson Knitting Mills Company, a manufacturing organization that has had a prosperous existence of many years and manufactures a line of knitted goods that are sold and distributed all over the northwestern country.

This business for many years was known as Nelson Brothers Knitting Mills. The two brothers associated in the business from the beginning were Anton and N. Edward Nelson. Anton Nelson, who was born September 16, 1865, came to America with his brother in 1892, and in that year they established their business at St. Paul, Minnesota, under the firm name of Nelson Brothers. A year later they moved their modest plant to Northfield, Minnesota, and were in business there until 1898.

The Nelson Brothers came to Duluth the first of April, 1898, and their business has enjoyed a constant growth here for over twenty years. Their first location was at 1804 West Superior street, whence they removed in 1902 to 2101-03 West Superior, and in 1911 to their present extensive and well equipped factory at 2105-07 West Superior street.

The original title of Nelson Brothers Knitting Mills was continued until December, 1914, when the business was incorporated as the Nelson Knitting Mills Company. The company has facilities for the manufacture of a great variety of knitted goods, and its equipment is specially designed for the manufacture of sweaters, underwear and hosiery. An ample force of salesmen place the full output of the factory with retail merchants all the way from Michigan to the Pacific Coast. The products are appreciated at home as well, and a large local trade has grown up in Duluth.

Mr. Nelson is one of Duluth's most public spirited citizens and business men. He is a member of the Danish Brotherhood of America and the Norwegian Lutheran Church. On March 27, 1893, at Northfield, Minnesota, he married Miss Anna Thorsen, a daughter of Hans Thorsen, who came from Denmark. Of the seven children born to Mr. and Mrs. Nelson six are still living, named Mathilda, Edward K., Einar, Henry, Roy A. and Helen. Mathilda was educated in the public schools of Duluth and the Stout Institute at Menomonie, Wisconsin, and is now a teacher in the Middle River Consolidated School at Jackson, Minnesota. Edward K. also attended the public schools of Duluth, was in the U. C. T.

four months and is now a student in the University of Minnesota. Einar is now in his third year at the Denfield High School, while Henry is a freshman in the same high school. Roy A. and Helen are both students in the Duluth grammar schools.

LEONARD McNAMARA. The name Leonard McNamara has won important significance among automobile owners in the Duluth district, its association being with Studebaker cars. He is the man who has done most to develop a business for the Studebaker corporation in northern Minnesota, and most of the Studebaker cars over this territory were bought from Mr. McNamara at the Duluth agency at 318 East Superior street.

Mr. McNamara came to Duluth in 1894. For a number of years he was a fireman and engineer on lake vessels, beginning with the B. B. Inman Company, and later continued with other lines of lake steamships. He was held in high regard as a marine engineer, and continued that vocation until 1910, when he resigned to become a Studebaker representative. His first office and salesroom was at 918 East Superior street. He has developed a business from an average of six cars per month to an annual distribution of two hundred cars in the Duluth district. Mr. McNamara is one of the most highly esteemed automobile men in northern Minnesota. He is affiliated with the Elks lodge of Duluth.

GEORGE I. WILLIAMS, another of the prominent and progressive citizens of Virginia, at present postmaster of the city and otherwise identified with its commercial life, is a native of England, born in Cornwall, that country, March 4, 1879. When he was eight years old he accompanied his parents, George W. and Elizabeth (Irwin) Williams, to the United States, and on arrival in this country the family went on to Ishpeming, Michigan. The father had been a farmer in the old country, but on settling in Michigan he found employment in the iron mines of the Marquette Range.

George I. Williams was educated in the public schools of Ishpeming and there grew to manhood. When he was fourteen years old he began working in the Lake Angeline Mine—first as a skip tender and later as a miner. It was during this period he became warmly interested in athletic sports, in which for several years he was a prominent figure. The Sons of St. George, an organization composed of Englishmen in Michigan, held regular athletic meetings. It was while competing at these events that Mr. Williams attained wide renown as a bicycle rider and won many hard-fought contests over his competitors. He rode a mile bicycle race in 2:15, and covered five miles in 12:20, up to that period establishing a world's record for the distances named.

In 1901 the parents of Mr. Williams moved to Jackson, Mississippi, and in June of the following year he went to Hibbing, Minnesota, where he became supply clerk at the Utica Mine of the Crete Mining Company, and some time later he took over the duties of bookkeeper at the Albany Mine for the same company, Mr. William H. Downing being superintendent of the mine at that period. On May 7, 1903, Mr. Williams was married to Miss Lillian Downing, a daughter of the superintendent just named, and December 1, 1906, he moved to Virginia, where he assumed the duties of chief clerk and cashier for the New York State Steel Company. He remained in this position until 1909, when he became superintendent of the corporation, which covered the Kellogg, Knox, Larkin and Roberts Mines, and Virginia has ever since been his home city.

In May, 1913, Mr. Williams embarked in the real estate and insurance business in Virginia, on his own responsibility, and in 1914 the Williams

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TILLER, EDWARD, JUNIOR



A. M. Carnegie

Addition to Virginia was inaugurated. In 1917 he organized the Atlas Mining Company to operate the Roberts Mine at McKinley, which had been abandoned, and of this undertaking he was secretary-treasurer and superintendent. Along all these lines, as well as in his former activities, he was successful to a degree.

In April, 1918, there was organized at Virginia what was known as "War Headquarters," which was the center of gravity for Liberty Loans, War Savings Stamps, and other war activities, and of which Mr. Williams served as secretary. In conjunction with Mr. Edward C. A. Johnson, he helped organize the United States Defense League in the various range communities, and also acted as secretary of the different Liberty Loan committees, also serving as a member of the fuel committee of St. Louis County. Few residents on the range devoted more time freely in the directions mentioned than did Mr. Williams.

On January 1, 1919, he became postmaster of Virginia by appointment of President Wilson, and has since been filling that position with fidelity and efficiency. He is a member of the Methodist Episcopal Church, and has for years been a singer in the church choir. He is a member of the Masonic Order, affiliated with Virginia Lodge No. 264, Ancient Free and Accepted Masons; Virginia Chapter No. 77, Royal Arch Masons, of which he is past high priest, and is an officer of the Commandery, Knights Templar. Mr. and Mrs. Williams are the parents of two daughters, Muriel Crete and Dorothy Gertrude, and he and his wife take a prominent part in the social and cultural activities of the city of their adoption, where they have numerous and warm friends.

JAMES W. CARGILL, president and treasurer of the Cargill-Guibord Motor Company, distributors of the Marmon, Hudson and Essex cars in Duluth and adjacent territory, has a wide acquaintance and experience in Duluth commercial affairs, and for many years was a traveling representative of Duluth's great wholesale hardware house, the Kelley-How-Thomson Company.

Mr. Cargill was born at Wingham, Ontario, Canada, August 19, 1878. His father was born in the north of Ireland and his mother in Scotland. His father died in Canada in 1894, and the following year, when James W. was seventeen years of age, he came to Duluth with his mother and sisters. Already at the age of twelve he had begun gaining experience and earning wages as a sawmill worker in Canada. During subsequent years in addition to a common school education he acquired a knowledge of the cabinet-making trade. Soon after he came to Duluth he entered the service of the Kelley Hardware Company, driving one of their delivery teams. After a year and a half he was transferred to the sheds, handling the iron for shipment, and a year and a half after that was put in the order department as shipping clerk, where he remained three years. Mr. Cargill first went on the road as a traveling salesman for the Glaskin Comstock Mill and Mining Company, but after two years joined the Kelley-How-Thomson Hardware Company as traveling salesman, and helped cover the immense territory of this Duluth firm for thirteen years.

On leaving the road Mr. Cargill entered the automobile business, at first under his own name, but after a year as the Cargill Motor Car Company to handle the famous Marmon car manufactured at Indianapolis. In 1921 a partnership was formed with F. H. Guibord. The company is located at 316 East Superior street and in connection with the salesrooms a complete service system is maintained for the Marmon, Hudson and Essex cars.

Mr. Cargill is a member of the Masonic Order, being a Scottish Rite Mason and Shriner, belongs to the United Commercial Travelers, and is a Republican in politics. He is a member of the Rotary Club, the Commercial Club, the Ridgewood Golf Club and the Auto Club. He also belongs to the Duluth Boat Club and was one of the club's famous oarsmen.

On June 23, 1910, at Superior, Wisconsin, he married Miss C. R. LeBlanc, daughter of Captain LeBlanc. She was educated in the public schools and in the Grand Rapids Kindergarten Institute and for five years before her marriage was a kindergarten teacher in the schools of Superior. They have one son, James W. Cargill, Jr., born June 10, 1916.

THOMAS GILL. There have been no reservations in the loyalty and completeness with which Mr. Gill has identified himself with the business and civic life of the vigorous little city of Virginia, and here he has developed a prosperous and representative general insurance business as secretary and manager of the McDonald-Gill Insurance Agency, which is the local representative for a goodly number of fire, life, accident and other insurance companies of the highest standard.

Mr. Gill was born on a pioneer farm near the city of Yankton, South Dakota, and the date of his nativity was March 26, 1875. He is a son of Michael S. and Sabina (Shields) Gill, both of whom were born in Wisconsin, within twenty miles of the city of Milwaukee, their respective parents having been pioneer settlers in the Badger state. There Andrew Gill and James Shields, grandfathers of the subject of this review, settled upon immigration to America from their native Ireland, and became sterling founders of families that now have numerous representatives in the United States. Both of these ancestors became pioneer farmers in Milwaukee County, Wisconsin, and there they passed the remainder of their lives.

After his marriage Michael S. Gill continued his residence in Wisconsin until about 1870, when he and his wife became pioneer settlers in what is now the state of South Dakota, where he and one of his brothers took up homesteads and instituted the development of productive farms. He perfected his title to his land and there continued his activities as an agriculturist for a period of seven years, when, accompanied by his wife and their two children who had been born within this period, returned to Wisconsin and established their home at Chippewa Falls, where Mr. Gill became actively identified with lumbering operations, at the time when this industry was one of major importance in that section of the state. Later he turned his attention to farm enterprise in that vicinity, and he and his wife are now venerable and highly esteemed citizens of Chippewa Falls, both being earnest communicants of the Catholic Church. Of their seven children six are living.

In the public schools of Chippewa Falls Thomas Gill continued his studies until his graduation in the high school as a member of the class of 1894. Thereafter he continued his studies in the Wisconsin State Normal School at Superior, and in the meantime gave intermittent and effective service as a teacher in the public schools. In 1901 he came to Virginia, Minnesota, and took a position in the insurance offices of Campbell & Robb. After the business passed into the hands of D. B. McDonald he continued his association with the latter until 1907, when he became allied with Mr. McDonald in the incorporation of the McDonald-Gill Insurance Agency, of which he has since been secretary and general manager. This agency, known for its reliability and effective service, has developed a large and substantial business, and Mr. Gill is known as one of the representative insurance men in this section of the state.



Walter B. Brown

His political allegiance is given to the Republican party, he is a communicant of the Catholic Church, is a valued member of the Kiwanis Club of Virginia, and is affiliated with the Benevolent and Protective Order of Elks.

On October 15, 1909, was solemnized the marriage of Mr. Gill to Miss Anna Hansen, who was born in the city of Minneapolis, of Norwegian ancestry. They have no children.

WALTER BACON BROWN. It is by no means unusual to discover in the newspaper profession a man of enlightened understanding, vigorous policy and sound judgment, but not always, in addition, may be found such a wealth of personal experience to draw upon as belongs to Walter Bacon Brown, owner and able editor of the Tribune-Herald of Chisholm, Minnesota, of which city he is a foremost citizen. The story of an ambitious, adventurous youth who had the courage to take his own life in his hands far from home protection, and with determination pursue unusual paths is of absorbing interest and offers, perhaps, one explanation of Mr. Brown's thorough knowledge of public questions, his broad and liberal views on many matters, and his deep sympathies in relation to conditions that the public, in a general way, cannot so fully understand.

Walter Bacon Brown was born October 29, 1886, at Duluth, Minnesota. His parents were Charles C. and Bertha L. (Hall) Brown. Charles C. Brown was of English parentage and was born at sea, under the American flag, in 1853. He became one of the best known newspaper men in Minnesota, served on the staffs of the Duluth Herald and Tribune for many years and was the founder of the Independent Press Bureau in Duluth. His death occurred in 1899. In 1885 he married Bertha L. Hall, who was born in 1867, at Stillwater, Minnesota, a member of an old New England family. They had but one child, Walter Bacon Brown. In 1900 Mrs. Brown was married to Charles J. Jacobs, who was secretary and western manager of the Knickerbocker Silver Company.

As a schoolboy Mr. Brown passed through the first seven grades in the Jackson School, Duluth, completed the eighth grade at Stillwater, in which city he attended the high school for one year, and then entered St. Viator's College at Bourbonnais, Illinois. A year of confinement as office boy for his step-father, and another year with the Benjamin Allen Company, wholesale jewelers, Chicago, followed, but this line of work did not appeal to the youth, and when sixteen years old he ran away from home. It was his ambition to go out to Australia that made him shape his course toward San Francisco. He soon found his small store of money exhausted, but through the leniency of railroad employes he managed to get as far on his western way as Trinidad, Colorado, and from that point across the mountains to Albuquerque he paid his way by acting as coal passer on a locomotive. There he worked on a ranch for a month and thereby managed to save enough money to take him to San Francisco, where he immediately tried to secure a passage on a sea-going vessel toward the land of gold and diamonds that his imagination had pictured as Australia.

His small stock of money soon disappearing from the necessary demands made upon it, Mr. Brown went to a sailors' boarding house, and there, as had many older in years than himself, was induced to sign up with the keeper, presumably for a working passage on an ocean liner, but in reality he was "shanghied" on board a whaler bound for Behring Sea. On this boat he was greatly abused, repeatedly being beaten and condemned to work at menial tasks. When off Dutch Harbor, Alaska, the whaler ran on a shoal and her bow was so severely damaged that it

was necessary to build a cofferdam in order to get her back to San Francisco, and this offered young Brown an opportunity to escape, which he accomplished by swimming to Goat Island.

On the day following his reaching there Mr. Brown enlisted in the United States Navy and was sent to the Mare Island Navy Yard and February 11, 1902, found him aboard the receiving ship Independence. On the first of May following he was assigned to the Solace, a transport, and sailed for the Asiatic station, and on arriving off China, July 7, 1903, was transferred to the Oregon, on which ship he served for twenty-two months. He was then transferred to the Wisconsin, on which he remained for eighteen months. Thus he was in Asiatic waters during the Russian-Japanese war, and while on the Wisconsin sailed 680 miles up the Yangtse Kiang River to Kiukiang and Nankin to break the boycott China had established on American goods and markets. He was honorably discharged at the navy yard at Bremerton, Washington, February 11, 1906. During his years of sea service he had learned much. From February until July he worked at Bisbee, Arizona, as a machinist's helper for the Copper Queen Mining Company, then went to Chicago, where for three weeks he fired a boiler in the Palmer House, from there going farther east and entering the employ of the Knickerbocker Silver Company, first as a packer and later as a shipping clerk.

In 1909 Mr. Brown went to Minneapolis and for one month was connected with the Minneapolis Tribune as a reporter and then came to Chisholm as timekeeper for the Oliver Mining Company, at the end of two months being made general timekeeper for this district. Inevitably, however, he drifted into newspaper work, the impulse being inherited, and on January 1, 1916, he became owner, business manager and editor of the Chisholm Tribune-Herald, satisfying an ambition cherished since childhood. He has a modern, first class plant and issues a journal that is creditable in every way and is generously supported.

Mr. Brown was married February 8, 1911, to Miss Caroline Frances Seidensticker, of Port Jervis, Orange County, New York, coming of Dutch ancestry. Mr. and Mrs. Brown have had four children: Joel Frederick, who died at the age of seventeen months; Walter B., who was born August 30, 1913; and Charles B. and William W., twins, who were born January 30, 1915.

Ever since establishing his permanent home at Chisholm Mr. Brown has been active as a citizen. He was instrumental in establishing the Chamber of Commerce, in which body he is an important factor, and has served as secretary for two years, and since 1917 has been president of the Library Board. In political sentiment he is a Republican, but in his work for the city's substantial welfare he recognizes no party affiliation but labors with other public-spirited men for the general good. During the great war he served as an officer in the Home Guards, and took part in the various patriotic movements of that period. He is well known in fraternal life and is active in many organizations, being a member of Hematite Lodge No. 274, Ancient Free and Accepted Masons, Duluth Consistory, Hibbing Lodge of Perfection, and Aad Temple Shrine, Duluth; Chisholm Lodge No. 1334, Elks; Lematite Lodge No. 9, Odd Fellows; Lodge No. 179, Knights of Pythias; and Aerie No. 462, Order of Eagles. He belongs also to the Kiwanis Club.

CHARLES E. HENDRICK. In the building and expansion of the industrial and commercial activities of Virginia, in the development of the banking and educational affairs of the city, and in the cause of prohibition no member of the community is more prominently and more favor-

ably known than Charles E. Hendrick, who for many years past has been a resident of Virginia.

Mr. Hendrick, now general superintendent of the M. A. Hanna interests of the Mesaba Range, Virginia, is a native of Ypsilanti, Michigan, his birth occurring October 27, 1867. He is one of a family of four children—three sons and one daughter—born to the marriage of Edmund and Sarah (Burr) Hendrick, the former of Pennsylvania-Dutch stock and the latter a lineal descendant of Aaron Burr. Edmund Hendrick was a wood turner by trade and also followed carpentering and fruit-growing, in each of these branches having met with a good measure of success. He served the Union cause as a member of a Michigan regiment during the Civil war, his duties being carried on in connection with the engineering and construction department, and at the close of hostilities he returned to his usual vocations. Both he and his wife passed away many years ago.

Charles E. Hendrick is the youngest child born to his parents. His early years were passed in his native city, where he attended school and completed the high school course. Shortly thereafter he moved to Northville, Michigan, and spent about eighteen months in a manufacturing establishment, going thence to Ishpeming as an assistant engineer and chemist for the Pittsburg and Lake Angeline Iron Company. Pursuing his activities along these lines, Mr. Hendrick transferred his services to the Lake Superior Iron Company, of which he became chief chemist and later was appointed chief engineer to the same company. When the Oliver Iron Mining Company succeeded in the ownership of the Lake Superior Iron Company Mr. Hendrick continued as chief engineer, and later as assistant to the general superintendent, remaining in the latter position until the end of 1904.

In January, 1905, he moved to the Mesaba Range of northern Minnesota, and assumed the duties of superintendent for the Consumers Ore Company (M. A. Hanna interests) at Buhl. His home was at the latter place until 1908, in which year he took up his residence in Virginia. As the Hanna interests expanded Mr. Hendrick had charge of their operations, the scope of his duties finally spreading out to include a number of the Great Northern iron ore properties; this was then divided and he has since had charge of the eastern district. Mr. Hendrick, also is vice president and a director of the State Bank of Virginia, and is secretary and treasurer and a director of the Hoar Shovel Agency. This agency operates the disposal of a new underground shovel, which, it is claimed, has wonderful possibilities as a labor-saving device in underground mining work. It is asserted that this shovel reduces labor over 50 per cent.

Mr. Hendrick was married to Miss Ida Moag, a native of Ransomville, New York, and they became the parents of two children: Paul E. and Mildred I. Mr. Hendrick is a supporter of the Republican party, with strong Prohibition tendencies, and acted as chairman of the Dry County Committee when St. Louis County was changed to a prohibition district. He has served as a member of the Board of Education and has served on the Library Board, and at the present time is a member of the City Charter Commission. His religious affiliation is with the Central Baptist Church of Duluth. Fraternally he belongs to the Kiwanis Club; is a Scottish Rite Mason and a member of the Mystic Shrine. During the World war he was active in the various campaigns to promote the different bond drives, and in 1920 was chairman of the Near East relief drive, which resulted in Virginia being one of the comparatively few towns to "go over the top" in the raising of its quota.

Apart from these last mentioned activities Mr. Hendrick has always lent his aid and influence to the promotion of every project calculated to advance the moral and social progress of his adopted city, and he is generally recognized as a citizen in whom the community has implicit confidence.

ANTON CHARLES WEISS has all the honors and dignities attaching to veteran experience in Minnesota journalism, and has served for practically three decades as editor and publisher of the Duluth Herald, one of the oldest papers of northern Minnesota, and for many years the undisputed leading daily of Duluth.

Mr. Weiss was born at Sheboygan, Wisconsin, September 20, 1862, a son of John and Louise (Fleischer) Weiss. He has been a resident of Minnesota since 1870 and of Duluth since 1884. He acquired his education in the public schools, and gained his early training in newspaper work in the office and on the staff of the Pioneer Press of St. Paul. He served that great Minnesota paper for ten years.

The Duluth Herald was established in 1883 by Myron Bunnell, who after six years sold out. One of its editors was J. Adam Bede, the distinguished Minnesota congressman. A stock company was formed to acquire the ownership of the Herald plant in 1891, and it was in November of that year that Mr. Weiss bought a financial interest and became president, treasurer and general manager of the company. He had been in Duluth for several years as the Duluth representative and correspondent of the Pioneer Press of St. Paul. Mr. Weiss has been the inspiration and guiding genius of the Herald for thirty years, and has made it one of the leading papers of the northwest, both in quality of service and also in the high standard of its mechanical equipment.

He was a director of the Associated Press from 1910 until 1921. He has long been prominent in Democratic politics and public affairs. The first public office he held was as alderman of Duluth in 1888-90. From 1890 to 1893 he was a member of the Board of Managers of the Minnesota State Prison. He was a delegate at large to the National Convention of the Democratic party at Denver in 1908, and also a delegate at large and chairman of the Minnesota delegation at the Baltimore Convention in 1912, and during that campaign was a member of the Advisory Board of the Democratic National Committee. Mr. Weiss served as a member of the Minnesota Commission of Public Safety during the World war. He is a member of the Commercial Club of Duluth, the Kitchi Gammi and Northland Country Golf Clubs, the Duluth Curling Club and the Duluth Boat Club. On October 5, 1887, he married Mary D. Sherwin, of McMinnville, Tennessee.

CHARLES VAN STONE GREER. The Greer Printing Company of Duluth is one of the most successfully equipped and efficient organizations of its kind in the northwest for general book and job printing and all classes of printing work. The active head of the business and its founder is Charles Van Stone Greer, one of the veterans of the trade at Duluth, who first came here nearly thirty years ago.

Mr. Greer was born in Huron County, Ontario, Canada, June 4, 1871, and learned the printing trade during his youth after attending common schools. In October, 1891, when he was twenty years of age, he came to Duluth and went to work as a compositor for the Daily Tribune. He remained in Duluth until March, 1892, when he went out to Seattle, Washington, was employed on the Post Intelligencer until October of that year and was then in the office of the Spokane Review until April,



Ernest E. Burns

1893. Returning to Duluth, he was connected with the mechanical offices of the Duluth Evening Herald about two years, and in September, 1894, first engaged in the job printing business under the firm name of Rankin & Greer. The partnership was continued until the fall of 1896, their modest plant being in the basement of the Torrey Building. When Mr. Rankin withdrew from the partnership A. H. Moore took his place, and the firm Greer & Moore continued until 1898. Mr. Greer then resumed his trade in the office of the Daily News Tribune for one year. Thereafter he established the pioneer enterprise of the kind, operating a plant of Mergenthaler linotypes for typesetting for job printers. This was the first effort in that direction made at Duluth. Mr. Greer made this his exclusive business until February, 1911, at which date the Greer Printing Company was established. This is owned and controlled by Mr. Greer, and at 14 and 16 West First street the company maintains a complete plant and all the facilities for its work and service.

Mr. Greer is well known in Duluth social and business affairs, though practically all his time and energies have been devoted to one business. He is a member of the Duluth Typothetae, United Typothetae of America, the Advertising Club, Commercial Club, Boat Club and Young Men's Christian Association, and fraternally is a member of Palestine Lodge No. 79, Ancient Free and Accepted Masons, North Star Lodge of Perfection of the Scottish Rite, and Aad Temple of the Mystic Shrine, and is also a member of the Modern Samaritans. He casts his vote independently and is a member of St. Paul's Episcopal Church.

ERNEST E. BURNS. For many years a prominent lumber concern of Minnesota has been the Burns Lumber Company. This corporation has two large yards in Duluth, and the Duluth business of the corporation is under the direct supervision and management of Ernest E. Burns, a son of the founder of the business.

His father was William H. Burns, who was born in Ireland and came to America in 1857. As a young man without capital or special resources he took advantage of the Cooper Institute in New York city as a means of acquiring a useful mechanical trade, and learned cabinet making. On the 19th of April, 1861, he volunteered as a member of Company H, Hawkins Zouaves. He was three years in the Union army in the Army of the Potomac, served in the battle of Richmond and many other engagements, and after being wounded was placed on detached guard duty at Washington until the war ended. After the war he continued to live in Washington until 1871, when he moved out to Iowa, was in that state until 1886 and then moved to St. Paul and engaged in the lumber business. His partner was Mr. Shaw, and they were in business under the firm name of Burns & Shaw from 1886 until 1896. In the latter year William H. Burns with his sons organized the Burns Lumber Company. The St. Paul business of this company is conducted by another son, Floyd W. Burns.

Ernest E. Burns was born in Iowa April 26, 1871, and was fifteen years of age when brought to Minnesota. He finished his education in St. Paul and for a number of years past has been secretary and treasurer of the Burns Lumber Company. The company operates two other branch offices besides those at Duluth and St. Paul. Ernest E. Burns is active in the Masonic Order, being affiliated with the Knights Templar and Shrine, is a member of the Modern Samaritans, the Royal Arcanum, and in politics is a Republican. September 8, 1897, he married in Iowa Miss Anna Fitz. They are the parents of six children: Margaret E., born July 3, 1898; William H., born October 1, 1899, enlisted in April,

1917, and was in service until honorably discharged in October, 1919; Robert C., born February 15, 1902, who also volunteered for service in the World war; Ernest E., Jr., born December 26, 1904; John Richard, born March 13, 1911; and Anna Virginia, born June 23, 1913.

EDWARD L. AND LAWRENCE M. BARRETT are progressive young men whose initiative energy and keen prescience of trade demands have given to the city of Virginia a well-equipped wholesale grocery house, the service of which meets most effectively the requirements of the territory normally tributary to this thriving city of St. Louis County. Their father was born in the Dominion of Canada, of English and Irish lineage, and he came to the United States when a youth. At the time of the birth of his sons, the subjects of this review, he was a resident of Stillwater, Minnesota, where he was employed as a guard at the State Penitentiary, of which institution he later became an officer. After severing this connection he became a salesman for the wholesale grocery firm of Stone, Ordean, Wells Company, of Duluth, but he is now deceased. His wife, whose family name was Casey, was born at Stillwater, this state, in 1871, of Irish and French ancestry, and they became the parents of six children.

Fully five years ago Edward L. and Lawrence M. Barrett conceived the idea and plan of establishing at Virginia a wholesale grocery business, but war conditions made it impracticable to take decisive action until later. On the 1st of May, 1919, under the title of Barrett Brothers Company, they founded the wholesale grocery house by enlisting adequate capitalistic support and establishing the enterprise under corporate control, with Edward L. as president and Lawrence M. as treasurer and manager of the company, the stock of the concern being held by a very limited number of men, and all of the number being residents of the Iron Range district of Minnesota. At the inception of the new commercial enterprise there was not to be had in Virginia a building adequate to serve the requirements of the company, and the municipal authorities showed their liberality and public spirit by leasing to the company the curling rink, which was in use by the company during the intervening period prior till the completing of the new and substantial three-story building which was erected for the purpose and was completed and ready for occupancy November 1, 1920. This building, of three stories and basement, is of the best type of reinforced concrete construction, is located on the tracks of two railroads, and is modern in equipment and facilities. The business of the company has already been placed upon a substantial and flourishing basis, and its service is greatly appreciated by the retail trade of the territory covered—a territory extending to Duluth on the south, to International Falls on the north, to Ely on the east and to Grand Rapids on the west. The Barrett brothers are giving their splendid energies to the promotion of this important business, which is contributing in marked degree to the commercial prestige of Virginia, and they are known and valued as progressive business men and loyal and public-spirited citizens.

Edward L. Barrett was born at Stillwater, Minnesota, on the 3d of May, 1883, and there he attended the public schools until he had completed two years of study in the high school. His parents then removed to St. Paul, and for three years thereafter he was a student in St. Thomas' College in that city. At the age of seventeen years he became a traveling salesman for the Clapp Clothing Company of Grand Rapids, Michigan, with assigned territory from Duluth west to the Pacific Coast. After remaining six months with this company Mr. Barrett entered the employ

of the great Barber Asphalt Company as cashier in the Duluth office of the concern. Six months later he severed this association and became a traveling salesman for the Stone, Ordean, Wells Company, wholesale grocers at Duluth. For ten years thereafter he effectively covered the territory immediately tributary to Duluth, and developed a substantial business for this company. He was then transferred to the Mesaba Range territory, in which he continued to represent this company until he withdrew to engage independently in the same line of business, as noted in a preceding paragraph. In politics Mr. Barrett is independent, he and his wife are earnest communicants of the Catholic Church, and he is affiliated with the Knights of Columbus and the Benevolent and Protective Order of Elks. He volunteered for service in the World war, but was not accepted for enlistment. He was active in support of the various governmental war agencies in his field, and in this connection organized at Hibbing the campaign for the sale of War Saving Stamps.

On the 8th of June, 1910, was solemnized the marriage of Mr. Barrett to Miss Elizabeth Louise Ashley, who was born at Saginaw, Michigan, and they have six children—Elizabeth L., Edward Lee, Jr., Margaret A., Francis A., David W. and Nancy J.

Lawrence M. Barrett was born at Stillwater on the 27th of April, 1890, and after his graduation in St. Thomas' College, St. Paul, as a member of the class of 1907, he immediately entered the employ of the Stone, Ordean, Wells Company at Duluth, with which concern he won advancement from the position of labeler to house salesman in the general office of the company. On the 14th of May, 1908, he became traveling representative of this wholesale grocery house in the Mesaba Range territory, where he continued his successful service until the 1st of March, 1919, when he resigned his position and became associated with his brother in establishing the wholesale grocery house of which mention has already been made in this review. Mr. Barrett is not constrained by partisan lines in politics, and he and his wife are communicants of the Catholic Church. At Virginia he is an active member of the Rotary Club and the lodges of the Knights of Columbus and the Benevolent and Protective Order of Elks, besides which he is affiliated with the United Commercial Travelers. At the time of the nation's participation in the great World war Mr. Barrett organized the Virginia Home Guards, which body was later taken over by the state, whereupon he was appointed and commissioned major of the Fourth Minnesota Battalion. In this official capacity he was assigned to the organization of companies at Grand Rapids, Kewatin, Hibbing, Chisholm, Buhl and International Falls. Some of these companies later entered the Federal service as the Second Battalion, Sixth Regiment Minnesota National Guard, of which Mr. Barrett assumed command as major of the battalion.

April 2, 1913, recorded the marriage of Mr. Barrett to Miss Emeline Higgins, who was born in the city of Manistee, Michigan, and the three children of this union are Mary Emeline, Jean Paul Francis and Lawrence M., Jr.

S. G. PETERSON. While his home and business have been in Duluth only fourteen years S. G. Peterson is a pioneer in the northern country of Minnesota and Michigan and has had a working career of usefulness there for upwards of forty years. He furnishes a business service described as "anything in sheet metal work," and has the expert personal skill and qualifications of a good manager to perform any service reasonably expected of this kind.

Mr. Peterson was born in Sweden September 21, 1861, and as he grew to manhood he acquired a common school education and was trained chiefly to the duties of a Swedish farm. In October, 1881, he arrived in America, having come alone, and his first location was at Portland, Connecticut, where for a short time he worked in a box factory. He soon came west to Ishpeming, Michigan, left there and removed to Westboro, Wisconsin, was employed as a laborer, and then established his home at Ashland, Wisconsin, where he remained from 1883 until 1906, employed in hardware stores and as a practical tinsmith. For eleven years he was a clerk in one hardware store at Ashland, under the proprietorship of R. W. French.

On moving to Duluth in 1906 Mr. Peterson took up the sheet metal business with the Duluth Corrugating and Roofing Company. He was with that organization six years, was employed by C. L. Burman in the same line for three years, and then established his present shop at 1918 West Superior street, and has had a generous share of this class of business contracts in Duluth and vicinity. He has facilities for handling any class of sheet metal work, whether roofing, cornices, hot air heating or otherwise. He is a successful business man, and has always concentrated his energies along one line of business. He votes for the good of American principles and independently so far as party is concerned. He is a member of the Swedish Lutheran Church.

April 6, 1888, at Ashland, Wisconsin, Mr. Peterson married Miss Anna B. Lindbloom, who was born in Sweden and came to this country after the arrival of Mr. Peterson. Nine children were born into their home, and six are still living, named Agnes M., Albert L., Reuben G., Lester F., Mildred M. and Alice A. Mr. and Mrs. Peterson have taken great pains to give their children ample training and education for careers of usefulness and honor. Their oldest child, Agnes, was educated in the public schools at Ashland, attended normal school at Duluth, also the Minnesota State College at Minneapolis, was a student in summer schools and pursued a thorough study of agriculture. For about seven years she was a successful teacher and is now the wife of A. M. Olson and lives at Nelson, Minnesota. The son Albert was educated in public schools at Ashland, took a course in bookkeeping at Duluth Business University and is now assistant to the general manager of the manufacturing department of F. A. Patrick Company. Reuben G., the second son, was educated in the Ashland and Duluth public schools, for five years was bookkeeper for the Consolidated Elevator Company, and early in the World war enlisted in the navy and was on duty fourteen months. Since coming home he has been a business associate with his father. Lester F. Peterson attended public schools at Ashland and Duluth, was for two years an employe of C. L. Burman, and since then has been with his father. The daughter Mildred was educated in Duluth public schools, and the youngest of the family, Alice, is still a schoolgirl at Duluth.

ST. JOSEPH'S CATHOLIC CHURCH OF CHISHOLM. Almost from the opening of the first mines in the Chisholm district Catholic services were held in the most available places of worship. Later Bishop James McGolrick of Duluth appointed Monsignor Joseph F. Buh with a special mission to investigate conditions at Chisholm and report on the advisability of establishing a permanent church or mission. The result of the Monsignor's visit was the erection of the present church building in 1904. The first mass was said Christmas day of that year by Rev. C. V. Gamache of Hibbing. The building committee consisted of Mat Matzelle and M. F. Marion.

At that time the parish contained between forty and fifty families. In 1905 the church was incorporated, and during the first part of that year it was attended by Rev. M. Sengir of Virginia and later by Rev. M. Bilban and his assistant, Rev. John Tscholl, of Eveleth. Father Tscholl said mass once a month and in January, 1906, was appointed regular pastor and filled that office until March 1, 1911. In the meantime improvements and enlargements were made. The priest's house, a two-story cement structure, was built in 1906 and in 1907 the church was enlarged to its present size.

The pastor of St. Joseph's since September 15, 1911, has been Rev. J. E. Schiffrer and the decade of his administration has been marked by steady growth and improvement. In 1913 additional lots were bought for church property, some special improvements were made to the church edifice in 1916, and in 1918 an addition was made to the priest's house. Plans are now being developed for the establishment of a parochial school. In 1911 the parish had a population of 350 families, while now about 450 families are included in the parish limits. Most of these are of foreign birth and parentage, the Slavs predominating, with important admixtures of French, Irish, Polish, Italians and Germans. Mention has been made of the two prominent members of the building committee, M. F. Marion and Mat Matzelle, and others who deserve especial credit for their efforts and general bestowal of their means upon St. Joseph's are J. J. Hayes, John Kochevar, John Bovetz, while more recently should be mentioned A. J. Sullivan, John Schweiger, Frank Gouze and A. L. Bergeron, and many others have been active in this noble work.

Rev. J. E. Schiffrer, the beloved and esteemed pastor of St. Joseph's, was born in January, 1884, at Stara Loka, Slovenia, Czecho-Slavia. The oldest of six children, he was early appointed for the priesthood, acquired a common school education at Skofja Loka, attended college at Kranj, Slovenia, and being designated for the American mission, he came to this country in 1902 and pursued the study of philosophy and theology at the St. Paul Seminary, St. Paul, Minnesota. He was graduated in 1908 and after being ordained was sent for one year to St. Anthony's Church at Ely, Minnesota. He spent three months at Hinckley and then took charge of the church at Scanlon, Carlton and neighboring towns. From August to December, 1909, he was chaplain to the Benedictine Sisters at Duluth. His next appointment was to establish a new parish at Gilbert, and from there on September 15, 1911, he entered upon his duties and congenial relationship with St. Joseph's at Chisholm. He is a popular citizen of Chisholm, and is active in the Kiwanis Club, and is affiliated with the Knights of Columbus at Virginia.

WILLIAM A. McCURDY. In mining circles throughout Minnesota, Michigan and in other sections the name of William McCurdy is a very familiar one, representing, as it does, thorough knowledge and long and honorable mining engineering experience, as well as good citizenship and high personal character. Mr. McCurdy came to Virginia, Minnesota, in the spring of 1919, and has continued here as the efficient superintendent of the Virginia Mines of the Oliver Iron Mining Company.

William A. McCurdy was born October 6, 1875, at Marquette, Michigan, and is a son of William and Emma (Snyder) McCurdy, the former of whom was born in 1848, in Canada, of Highland Scotch ancestry, and the latter in Michigan, of German parentage. Of their seven children five are living, William A. being the eldest of the family. The father of Mr. McCurdy for many years engaged in a building contracting business, especially in the neighborhood of mine properties in Michigan, but now lives retired.

Taking advantage of the excellent educational opportunities afforded him at Houghton, Michigan, William A. McCurdy pursued his studies there until he was graduated from the high school in 1895, when he entered the Michigan College of Mines, from which noted technical school he was graduated in 1898. Following this he engaged with the Tamarack Osceola Manufacturing Company, in the interest of which he went to Dollar Bay, Michigan, charged with the responsibility of installing the electrolytic copper assay laboratory, a task that consumed about one year. When it was satisfactorily completed Mr. McCurdy made a business trip to British Columbia, his object being to investigate gold prospects, and while there he conducted a small assay office. He then returned to the Tamarack Osceola people, going into their designing department to assist in designing some new types of furnace.

By this time Mr. McCurdy had made some reputation as a mining engineer, and his services as such were engaged by the Massachusetts Consolidated Mining Company at the Mars Mine, where he remained about a year, a few months of the time assaying at the mill. From there he went to Duluth and entered the mechanical engineering department of the Oliver Iron Mining Company, and in 1903 was transferred to Ely, Saint Louis County, Minnesota, as chief mining engineer of the Ely district mines for the above company. He remained at Ely until 1910, when the company sent him to superintend their mining properties at Soudan, but a year later was transferred back to Ely and made superintendent of the Vermillion Range Mines of the Oliver Iron Mining Company, from which position, in line of promotion, he came in May, 1919, to Virginia.

Mr. McCurdy was married July 22, 1914, to Miss Ada Patterson, who was born at Duluth, of an old American family, and they have one child, Gordon William, born August 25, 1915.

Mr. McCurdy's political attitude is that of an independent Republican. Like many other business men in his profession, he has found a permanent place of residence not always desirable or even possible, but during a comparatively lengthy period he was settled at Ely, and while there took so active an interest in the town's welfare as to become recognized as a foremost citizen. He served two terms as alderman and was a member of the School Board for five years, during three years being president of the board. As might be expected, the various urgent calls to patriotic endeavor during the World war found him ready to respond, and in addition to actively furthering every public movement of a patriotic nature he served in the Home Guards, first as lieutenant and later as captain of Company D, 8th Battalion. Mr. McCurdy is a member of Ely Lodge, Ancient Free and Accepted Masons, of which he was master in 1918, has received the thirty-second degree, and belongs to the Mystic Shrine at Duluth. He is a member of several scientific bodies and belongs to the Engineers' Club of Northern Minnesota.

JAMES P. McDONALD. Either as an expert working for others, in partnership or individually James P. McDonald has been one of the men of prominence in the great lumber industries centered at the head of the lakes at Duluth for upwards of thirty years. His associations and activities make him easily one of the most conspicuous figures in the lumber industry of the northwest.

Mr. McDonald was born on a farm in the township of Osprey, McIntyre, county of Grey, province of Ontario, Canada, April 3, 1868. His parents were of Scotch ancestry and both of them died in Canada. His father was a building contractor, and after retiring from that business devoted his later years to agriculture and stock. There were nine children



J. M. Donald

in the family, seven of whom are still living, James P. being the fourth in age.

James P. McDonald was well educated, and manifested some unusual intellectual qualifications while a schoolboy in Canada. When he graduated from the public schools he passed a written examination held under the direction of the Dominion Government and obtained the highest percentage of any student in the Dominion at that time. From the public schools he entered the Collingwood Collegiate Institute, and after finishing his education found his first employment as cashier in a mercantile concern. During the season of 1888 he was purser on the steamer *Imperial*.

Since then for a period of over thirty years his one work and interest has been the lumber business. He was assistant to the manager in a plant manufacturing lumber, and made use of every opportunity to learn the business in every phase and detail from the stump to the market. The firm with which he served this practical apprenticeship was at French River, Ontario. During the second year he took an examination under the Dominion Government as to his qualifications as a scaler of logs on Crown land timber, and after the examination received a life certificate for scaling Crown land timber.

Mr. McDonald came to the United States in November, 1891, in company with his brother Peter Thomas McDonald. He crossed the line at Sault Ste. Marie, Michigan, and immediately became associated as a lumber inspector with the Hall & Munson Lumber Company at Bay Mills, Michigan. He was there a year, and in November, 1892, came to Duluth, even at that time one of the most prominent points in the lumber industry of the northwest. During the winter months of 1892-93 he was employed as a log scaler by the Howe Lumber Company at Tower, one of the larger organizations then in business, and also by Robert Whiteside of Duluth. In the spring of 1893 he became lumber inspector for the Howe Lumber Company at Tower and continued during 1893. In the winter of 1893-94 he scaled state timber as deputy surveyor general, but then returned to the Howe Lumber Company as lumber yard superintendent in the spring of 1894, and filled that position during the summer seasons up to and including 1896. During the winters of 1895-96 and 1896-97 he was engaged as chief deputy surveyor general in the Fifth District of Minnesota. His next work was with Ogilvie & Turrish of West Superior, Wisconsin, as superintendent. This firm had a large plant for the manufacture of lumber at West Superior. Mr. McDonald remained with them until he was appointed surveyor general of logs and lumber by Governor Schofield of Wisconsin, an office he filled for a term of two years. One of the largest timber and lumber manufacturing concerns at Duluth, the Minnesota Log & Timber Company, then secured Mr. McDonald's services as general manager of their operations, and that was his post of duty until the corporation liquidated and wound up its affairs. In 1904 he became associated with another prominent northwestern lumberman, Mr. William O'Brien, who had been president of the Minnesota Log & Timber Company, and continued as general manager of the O'Brien Lumber Manufacturing Plant at Duluth.

In 1909 the firm of Mullery-McDonald Lumber Company was organized with William O'Brien, president; John C. Mullery, vice president; V. J. Mullery, treasurer, and Mr. McDonald, secretary and general manager. This firm owned extensive tracts of timber land, logged off the land and railed the products to Duluth to be manufactured into lumber at their three sawmills, which they purchased from Hubbard & Vincent, the Red Cliff Lumber Company and the St. Louis Lumber Company. The operations of the firm were conducted on a large scale until 1919. During 1915

Mr. McDonald was instrumental in having the Mullery-McDonald Lumber Company purchase a controlling interest in a wholesale lumber yard, including a complete planing and shingle plant, at North Tonawanda, New York. He is still vice president and purchasing agent for this company. In the meantime for several years past he has been interested in the white pine timber regions of Idaho and is a stockholder in the Western Land & Timber Company. Mr. McDonald carries on an extensive business under his own name as a manufacturer and dealer in logs and lumber. He is interested in several ranches in the province of Alberta, Canada, and has always participated in iron mining, having organized the Cuyuna Iron & Land Company in Minnesota. He is one of the officials of this company. Otherwise he is identified as a stockholder or director in several business organizations in Minnesota, Idaho and Kentucky. In 1920 he organized the McDonald Lumber Company, extensive manufacturers and wholesalers of lumber and timbers and large handlers of piling and other forest products.

Mr. McDonald is a thirty-second degree Scottish Rite Mason and Shriner, a member of the Kitchi Gammi Club, the Curling Club and Duluth Boat Club, and is serving a second term as chief of the Clan Stewart, Order of Scottish Clans. He has never held any political office, votes as a Republican, and is a member of the First Presbyterian Church. In March, 1911, at Oshkosh, Wisconsin, Mr. McDonald married Nellie Martin. She was born in Menomonie, Wisconsin, and her people came originally from Cape Breton. Mrs. McDonald obtained her education in the schools of Wisconsin.

FREDERICK C. WITTE is giving an administration which in the fullest sense has justified his appointment to the office of chief of the police department of the city of Virginia, one of the vital municipalities of the Mesaba Range. He was born at Freeport, Illinois, June 22, 1876, and is a son of Charles and Sophia (Steinke) Witte, the former of whom was born in Germany and the latter at Freeport, Illinois. Charles Witte was a young man at the time of his immigration to the United States and was reared and educated in the state of Illinois, where he has long been actively engaged in the work of his trade, that of a brick and stone mason. Of the children all but one are living, and of the number Virginia's chief of police was the third in order of birth.

In the public schools of his native city Frederick C. Witte continued his studies until he had completed the work of the fifth grade, and his parents then removed to a rural community near Freeport, where he attended a district school until he was fourteen years of age. In the meanwhile he assisted in the work of the farm which his father had purchased and also gained considerable knowledge of the mason's trade under the direction of his father. As a youth he was specially fond of hunting and fishing, and his predilections along this line led him to adopt an unusual medium of travel when he set forth for the Mesaba mineral range of Minnesota. In 1897, in company with a chum, Robert Derr, he set forth with team and wagon, in true gypsy style, on the interesting overland trip to the Mesaba Range, and it is needless to say that he enjoyed every moment of the fine out-of-doors journey. Upon arriving at their destination the two men became associated in work at the trades of brick mason and plasterer at Hinckley and Pine City, and this alliance continued about eighteen months. Mr. Witte thereafter devoted about one year to learning the barber's trade at Pine City, and in 1898 found employment at this trade in a shop at Virginia. Here he continued to be thus engaged until 1900, when he went to Spokane, Washington, in which

city he worked a short time at his trade, as did he later at Wallace, Idaho. He then purchased a restaurant at Gem, Idaho, as well as a barber shop, and he conducted both of these establishments about two years. Thereafter he visited various cities of the northwest, and he then returned to Minnesota, where from 1904 to 1905 he was employed at his trade in the city of Duluth. During the following period of about eighteen months he conducted a barber shop of his own at Eveleth, St. Louis County, and he then removed to the new and booming town of Aurora, this county, where he conducted a barber shop from 1907 until 1909, in which latter year he was appointed chief of the police department of the vigorous little city. In January, 1913, he resigned this position to accept that of range chief deputy sheriff, with headquarters at Virginia, and on the 1st of May, 1918, was appointed chief of the Virginia police department, in which office his administration has been marked by discrimination, vigor and progressive policies, with the result that his regime has given unqualified satisfaction. He was chairman of the local Draft Board at the time when the nation called for its young men for service in the World war, and he is a valued and popular member of the executive board of the local organization of the Boy Scouts, as well as that of the Boys' Welfare League. In politics Chief Witte is aligned in the ranks of the Republican party, and he is affiliated with the Benevolent and Protective Order of Elks, the Knights of Pythias and the Independent Order of Odd Fellows. In this official capacity Chief Witte holds that his duty is not merely to bring offenders to justice but to further policies for the prevention of malefactions, to inculcate high American standards in the youth of the country, and to provide proper channels for the exercise of the exuberant spirits of boys and youth, so that they may be deflected from the courses that lead to disrule and eventual crime. His interest in the youth of his jurisdiction is manifested in kindly and effective service and action, and in his private and official work along this line he has achieved splendid results.

In 1909 was recorded the marriage of Mr. Witte to Miss Ada Jenkins, of Virginia, Minnesota, and she is the popular chatelaine of their pleasant home, which is known for its gracious hospitality. They have no children.

FRANK E. BURRELL is a pioneer Duluth business man, long identified with the sheet metal trades and industry and has handled an important share of the volume of business done in that line in Duluth and vicinity during the past thirty years or more.

He was born in Pennsylvania April 22, 1861. His father, Louis Burrell, a native of the same state, was a shoemaker and tanner, and on leaving Pennsylvania went to Illinois, later followed his trade and business in Kansas, and finally moved to Arkansas, where he died. Of four children three are living, Frank E. being the second in age.

Frank E. Burrell acquired his early education in the public schools of Pennsylvania and Illinois, and some of his early experiences were on his father's farm. He began learning the sheet metal trade at the age of seventeen in Kansas, and returning to his old Illinois home in Freeport, was a sheet metal worker two years. From there he came to Duluth, and his first employment in this city was with Alexander Crawford. Later he worked with the H. W. Pearson Company and later with the Hanchett & Sheldon Company until 1888, in which year he formed a partnership with K. E. Little under the firm name of Burrell & Little. They were in business together until 1892, following which the firm of Burrell & Harmon continued business for eighteen years, and since then Mr. Burrell has conducted his enterprise alone. He has a well appointed shop, all the facilities for his business, and has developed an expert organization

capable of handling every contract in its line. He is a member of the Duluth Builders Exchange and belongs to the Christian Science Church.

October 4, 1884, he married Miss Alice Allen of Ohio. They have four children: Allen L., a machinist of Duluth; Vivian, wife of Edward Mapp, a fruit farmer in Florida, and they have one child, Robert; Zella, a trained and talented instrumental musician; and Martha, who is the wife of William Mather and has two children, Jean Byrle and Douglas H.

CARL E. BERKMAN is a busy lawyer at Chisholm, has been in practice in Minnesota for ten years, and has earned a large clientage in his chosen vocation.

Mr. Berkman was born April 15, 1885, at St. Peter, Nicollet County, Minnesota. His father, Peter Berkman, was a native of Sweden, grew up on a Swedish farm, and was eighteen years of age when he came to the United States and located at St. Peter, Minnesota. For about a year he worked as a baker, and during the eighties joined in the rush to the Dakotas and took up a homestead. He developed a farm and lived on it a number of years, but is now a banker at Swift, Minnesota. In 1882 Peter Berkman married Christine Larson, a native of Nicollet County, Minnesota. Of their three children, Carl E. is the oldest, and one other, a daughter, is still living.

Carl E. Berkman grew up on his father's homestead in South Dakota, attended the common schools of that state and finished his early education at Brookings, where though he did not graduate he acquired the equivalent to a high school training. Mr. Berkman prepared for his profession in Valparaiso University School of Law in Indiana, was graduated in 1907 and was admitted to the Indiana bar the same year. Instead of beginning the practice of his profession he accepted an offer to go to Sulphur Springs, Arkansas, and teach mathematics and sciences in a private school.

In 1909 Mr. Berkman came to Minnesota, was admitted to the bar of this state and practiced at Badger for five years. During a portion of that time he served as a member of the School Board. Since 1914 he has been a member of the Chisholm bar, and along with a growing private practice has given much of his time to local affairs. He served as city attorney in 1919, has been a member of the Library Board, is a Democrat in politics and is affiliated with Chisholm Lodge No. 1334 of the Order of Elks. He was with the colors during the World war. When the law was passed extending the draft ages in 1918 he waived his exemption rights and was enrolled at Camp Meigs, Washington, in the Quartermaster's Department.

At Alsen, North Dakota, November 16, 1910, Mr. Berkman married Miss Millie Mikkelson, daughter of Lars Mikkelson. Her father was born on the family estate near Copenhagen, Denmark, and came to this country in 1880. He soon engaged in the grain elevator business at Litchfield, Minnesota, where his daughter Millie was born May 1, 1884. Later he removed to Benson, Minnesota, still later to Stephen in this state, and continued a well known grain man. In 1883 he married Miss Bolette Pearson, of Malmo, Sweden. Mrs. Berkman is the oldest of three children and has one sister living. She attended the grade schools of Stephen, graduated from the Benson High School in 1904, and completed the advanced course of the St. Cloud Normal School in 1907. For one year she was a teacher in the seventh grade at Royalton, Minnesota, and though reelected she resigned in order to file on a quarter section homestead three miles from Swift, Minnesota. Mrs. Berkman thus showed an unusual degree of courage and enterprise, and remained a resident on the

homestead the required fourteen months, in the meantime earning her living by teaching three grades in the Swift public schools, walking three miles between her claim and the schoolhouse every day. In order to assist Mr. Berkman in his desire to waive exemption and in order to carry out the Government's injunction that women wherever possible should take men's places and free them for army service, Mrs. Berkman took the examination for postmaster, passed with a high mark, and on October 16, 1919, was inducted into the office of postmaster of Chisholm. She is a member of the Order of Rebekahs at Stephen, Minnesota, and for three years served as president of the Literary Society at Badger. Mr. and Mrs. Berkman are members of the Christian Science faith. They have two children, Paul, born in 1912, and Robert Pearson, born in 1919.

HIRAM J. EATON, the efficient, enthusiastic and popular official guide of the technical high school at Virginia, was born on a farm seven miles distant from the city of Rochester, Monroe County, New York, May 12, 1840. His experience has been broad and varied, and has touched the pioneer period in the history of both Wisconsin and Minnesota, besides which he was one of the gallant young men who went forth in defense of the Union when the Civil war cast its pall over the national horizon. Herbert A. Eaton, father of him whose name initiates this paragraph, was born in the city of Philadelphia, Pennsylvania, and was a representative of a family that was founded in America in the Colonial period of our national history, one of the brothers of his grandfather having been an aide on the staff of Gen. George Washington in the war of the Revolution. Herbert A. Eaton became a successful contractor in the construction of public works, and was a resident of Monroe County, New York, at the time of his death, in 1900, when ninety-two years of age. His wife, whose maiden name was Mary E. Leach, was born at Troy, New York, and she likewise was a representative of an old and honored Colonial family. Of the eleven children the subject of this sketch was the fourth in order of birth.

Hiram J. Eaton gained his rudimentary education in a rural school near the place of his birth, and he was a lad of fifteen years when he left home, with the consent of his parents, and went to the home of his paternal grandfather, who was a pioneer farmer near Janesville, Wisconsin. Here the boy worked on the farm several months, but his ambition and self-reliance soon caused him to seek a wider personal freedom, and without the knowledge of his grandfather he left the latter's home and engaged with a man named Wheeler to drive a team for the latter, at Kilbourn City, Wisconsin. He was thus engaged in hauling lumber in that section of the Badger state until 1856, when he returned to Janesville. There he was employed two months in a hotel, and during the next two summers assisted one of his uncles, who was engaged in buying cattle and driving the same to market. During the intervening winter he was employed in the old American House, which was then one of the leading hotels at Janesville. When Mr. Eaton was seventeen years of age there came a period of financial depression that compelled him to go further afield to secure employment. He finally made his way to St. Louis, Missouri, where he obtained a position as cabin boy on a Mississippi River steamboat. He thus worked on the river during the winter seasons and on farms near Janesville, Wisconsin, during the intervening summers, until the outbreak of the Civil war brought the call to higher duty. His youthful patriotism and loyalty were shown when, on the 26th of April, 1861, he enlisted as a private in the Second Wisconsin Volunteer Infantry. With this gallant command he proceeded to the front, and

with it he continued in active service until physical disability rendered him incapacitated and he received his honorable discharge on the 28th of May, 1863. He took part in many battles and minor engagements, and received wounds in the battles of Bull Run, South Mountain and White Sulphur Springs.

During the winter following his discharge from the army Mr. Eaton found employment as a lumber scaler in a lumber camp in Michigan, and in the following year engaged in the lumber-jobbing business, with which he continued his active association for a quarter of a century. Within this period he also operated a blacksmith and carriage shop, and for some time conducted a store at Alpena, Michigan, where he handled groceries, meats, agricultural implements and other supplies.

On the 15th of March, 1892, Mr. Eaton arrived, with a number of teams, at the old town of Mesaba, Minnesota, his purpose being to engage in lumbering operations in this locality. Investigation convinced him that the field for this enterprise was not promising, and accordingly he established a stage line between Mesaba and Merritt, his first stage-load of passengers having been transported over this route on the 17th of March, 1892. He also opened a livery stable and engaged in general teaming. In the autumn of 1892 the railroad line was completed and instituted service in this region, and this caused his stage line to be unprofitable. In canvassing the situation and seeking a new field of activity, Mr. Eaton left his son William in charge of his teams and came to Virginia, which place at that time had only two or three houses. Here he built a barn and established himself as one of the pioneer business men of the new, progressive and prosperous little city. In about thirty days he was joined by his son, with whom he became associated in the operation of a stage line between Virginia and Mountain Iron, besides doing a general teaming and livery business. Mr. Eaton hauled the first load of supplies to Mr. Hibbing's exploring camp at what later became the Sellers Mine. The fire of 1893 destroyed all of his possessions at Virginia, including his horses, but he and his son soon re-established themselves. Within a short time thereafter Mr. Eaton turned the management of the business over to his son and accepted the office of justice of the peace, he having been one of the first two men to serve in this judicial office at Virginia. Later, when the village was incorporated as a city, Mr. Eaton was made police justice, and in this capacity served twelve years, with characteristic fidelity and discernment. His service continued until the establishing of the municipal court, when the office of police justice was abolished. He has served two terms as a member of the Virginia Board of Aldermen and two terms as city recorder.

On the 1st of March, 1898, Mr. Eaton was appointed janitor of the Central School Building of Virginia, and he retained this position until the close of the last school term in this building. He is now the official guide of the new Technical High School and takes great personal pride in this admirable institution and his connection therewith. He still retains affiliation with Alpena Lodge No. 199, Ancient Free and Accepted Masons, at Alpena, Michigan, where also he is a veteran member of the lodge of the Independent Order of Odd Fellows. In politics he is a staunch Republican, and his religious faith is in harmony with the tenets of the Methodist Church, of which his wife is a zealous member.

In October, 1861, Mr. Eaton was united in marriage to Miss Margaret Cartwall, who was born at Lockport, New York, of English lineage, and of this union have been born two children—William H. and Adelaide M. William H. Eaton, who still continues the teaming business which he and his father established in Virginia in the pioneer days and who



G. Johnson

has added to the same a department devoted to the handling of fuel, likewise has distinction as one of the pioneer business men of Virginia. He was born in the city of Detroit, Michigan, November 29, 1862, and he was a youth when he came with his father to the Iron Range of Minnesota, where he has been actively identified with the development and progress of the vigorous little city of Virginia. He has twice served as mayor of the city and several terms as a member of the Board of Education. June 25, 1882, he married Miss Anstice M. Bradford, who was born in England and who came with her parents to the United States when she was fourteen years of age. Mr. and Mrs. Eaton have seven children: Amelia M. (Mrs. Johnson), Mabel S. (Mrs. Butler), Herman J., Margaret M., Hazel B. and Jessie B. (twins) and Temple O.

C. H. JOHNSON. One of the leading automobile concerns at the Head of the Lakes today is the Johnson Motor Car Company, the home of which is at 309-311 East Superior street in Duluth. The firm has been a factor in the automobile industry for a number of years, and now specializes as distributors of the Cole motor cars and St. Cloud trucks in the Duluth territory.

The head, founder and upbuilder of the business is C. H. Johnson, whose career while involving the overcoming of many obstacles presents a record of steady progress from one thing to another in the achievement of a definite success.

Mr. Johnson was born in Sweden, was eighteen years of age when he came alone to America, and had his first employment and American experience at Jennings, Michigan, in the lumber industry. He remained there a year and a half and then paid his first visit to Duluth in 1903. After a short time he went to Cloquet and again found employment in the lumber business for three years. Having in the meantime made some great advances toward acquiring a knowledge of American ways and institutions, he took himself out of the ranks of wage workers and, moving from Cloquet to Superior, conducted a cigar store for six months. In 1906 he returned to Duluth and resumed the cigar business in that city for a year. Then, without any capital or experience whatsoever, Mr. Johnson opened a small repair shop, doing repair work and handling bicycles, motorcycles and automobiles. He first became interested in the distribution of the Maxwell cars, and after selling them a while was local representative for the Regal and Winton, and handled those well known makes until he took over the Cole Motor Car Company's line, of which he is the official representative at Duluth today.

Mr. Johnson gives most of his time to business and is also keenly interested in matters involving the welfare and prosperity of his home city. In politics he votes independently.

FREDERICK W. ARMSTRONG came to Duluth from Chicago to give the benefit of his organizing ability and experience to the Duluth Builders Exchange.

This is one of the important organizations among the business institutions of the city. It was organized August 29, 1902, by George H. Lounsbury, H. D. Bullard, M. A. Thomson, E. G. Wallinder and J. F. Schleunes. The object of the Exchange is to stabilize building conditions in Duluth, affording an opportunity to the membership to figure on work in Duluth and adjacent territory. The Exchange has been in existence for eighteen years and has fully justified the expectation of its organizers.

Frederick W. Armstrong, who is secretary and treasurer of the Exchange, was born in Chicago November 9, 1891. His father, F. W. Armstrong, was a wholesale druggist in Chicago and died in 1902. He left four children, Frederick W., Paul L., Kenneth E. and Virginia I.

Frederick W. Armstrong was educated in the public schools of his native city and began his career in 1909 in the advertising department of the Chicago Examiner. He was there seven months, for three years was an accountant in the general offices of the Baltimore & Ohio Railway Company, and then for six years was connected with the Chicago Association of Commerce as an assistant manager. It was his thorough training with that great business organization that gave him special qualifications for his work to which he was called to Duluth on March 1, 1919. Mr. Armstrong is a member of the Commercial, Rotary, Kiwanis, Advertising and Boat Clubs of Duluth.

HUBERT HART D'AUTREMONT is an attorney at law. Charles d'Autremont, Jr., his father, was born in Angelica, New York, on June 2, 1851, and was there reared and attended the common schools. He attended Cornell University, Columbia University and the Academy at Lausanne, Switzerland. He entered upon the active practice of law at Angelica and Elmira, New York, where he remained until 1882, when he came to Duluth, Minnesota, and engaged in the general practice of law and specialized in land office practice. His ability and integrity were recognized and appreciated by the people of his adopted state, and in 1884 he was elected county attorney of Saint Louis County. In 1886 he was the nominee of the Democratic party for attorney-general of the State of Minnesota, and in 1892 was elected mayor of Duluth, giving the city an efficient and progressive administration. He became one of the leading Democrats of the northwest, standing high in the councils of his party.

About 1894 Mr. d'Autremont became interested in the mining business in the Minnesota iron country and with his partner, James Sheridan, developed the Sheridan Mine, the d'Autremont Mine and the Foster Mine. Shortly after 1900 he became interested in mining in the southwest, Mexico and various parts of the west, and he was one of the original promoters of the Calumet & Arizona Mining Company and was a member of the Board of Directors from its inception until his death. The death of Mr. d'Autremont occurred at Angelica, New York, on the 25th day of July, 1919.

Charles d'Autremont was married in Elmira, New York, to Hattie Hart, the daughter of Erastus P. Hart, and to this union were born five children, all of whom are living, namely: Mrs. Antoinette d'Autremont Andresen, Louis Paul d'Autremont, Charles Maurice d'Autremont, Hubert Hart d'Autremont and Mrs. Marie d'Autremont Gerry.

Hubert Hart d'Autremont was born on the 19th day of February, 1889, in Duluth, Minnesota. He received his educational training in Phillips Exeter Academy, Cornell University and Columbia University, fitting himself for the legal profession. He is a member of the bars of the states of New York, Minnesota and Arizona, and has practiced in those states, having been engaged in the general practice of law in Duluth since 1914. At times Mr. d'Autremont has taken an active part in Democratic politics, but has never held public office.

On January 19, 1919, at Duluth, he was married to Helen C. Congdon, the daughter of Chester A. Congdon, of Duluth, and they have two sons, Charles and Chester. At the outbreak of the hostilities between the United States and Germany Mr. d'Autremont enlisted for service, was

commissioned a second lieutenant in the Aviation Corps, and saw four months of active service in France. He received an honorable discharge on February 21, 1919.

LESTER WALDO HAYES. The career of Lester Waldo Hayes, of Virginia, Minnesota, general superintendent of the Mesaba Railway, has been one in which the homely virtues of industry, fidelity and perseverance, combined with developing ability, have won the reward of well-merited success. Mr. Hayes was born at Odell, Illinois, April 26, 1871, seventh in a family of eight children, of whom four are living. His father, Nicholas Hayes, in early years a farmer and later a grain buyer, was born near Wheeling, West Virginia, and his mother, who bore the maiden name of Lucenthia Blake, was born in Vermont and was about the same age as her husband.

Lester Waldo Hayes attended the graded school at Odell until thirteen years of age, at which time he left home to go to the home of an uncle at Wahoo, Nebraska. There he worked on the nearby farms and ranches for about a year, subsequently returning to his Illinois home, where he was employed on his father's farm until fifteen years old. During the next year he served an apprenticeship to the blacksmith's trade, but gave this up to go to Chicago, where he was variously employed until 1888. In that year Mr. Hayes went to St. Louis and secured a position with the Missouri Street Railway Company as "hill boy." The duties of this position were to drive an extra horse down the hill and attach it to the cars in order that sufficient motive power might be applied to allow the car to "make the grade." At the end of a year he was promoted to track inspector on the Olive street cable line, a position which he filled satisfactorily for three years. In 1892 he was made assistant cable splicer, resigning in about two years to become a conductor on the same road. In 1896 Mr. Hayes went again to Chicago, where he spent the winter at odd jobs, going in the spring to southern Missouri, where he remained occupied in various ways until 1897.

He next entered the employ of the Cincinnati & Hamilton Electric Railway as assistant to the master mechanic, and in the fall of 1899 accepted a similar position with the Cincinnati, Lawrenceburg & Aurora Electric Railway, then under construction, which ran between Cincinnati, Harrison, Ohio, and Aurora, Indiana. His headquarters were at Cleves, and there he met Miss Ada Smith, with whom he was united in marriage May 29, 1902. Mrs. Hayes was born at Cleves, of American parentage. In January, 1905, Mr. Hayes took a position as assistant to the master mechanic of the Indianapolis & Northwestern Traction Company, which is now a part of the Terre Haute, Indianapolis & Eastern Traction Company, one of the largest individual electric systems in the United States.

In January, 1907, Mr. Hayes accepted a position with the Galesburg & Kewanee Electric Railway as master mechanic, and held that position until June, 1907, then returning to the Indianapolis & Northwestern Traction Company as master of mechanics until 1915. He then came to the Range as master of mechanics for the Mesaba Railway, with headquarters at Virginia, and January 1, 1917, was promoted superintendent, succeeding R. W. Reynolds, who had entered the service of the Government for the World war. His work in this position has been highly satisfactory, and he has the full confidence and esteem of his superiors and fellow officials, and the esteem and good will of the men under his supervision.

Mr. and Mrs. Hayes have three children: Curtis L., born March 21, 1903; Irene L., born July 25, 1904; and Helen, who was born September 7, 1907 and died in 1909. During the World war Mr. Hayes was a member of the local Motor Corps. He belongs to the Rotary Club, North Bend Lodge No. 346, A. F. & A. M., and Virginia Lodge No. 1003, B. P. O. E. In political matters he supports the candidates and principles of the Republican party. He is a Protestant in his religious faith.

JOHN CARL BROZICH, who was born in northern Michigan and has spent his conscious years in the environment of the great mining district of northern Michigan and Minnesota, is one of the leading citizens of Aurora, where he is local superintendent of the Miller Mine.

He was born at Dollar Bay, Michigan, December 24, 1890, son of George and Catherine (Kobe) Brozich. His parents were both natives of Austria, where they were married. George Brozich came to America in 1885, his wife following him in 1888. He had worked in copper mills in Austria, and his familiarity with the copper industry led him to locate in northern Michigan, at Calumet, and later at Dollar Bay. For a number of years he followed the trade of carpenter, in 1892 moved to the Vermillion Range at Tower, and in 1893 went to Biwabik and later to Virginia, then spent another period at Biwabik, and in 1904 moved to Aurora. In 1906 he homesteaded land in Koochiching County and lived there, working his farm until his death in April, 1916, at the age of seventy-four. His widow survives him and spends part of her time at Ely and also with her son at Aurora. George Brozich did a great deal of work as a carpenter at the mines in northern Minnesota. He located at Tower before a railroad had been built to that point. His family consisted of three sons and two daughters, three of whom are still living. The son George is now connected with the Ely State Bank. The only living daughter is Marie, wife of Jacob Jaksha, of Aurora.

John Carl Brozich spent his boyhood in the several localities of Minnesota above named and acquired most of his education in the grade schools at Biwabik and the high school at Ely. At the age of fifteen he began earning his living at work in one of the camps of the St. Croix Lumber Company. After about a year, in 1907, he took up a service which has been continuous, beginning as timekeeper for the Miller Mine at Aurora. His abilities secured his advancement to other responsibilities, and since 1910 he has been superintendent of that mine.

Always public spirited and active in his community, he served as village trustee in 1912-13. During the World war he was a top sergeant in the Home Guards organization and also a factor in promoting the success of the Red Cross and in securing the quota for the Liberty Loans. July 27, 1916, Mr. Brozich married Gladys Shriver, daughter of Charles W. Shriver. They are the parents of one daughter, Charlene.

EDWARD N. NELSON is the senior member in the firm of Nelson & Peterson, a partnership of long and successful standing as elevator men and manufacturers and jobbers in grain and stock feed. They have developed one of the largest businesses of the kind in the Duluth district.

Mr. Nelson, who has been in Duluth for nearly forty years, was born in Sweden November 17, 1859. In the old country he acquired a substantial education, and was twenty-three years of age when he came to America alone and located in Duluth in 1883. For seven years



Edward N. Nelson

he was employed in different capacities and in different departments of the Consolidated Elevator Company, and while there laid the foundation of his expert knowledge of the grain industry. This was followed by three years of employment with the Duluth Imperial Mills. He unloaded all the wheat that came to the mills and also installed the first elevator in the mill.

About twenty-five years ago Mr. Nelson formed a partnership with Oscar Peterson under the firm name of Nelson & Peterson, and engaged in the flour and feed business at 1823 West Superior street. In 1896 they moved to 20th avenue and the Northern Pacific tracks in order to have better shipping facilities. In 1910 they took up their present quarters at 1902-08 West Michigan, where they have all the facilities for business, including the handling of all kinds of grain, and the grinding of feeds, and they are also dealers in garden and field seeds. They have equipment to deliver all orders and employ a large force of men and vehicles. Their elevator, built of solid concrete, has the appearance of a modern skyscraper and is one of the conspicuous landmarks in the city.

Mr. Nelson is a member of the Swedish Lutheran Church and a Republican voter. He married Miss Ida Johnson, and their children are: Mamie, Edgar, Ada, Esther, Ruth and Henry.

WALTER GUSTAF ZIMMERMANN is recognized as one of the energetic and successful business men of Duluth, where for more than a decade he has served efficiently as contracting manager for the American Bridge Company. In the course of an honorable career he has been successful in his chosen vocation and has enjoyed the confidence and good will of those with whom he has been associated.

Walter Gustaf Zimmermann was born in Buffalo, New York, October 25, 1876. From that city the family moved to Chicago, and in the grade schools of the latter city he pursued his studies until 1889, when he went to Germany and in the high school at Koenigsberg studied until 1892. He then returned to his native land and entered the Harvard Preparatory School at Chicago, which he attended until 1894, when he entered the Massachusetts Institute of Technology at Boston, completing his studies there in 1898. After completing his education Mr. Zimmermann went to Chicago and established himself as a designer and estimator of structural steel work. In 1903 he became connected with the American Bridge Company as sales engineer in the contracting department, continuing in that line of work at Chicago until 1907, when he was sent to the South as contracting manager of the New Orleans and Atlanta contracting offices. In October, 1909, Mr. Zimmermann opened the Duluth office for the American Bridge Company and has been conducting the business of the company here ever since, being well qualified by both nature and training for the responsible duties of the position. The work of the American Bridge Company in Saint Louis County embraces the designing, fabrication and erection of structural steel work for buildings, bridges, docks, mine structures, etc., and they also handle forgings of all kinds for ship construction, mine equipment, etc. Notable among their contracts completed in this county are the following: All the buildings for the Minnesota Steel Company's rolling mills, benzol plant, coke plant, etc.; the steel bridges for the Duluth, South Shore and Atlantic, the Duluth, Missabe & Northern and Duluth & Iron Range Railroads; ore dock and coal dock for the Duluth, Missabe & Northern Railroad; coal handling bridges and buildings for Zenith Furnace Company's plant at West Duluth; ore crushing, screening and concentrating

plants for the Oliver Iron Mining Company and Rogers-Brown Iron Company and several others on the Mesaba Range; headframes, hoisting engine houses, shop buildings and other mine structures for the majority of the mines on the Mesaba and Vermillion Iron Ranges, also a large variety of structures for the Calumet and Hecla and the Quincy Mining Companies in the upper Michigan copper country; school buildings, public buildings, highway bridges, water towers and other steel structures of various descriptions. The American Bridge Company has operated in St. Louis County since 1900 and has always enjoyed a high reputation because of the uniformly high quality of the work performed by them.

On December 18, 1909, Mr. Zimmermann was married to Virginia B. Gambrell, the daughter of Mr. and Mrs. John M. Gambrell of Abbeville, South Carolina. Mrs. Zimmermann died on November 12, 1917. During her life she was actively interested in the Matinee Musicale and was a member and active worker in the Endion Methodist Episcopal Church. To Mr. and Mrs. Zimmermann were born two children, Elizabeth, on March 12, 1912, and Walter, Jr., January 4, 1915.

Mr. Zimmermann is a member of the Commercial Club, the Kitchi Gammi Club, the Northland Country Club, the Duluth Engineers Club, American Society of Civil Engineers, Citizens Alliance and the Technology Club of Lake Superior. He is also a member of the Sigma Chi college fraternity. He is a well-educated, symmetrically developed man and his technical knowledge of structural problems, especially as relating to the use of steel, has caused his long retention in a position where a high standard of excellence has been required. Because of his earnest life, high attainments, well rounded character and large influence, he is eminently entitled to representation in a work of the character of the one in hand.

KENNETH S. CANT was born October 1, 1889, in Duluth, Minnesota. He attended the Duluth grade schools and high school, and the Universities of Minnesota and Wisconsin. In 1912 he graduated from the law department of the University of Minnesota and was engaged with a firm of attorneys in Minneapolis for a short time. During vacations, while attending school and college, he was employed in various capacities on surveying work and finally acquired a good practical knowledge thereof.

In 1913 he was called upon to serve the Canadian Northern Railroad Company in both a legal and engineering capacity, investigating the origin and extent of the great fires in northern Minnesota which in 1910 destroyed the villages of Spooner, Baudette and other places and caused the loss of many lives. He was also employed by the Government as engineer on the Indian Reservations in Minnesota for about one year. In 1914 he opened an office in Duluth for the purpose of dealing in real estate and has been engaged in this work ever since.

Mr. Cant was president of the Duluth Board of Realtors during the year 1918-1919 and director of the Commercial Club during the years 1919-1920. Besides the above mentioned, he is a member of the Kitchi Gammi Club, Ridgeview Golf Club and Kiwanis Club.

FRANK EDWARD JOHNSON. The skill and experience of a thoroughly competent city engineer are absolutely necessary in every organized community to ensure safe, proper and satisfactory public utilities and certain important building structures, and to these qualities Virginia, Minnesota, is indebted to Frank Edward Johnson, city engineer, for adequate water





August W. Deetz

and sewer system extension, and for almost her entire area of substantial paving. Mr. Johnson has been interested professionally in this section for twenty years and since 1913 has been city engineer of Virginia.

Frank Edward Johnson was born July 14, 1879, at Ishpeming, Michigan. His parents were John and Rosy (Raiskey) Johnson, the former of whom was born in Sweden and the latter in Germany. Their family consisted of one daughter and four sons, Frank Edward being the third born of the latter. John Johnson came to the United States when fifteen years old, became a citizen, engaged in merchandising during the greater part of his active life and commanded the respect and confidence of all who knew him.

In the grade schools at Ishpeming, Frank Edward Johnson was a studious and satisfactory student, and while in the high school, from which he was graduated in 1898, was something of a leader in athletics. His first practical knowledge of engineering was secured when he went out during several summers with surveying crews, and after leaving school he went to Champion, Michigan, as assistant to the engineer and chemist at the Champion Mine. By this time his future career had been definitely determined, and he was here tutored in engineering by Professor Richard Ewing, superintendent of schools, and by the mine engineer, proving an apt pupil.

In 1900 Mr. Johnson came to the Mesaba Range as chief engineer for the Republic Iron and Steel Company, with headquarters at the Franklin Mine, and remained with that corporation in the same capacity for four years. He then retired in order to go into business for himself, founding the Virginia Engineering Company, with which he is still identified. This company does the larger part of engineering work, both civil and mechanical, over the entire eastern part of the Range. Ever since coming to Virginia Mr. Johnson has taken care of most of the engineering contracts, working at first by the day, as he could find the time, but in 1913 accepted the appointment of full time city engineer and has continued in office ever since.

Mr. Johnson was married October 19, 1904, to Miss Frances L. Parmelee, and they have four children: Edward Q., born November 20, 1907; Rosemary, born March 27, 1910; Francis P., born March 17, 1912; and Margaret L., born October 8, 1917. Mr. Johnson and his family belong to the Presbyterian Church. In his political views he is a Republican. During the World war he was very active in patriotic work, was a member of the Motor Corps, and had charge of a district for each of the Liberty Loan drives, and since then has been equally patriotic in his attitude toward all public questions. He is widely known professionally and is a member of the Engineers Club of northern Minnesota. He belongs to Virginia Lodge, F. & A. M., the Commandery at Eveleth and the Shrine at Duluth, and additionally is a member of Virginia Lodge No. 1003, Benevolent and Protective Order of Elks.

AUGUST W. DEETZ. It is a fortunate man who can look back over forty years and see so many evidences of substantial and durable work as can Mr. Deetz, the well-known contractor and manufacturer of roofing and sheet metal work in Duluth. Mr. Deetz, who has built up a large industrial organization known as the Deetz Sheet Metal & Roofing Company, performed his first service at Duluth just forty years ago, ten years before coming to the city as a resident. In 1880 he came up from Minneapolis to cover with sheet iron the first elevator built in the bay, that being known as Elevator B. The sheet iron is still on the building and is a frequent reminder to Mr. Deetz of his long association

with Duluth and is convincing proof of his efficiency as a mechanical worker.

Mr. Deetz was born in Germany April 27, 1858. In 1865, when he was seven years of age, his father, William Deetz, brought his family of five children to America and located in Fond du Lac, Wisconsin, where he secured employment in a sash and door factory in the capacity of foreman. Later the establishment was enlarged to a general furniture factory, and Mr. Deetz continued in the industry until a few years before his death, in 1917.

The oldest in a family of five children, August W. Deetz grew up and attended school in Fond du Lac, and most of his early education was directed by a Lutheran minister. He also attended a night school. He was only fifteen when he started to earn his own living. He was employed as a gardener at wages of two dollars a week. When his employer one day sent him to buy a bundle of lath at a sash and door factory the foreman of the factory offered him a job, and he immediately abandoned gardening and went to work in the factory and stayed there about a year. After that he took up the sheet metal trade, and that has been the one line on which he has concentrated his energies and best efforts ever since. In 1877 Mr. Deetz went to Minneapolis and entered the service of a sheet metal contractor. It was three years later that he was sent up to Duluth, and ten years after that, in 1890, he came to the city again to take charge of the sheet metal work on the Union depot. When the depot was finished he bought a shop of his own and in 1892 established the business which has grown and is now known as the Deetz Sheet Metal & Roofing Company.

His first shop was on Fifth avenue, on the site of the Omaha Depot. During the two years he was there he secured a contract in association with others in Minneapolis for roofing and sheet metal work on the Court House, though he retained his shop in Duluth. His family had moved there from Indianapolis in 1892. From Fifth avenue, West, he moved his shop to First street, between First and Second avenues, West, and about two years later to a new building between Fourth and Fifth avenues, East, and Superior street. About 1909 he erected a factory and shop at 309 East Superior, and since 1917 has been located at 104 Garfield avenue, where he has all the facilities for general roofing and sheet metal work and maintains a large and expert organization, capable of handling such contracts as those for the Wolvin Building, Herald Building, Alworth Building, and others, and he has handled many out of town contracts, including those on the Cathedral and Chapel and Academy at St. Joseph, Minnesota. He has all the modern machinery for handling sheet metal work. His firm did nearly all of the sheet metal work in Cloquet since the fire, and still maintains a branch establishment there.

Mr. Deetz was formerly a republican in matters of politics. He is affiliated with the Elks order. At Minneapolis in 1878 he married Miss Mary M. Laueremann, whose father was Sheriff Laueremann, of Stearns County, and whose people came from Germany. Of the four children born to Mr. and Mrs. Deetz three are living, Edward W., born in 1880; Ella, wife of Ed Palmer; and Roy W., born in 1888. Both sons are graduates of the Duluth High School and are now actively associated with their father in business.

GEORGE H. LOHNEIS is a young man whose technical and executive ability has met with consistent recognition, as shown in his incumbency of the office of assistant superintendent for the Republic Iron & Steel



J. White

Company for the Virginia district of the Mesaba Range, his residence and official headquarters being maintained in the thriving little city of Virginia.

George H. Lohneis was born at Sun Prairie, a village near the fair city of Madison, capital of the state of Wisconsin, and the date of his nativity was May 11, 1885. His father, George P. Lohneis, was born in Germany in the year 1856, and was a child at the time of the family immigration to the United States. He was reared and educated in Wisconsin and eventually became a prosperous merchant at Sun Prairie, that state, where he was engaged in the general merchandise business. George H. Lohneis is the eldest of their six children. The mother, whose maiden name was Emma Albrecht, was born at Leeds, Wisconsin, of German ancestry.

The public and parochial schools of his native village afforded to George H. Lohneis his early educational advantages, and there he was graduated in the high school as a member of the class of 1902. For three and one-half years thereafter he was a student in the civil engineering department of the great University of Wisconsin at Madison, besides which he there devoted one semester to study in the general engineering department. He became a member of the engineering society at the university and was also active in athletic affairs at the institution.

In March, 1906, Mr. Lohneis came to the Mesaba Range as assistant engineer for the Oliver Mining Company at Mountain Iron. In May, 1908, he was transferred to the operating department, as night foreman, and he retained this position until the closing of the mine at the end of the season of that year. He was then transferred to the Mesaba Mountain Mine at Virginia. In June, 1909, he went to the Pacific Coast in the capacity of locating engineer for the Oregon Trunk Railroad, and in January of the following year retired from this position and returned to Virginia, Minnesota, where he entered the employ of the Republic Iron & Steel Company for the Virginia district, of which he has been assistant superintendent since March, 1913. He was the first president of the village of Franklin, St. Louis County, a position which he retained two years, and thereafter he served two years as village clerk. He is a member of the village Board of Trustees at the time of this writing, in 1920.

In politics Mr. Lohneis is an independent Republican, and his religious faith is that of the Catholic Church. At Virginia he is affiliated with Virginia Council No. 1640, Knights of Columbus, and Virginia Lodge No. 1003, Benevolent and Protective Order of Elks. During the nation's participation in the World war he was a member of the Minnesota Motor Corps, and also gave aid in each of the drives in behalf of the local support of the Government loans with the exception of the first Liberty Loan.

At Virginia, on the 12th of January, 1911, was solemnized the marriage of Mr. Lohneis to Miss Theresa Murphy, who was born at Iron Mountain, Michigan, of Scotch and Irish lineage. They have no children.

WILLIAM WHITE, who holds the responsible office of superintendent of the great Republic Iron & Steel Company for the Virginia district of the Mesaba Range, is a native of England, where he was born and reared in the celebrated mining district of Cornwall, and where he gained his initial experience in connection with the great industry in which he became a successful executive in the United States. He was born in Cornwall, England, on the 21st of August, 1851, and is a son of William and Hannah White. He received his early education in the

schools of his native land, and at the age of twenty-one years he severed home ties and came to America. He passed about two years in the Dominion of Canada, and then, in 1874, came to the United States. After passing several months in the City of Detroit, Michigan, he proceeded to the copper-mining district on the Upper Peninsula of that state, where he continued to be employed as a mechanic at the mines until 1879. He then went to Isle Royal, where he remained about a year, during which he was employed as a mechanic and for a time as a workman in Island Mine. He passed the following winter at the Quincy Mine, Houghton, Michigan, and in the spring of the following year returned to Isle Royal. In the fall he found employment at the Silver Island Mine, and here it was that he gained specially valuable experience in connection with technical and practical mining operations. Thereafter he worked at various mines in the upper country, including the Rabbit and Beaver Mines in Canada. In 1890 he came to the Mesaba Range in Minnesota, established his headquarters at Tower, St. Louis County, and engaged in exploring the Sheridan property, a work to which he gave his attention about two years. He then assumed work in the exploring and opening of the Sheridan Mine at McKinley, and after giving two years of effective service in this connection he became superintendent of the Cincinnati Mine at Biwabik. While at McKinley he sunk the exploration shaft of the Hercules Mine. Upon leaving the Cincinnati Mine he became mining captain at the Spruce Mine, and later was made superintendent of the Roberts Mine at McKinley. Within these years Mr. White had done a large amount of exploring along the Range, and had become an authority in his field of service. From the Roberts Mine he went to Buhl to open the Grant Mine. He removed the timber, stripped it and sunk a shaft. With Henry Roberts he took the contract to remove from this mine 53,000 tons of ore. His next service was as superintendent of the Meadow Mine at Aurora, and later he assumed a similar position at the Fowler Mine. In 1905 Mr. White was made superintendent of the Virginia Mines of the Republic Iron & Steel Company, and in this office he has made an admirable record of service, the while he holds place as one of the representative figures in mining affairs on the great Mesaba Range. He is affiliated with the Masonic fraternity and the Benevolent and Protective Order of Elks, and in politics accords allegiance to the Republican party. Captain White, as he is familiarly known, has a host of friends throughout the Mesaba Range region, is one of its pioneers, and his popularity is not the less by reason of his remaining a bachelor.

ROBERT W. HOTCHKISS. Among the alert and enterprising men who have utilized the opportunities offered for business preference at Duluth during recent years and have gained thereby gratifying success is Robert W. Hotchkiss, manager of the Duluth office of the Wells-Dickey Company, handling trusts and estates and doing a general banking business. Mr. Hotchkiss was born July 14, 1889, at Des Moines, Iowa, and is a son of W. A. Hotchkiss.

W. A. Hotchkiss was born in Connecticut, whence he went west in young manhood, and in 1902 came to Minnesota and engaged in the mortgage loan business with the Minnesota Title, Insurance and Trust Company. Later he was with the Wells-Dickey Company, and at the present time is identified with the Hennepin Mortgage Company and resides at Orchard Gardens, south of Minneapolis, aged about sixty-three years. The only child of his parents, Robert W. Hotchkiss received his early education in the public schools of Des Moines and

Minneapolis, and after his graduation from the Central High School in the latter city entered the University of Minnesota, being a member of the graduating class of 1912, when he received the degree of Bachelor of Arts. At the time of his graduation he entered the Wells-Dickey Company as general office man in the Minneapolis office, and subsequently worked from that office as a salesman on the road. He was thus engaged when his career was temporarily interrupted by the entrance of the United States in the World war. He was commissioned at Fort Snelling as a captain of infantry and was stationed for ten months at Camp Dodge, and was then company commander in the 163rd Depot Brigade and later commanding officer of the S. A. T. C. unit at South Dakota State College, Brookings. After twenty-one months of faithful service he received his honorable discharge February 3, 1919, and returned to Minneapolis, and February 24th of the same year came to Duluth to establish a branch office for the Wells-Dickey Company, of which he has since been manager.

This firm was originally established at Jamestown, North Dakota, in 1878, by E. P. Wells, who still remains president of the company. The Jamestown interests were sold to the Minneapolis branch early in the present century and the company is now operating with a paid-in capital of \$1,300,000, being engaged in the business of purchasing and selling farm mortgages, farm land bonds, high grade corporation bonds, and are original purchasers of high-grade municipal bonds in the north-western states. This company is also affiliated with the Wells-Dickey Trust Company, with a capital of \$500,000 organized under the banking laws of the state of Minnesota to handle trusts and estates and also to conduct a general banking business.

Mr. Hotchkiss is a member of the Commercial Club, Kitchi Gammi Club, Longview Tennis Club, Delta Upsilon fraternity and David Wisted Post of the American Legion. He belongs to no fraternal secret societies. On May 18, 1918, he was united in marriage at Des Moines, Iowa, to Miss Evelyn Dissmore, a daughter of George A. Dissmore of that city. She was educated in the public schools of Des Moines and received a musical education in New York and Chicago. Mrs. Hotchkiss, who is an accomplished pianist and has also done some very highly creditable work in musical composition, takes an intelligent and helpful interest in musical matters at Duluth as a member of the Matinee Musical.

STANLEY ADKINS is one of the prominent educators of the Iron Range country. For the past six years, except while in the army, he was superintendent of the Aurora schools, District No. 13, of St. Louis County.

He was born at Circleville, Pickaway County, Ohio, September 15, 1886, son of B. and Louise (Fissel) Adkins, the former a native of Maryland and the latter of Pennsylvania. They were married in Ohio and the mother is still living at the age of eighty. The father, who died in October, 1917, at the age of eighty-six, was a surveyor and farmer, and he also studied medicine in the Starling Medical College at Columbus. He never practiced this profession. Stanley is the youngest in a family of nine sons and four daughters, all of whom are living.

His brother DeWitt, just older than he, is also well known in northern Minnesota. A graduate of Ohio State University, he came to the Range country in the capacity of an educator, was principal of schools at Ely one year, and then superintendent of schools at Aurora for three years. During his administration the Harding and Johnson schools were built. He resigned his office to enter the Harvard University Law

School, and at the end of two years left to join the First Officers Training School at Camp Benjamin Harrison, Indianapolis. He was commissioned a first lieutenant and later promoted to captain, and was an army instructor until the close of the war. He then returned to Harvard and finished his law course, and returning to Minnesota became a partner in the firm of Washburn, Bailey & Mitchell at Duluth. He practiced law a year, and then was superintendent of schools at Biwabik until he returned to Washburn, Bailey & Mitchell August 1, 1921.

Stanley Adkins is also a graduate of Ohio State University and did post graduate work there and later took advanced courses in Columbia University, New York. He began his career as a teacher in the country districts of Ohio, and was formerly principal of schools at London in that state. Then, coming to Minnesota, he served as principal of the the high school at Ely on the Range for two years, one year as superintendent at Blue Earth, Minnesota, and then succeeded his brother as superintendent at Aurora. He has done much to improve the schools and stimulate the interest of the patrons in maintaining the school system at the highest state of efficiency. He now has general supervision over the construction of a high school, which is to be equal in equipment and facilities to any high school in the state.

In September, 1917, Mr. Adkins, having secured leave of absence from his duties at Aurora, enlisted as a private, was trained at Camp Dodge, Iowa, served as drill sergeant and mess sergeant and later completed his training in the Third Officers Training School and was commissioned a lieutenant. He was on duty at Camp Pike, Arkansas, and Camp McArthur, Texas, also at Camp Perry and Camp Sherman, Ohio, until honorably discharged in December, 1918. He has always been interested in athletics, and after being commissioned lieutenant was instructor of athletics in the army camp. Mr. Adkins resumed his duties as superintendent of schools at Aurora in January, 1919.

B. H. OBER. Improvement and progress may well be said to form the keynotes to the character of B. H. Ober, a well-known business man of Duluth and one of the community's representative citizens, for he has not only been interested in the advancement of his individual affairs, but his influence is felt in the upbuilding of the community which he honors by his citizenship. The prosperity which he enjoys is the result of energy rightly applied and has been won by commendable qualities.

B. H. Ober is a Yankee by nativity, having been born in the State of Maine on the 31st day of March, 1849, the oldest of three children who were born to his parents. The father, William Ober, was for many years a noted sea captain and a man of high character and strong moral fiber. B. H. Ober received his educational training in the common schools and a seminary in his native state. He remained at home until the age of eighteen years, when, following Horace Greeley's advice, he started west. He first located in the City of Chicago, afterward moving to Galva, Illinois, where under the firm name of Butters & Ober he was engaged in the agricultural implement business for a period of about twenty years. In 1887 he went to Kansas, where he spent some years, moving then to Minnesota, where he became connected with C. G. Wentworth & Company. In 1893 he came to Duluth and organized a company under the title of Ober-Cash Company, the company being a close partnership, owned by Mr. Ober and Mr. J. L. Cash, which title was two years later merged into that of the American Heating Company, by which name it is still known. The present officers of this company are: P. J. Ekstrand, president; J. L. Cash, vice president; and B. H. Ober,



J. C. Lundmark

secretary and treasurer. These gentlemen are heating and ventilating engineers who have as a firm gained a high reputation throughout this community because of the high quality of the work performed by them and the eminently satisfactory manner in which they have completed all their contracts. They have had a large share of the business in their line here and have thus contributed in a very definite way to the progress of the city. In addition to the Duluth business, which is located at No. 228 West Michigan street, they have a branch establishment in Superior, Wisconsin, where also they have been very successful.

Mr. Ober is an earnest supporter of the Republican party. In 1873 he was married to Lucy M. Lowe, whose parents were originally from the State of Kentucky, but became early settlers of Nashville, Illinois. To Mr. and Mrs. Ober have been born seven children, of whom four are now living. Ray E., who is a mining engineer, during the war was a member of the Federal Board and conducted a school in New York City for the disabled soldiers. Nellie M. is the wife of Herbert Blair. Mary L. is librarian for the City National Bank of New York City. Dr. F. L. Ober, a veterinarian, is practicing his profession in Duluth. Mr. Ober has enjoyed a large acquaintance among people. Being public spirited and identified with the common interests in various capacities and by proving himself competent and trustworthy he has become one of the leading citizens of this community, enjoying to a marked degree the confidence and esteem of all who know him. During the war he was a member of the Federal Board for taking care of the education of disabled soldiers.

JOHN E. LUNDMARK. A third of a century ago when Mr. Lundmark came to Duluth he had neither the capital nor other means of establishing himself with prestige in the community and was satisfied to work along faithfully and steadily in a minor sphere until he could engage in business for himself. For the last twenty years he has been one of Duluth's able and successful merchants and his name and his enterprise are favorably known all over the city.

He was born in Sweden May 5, 1867. He was twenty years of age, possessed a good education gained in Swedish schools and some knowledge of business, when he arrived at Duluth April 26, 1887. He soon afterward entered the service of Adam Kirst, a local grocery merchant, as bookkeeper and clerk, and remained with that old-time merchant for thirteen years. He then used his capital and his established credit to buy out his employer, and with Charles Franson as partner continued the business under the name Lundmark-Franson Company. In 1911 the firm disposed of their stock of groceries and during the following year operated a real estate business. The partnership was then dissolved and Mr. Lundmark resumed the grocery trade in association with D. W. Olson, under the firm name of Lundmark-Olson Company. The business has been very successfully continued, and besides a large grocery establishment they operate a bakery and manufacture immense quantities of bread, cakes and pastry that finds ready sale and distribution all over Duluth and surrounding territory.

Mr. Lundmark is a member of the Christian Science Church and is an independent voter. He is a member of the Lodge, Royal Arch Chapter and Knights Templar Commandery in Masonry and also the Eastern Star. In May, 1897, he married Miss Christine M. Hellstrom, who passed away in Duluth on the 9th of August, 1909. In September, 1913, Mr. Lundmark married Huldah A. Olson, a native of Cokato, Minnesota,

and a sister of his partner, D. W. Olson. They have an adopted son, Clarence John Lundmark, 19 years of age.

ALEXANDER T. GORDON, whose exceptional technical ability comes into effective play in his tenure of the position of chief chemist for the Oliver Mining Company in the Virginia district of the Mesaba Range, has the unusual distinction of having been born at Sealkote, India, the date of his nativity having been December 28, 1868. He was a boy at the time of his parents' return to the United States, and his preliminary education was for one year a student in the University of Indiana. In 1891-2 he was graduated from the high school at Cedar Rapids, and thereafter he was for one year a student in the University of Indiana. In 1891-2 he attended Coe College, Cedar Rapids, Iowa, and then returned to the University of Indiana, in which institution he was graduated as a member of the class of 1894 and with the degree of Bachelor of Arts. He was entrusted in athletic affairs at the university, where he was a member of the tennis club, and he was a member of the Independent Literary Society of the university. After his graduation he became teacher of science in the high school at Decatur, Illinois, and in the autumn of 1895 went to the City of Chicago and assumed the position of chemist in the employ of the Illinois Steel Company. With this great corporation he continued his service until June, 1897, and during the fall quarter of 1896 he took post-graduate work in chemistry at the University of Chicago. From 1897 until 1900 Mr. Gordon held the office of chief chemist of the De Soto Iron Mining Company at Mansfield, Michigan, and on the 30th of April, 1900, he entered the employ of the Oliver Iron Mining Company at Mountain Iron, Minnesota. He was immediately assigned to the company laboratory at Virginia, where he had charge of the work, the chief chemist having maintained headquarters at Mountain Iron. In June, 1900, Mr. Gordon was transferred to Mountain Iron and placed in complete charge of the company's laboratory work for the Virginia district. He remained at that place until 1909, when he removed his headquarters to Virginia, where he has since continued his efficient and valued service as chief chemist for this important industrial corporation of the Mesaba mineral range.

Mr. Gordon is a member of the American Chemical Society. In politics he is a Republican, and he and his wife hold membership in the Presbyterian Church. While residing at Mountain Iron he served seven years as clerk of the Board of Education, two years as village assessor and five years as township clerk. At the time of the World war he tendered his services to the Government through the medium of the American Chemical Society. His son Edward, who was then a student at McAllister College in the City of St. Paul, became a member of the Student Officers Training Corps at that institution, but was not called into active service in the United States Army.

In June, 1898, was recorded the marriage of Mr. Gordon to Miss Harriet Crossman, and she passed to the life eternal on the 30th of July, 1906. She is survived by two children—Edward D. and Miriam E. On the 16th of March, 1910, was solemnized the marriage of Mr. Gordon to Miss Clara L. Johnson, who was born at Fergus Falls, Minnesota, and the one child of this union is a son, James R.

James W. Gordon, father of the subject of this review, was born at Putnam, New York, in 1830, and was engaged in the glove business in the State of New York. Later he was for five years in charge of industrial school work in India and it was within this period that his son Alexander T. was born. Upon his return to America he purchased

a farm in Linn County, Iowa, near Cedar Rapids, and there he continued his successful activities as an agriculturist for many years. He and his wife now maintain their residence near Schenectady and are venerable in years. Mrs. Gordon, who maiden name was Eleanor J. Dougall, was born near Johnstown, New York, in 1838, and both she and her husband are of staunch Scotch lineage. Of their four children Alexander T. of this sketch is the youngest.

JAMES STICKNEY is giving a vigorous and effective administration in the office of chief of the fire department of the thriving little city of Virginia, and has brought the service of his department up to a high standard of efficiency.

Chief Stickney was born in the city of Marquette, Michigan, April 13, 1872, and is a son of John and Elizabeth (McGinnis) Stickney, the former of whom was born in Germany and the latter in the Province of Ontario, Canada, where her parents established their home upon emigration from their native Ireland and whence they came to the United States when their daughter Elizabeth was eleven years of age. John Stickney was a child of three years at the time of the family immigration to America, and his parents settled on a farm in Iowa, as pioneers of that state. There he was reared to the age of seventeen years, when he went to Michigan and identified himself with lumbering operations, to which he has there continued to devote his attention to the present time. He and his wife now maintain their home at Marquette, that state, and of their eleven children the subject of this review was the second in order of birth.

James Stickney gained his rudimentary education in a district school near Marquette, Michigan, and when fourteen years of age began working with his father in the capacity of a teamster in a lumber camp. He thus continued his association with the lumbering industry on the Upper Peninsula of Michigan until he was twenty-two years of age, his experience having involved work in the lumber woods during the winter seasons and in the saw mills during the intervening summers. At the age of twenty-two years he went to the city of Chicago and there he was employed two years as clerk in a grocery store. The next seven months found him in service as collector for the A. O. Novander Monument Company of Chicago, and he then returned to northern Michigan and entered the employ of William Shaver, a contractor and builder at Ishpeming. In 1901 he came to Virginia, Minnesota, and as foreman for his employer, Mr. Shaver, was associated with extensive building operations along the Range—principally in the execution of work for mining companies. In 1904 he engaged in independent business as a carpenter and contractor and with this line of enterprise he continued his successful association until he was appointed assistant chief of the Virginia fire department in 1907. In 1904 he had become a member of the old volunteer fire department, in which after the first year he served as assistant chief. On the 1st of October, 1907, when the service was reorganized as a paid fire department, Mr. Stickney was continued as assistant chief, of which position he continued the incumbent until May 4, 1913, when he was advanced to his present office—that of chief of the department.

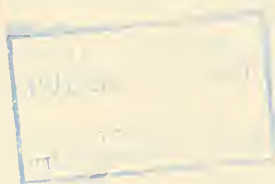
In politics Chief Stickney is a Democrat, with independent proclivities in local affairs, and he and his wife are communicants of the Catholic Church. During the nation's participation in the World war he was a member of the committee that had charge of the various war drives in Virginia, and was otherwise active and patriotic in the furtherance of the Governmental war policies. He is affiliated with the Knights of

Columbus, the Benevolent and Protective Order of Elks and the Loyal Order of Moose, and in the Range district his circle of friends is limited only by that of his acquaintances.

On the 17th of August, 1898, was solemnized the marriage of Mr. Stickney to Miss Hattie Beaulieu, who was born in the State of Vermont, of French ancestry, and of this gracious union have been born nine children—Bernard J., Rolland J., Alice I., Maurice E., Natalie M., Lawrence V., Adrian A., Frederick L., and Edith M. All of the children are living. The oldest son, Bernard J., was eighteen years of age when he entered the nation's service in the late World war, in which connection he became a wagoner with the Twenty-ninth Engineers. He was with his command on four different military fronts in France, where his service thus continued three and one-half months. Since his return home and reception of his honorable discharge he has served efficiently as truck driver for the Virginia fire department. Rolland J., the second son, enlisted in the United States Navy, when he was seventeen years of age, and after receiving six months of training at the Great Lakes Naval Station near Chicago was sent to the Atlantic coast, whence he later accompanied his command and vessel to the Pacific Coast, where he continued in active service with the naval fleet at the time of this writing, in the autumn of 1920.

HERBERT R. SPENCER was born at Lenox, Ohio, January 31, 1856, a son of William Churchill and Julia (Dutton) Spencer. His father was a native of East Haddam, Connecticut, whence he moved to the Western Reserve, in the northeastern part of Ohio, in the early days of the settlement of the Buckeye State, remaining there until his death. Herbert R. Spencer was educated in the common schools of Ohio, also attending the Grand River Institute at Austinburg, Ohio, where he was graduated with the degree of Bachelor of Science. He then entered the legal department of the University of Michigan, and after completing his studies there was admitted to the bar. He began the practice of law at Canton, Ohio, in the spring of 1880, remaining there seven years. In 1887 he came to Duluth, Minnesota, and has continuously been engaged in the practice of his profession since that time. When he first located here he was associated in practice with his nephew, W. W. Sanford, under the firm name of Spencer & Sanford, which partnership lasted a number of years. After that he took his son, Roger W. Spencer, into partnership with him, under the firm name of Spencer & Spencer, which relation is still maintained. The senior Mr. Spencer has engaged in general practice, though he pays more particular attention to corporation, marine and mining law. Years of conscientious work have brought with them not only increase of practice and reputation, but also that growth in legal knowledge and that wide and accurate judgment, the possession of which constitutes marked excellence in the profession.

On September 30, 1884, Mr. Spencer was married to Jessie Lee, a daughter of Dr. Eben Bradford Lee of Garrettsville, Ohio, though the family was originally from Massachusetts. Mrs. Spencer was educated in the public schools of Ohio and at Oberlin College, where she was graduated in 1884. To this union have been born four children, namely: Herbert Lee, born at Canton, Ohio, December 2, 1886; Roger W., born at Duluth, Minnesota, November 30, 1889; Eben Selden, born at Duluth, February 1, 1891, and Gerard, born at Duluth, October 28, 1898. The oldest son was educated at the United States Naval Academy at Annapolis, and is now an officer in the United States Navy; the second son also attended the Naval Academy and is an officer in the navy; the third





Andrew Anderson.

son was educated in the public schools of Duluth and at Williams College, and was a lieutenant of artillery during the World war, his two older brothers also serving during that great struggle; the fourth son was educated in the public schools of Duluth and at Andover Academy.

Politically Mr. Spencer is an earnest supporter of the Republican party. He served one term as president of the Duluth City Council and was in the State Senate in 1895-97. He belongs to the Free and Accepted Masons, in which he has been honored by the conferring of the thirty-second degree. Religiously his faith is that of the Protestant Episcopal Church.

WILLIAM LUNDY JACKSON is among the favorably known and representative citizens of Duluth and Saint Louis County, in which he has spent the major portion of his life. He has by his indomitable enterprise and progressive methods contributed in a material way to the advancement of his locality, and during the course of an honorable career has met with splendid success as a real estate dealer, being a man of energy, sound judgment and honesty of purpose.

William Lundy Jackson was born on the first day of January, 1852, in the county of Norfolk, Ontario, Canada, and is the son of Joseph Jackson, who is now deceased. The father spent his early life in Ontario, where he was engaged in lumbering operations and became a man of considerable prominence and influence in his community. He was a member of the Commons for four years and later, until his death, he served as sheriff of Norfolk County. He died in 1909, secure in the confidence and regard of his fellow citizens. By his first marriage he was the father of six children, five daughters and a son, William Lundy being the first born of the children. William L. Jackson completed his general studies in the grammar school of his home community and took a commercial course in a business college. He then became connected with his father in the lumber business, remaining with him until early in 1884, when he came to Duluth and engaged in the dry goods business, which claimed his attention for two years. He was next engaged in the real estate business until 1904, when he was appointed city assessor of Duluth, which office he held for four years, and at the end of that period he again entered the real estate business, with which he has been identified ever since. He has been interested in the selling of residence properties, vacant lots and farm lands, and in the placing of loans and insurance. By his energy and strict attention to business he has built up a large and representative clientele and is considered one of the most accurate and reliable real estate men in his community.

Mr. Jackson has been married twice, first on October 1, 1879, to which marriage were born two children, a son and a daughter, who now live in Tonawanda, New York. On October 19, 1902, in Port Rowan, Ontario, Mr. Jackson was married to Mary E. Francis. Politically he has long been an ardent supporter of the Democratic party and has taken a deep interest in public affairs, especially as pertaining to the locality in which he lives. His religious membership is with the First Presbyterian Church, of which he was an elder. In all that constitutes true manhood and good citizenship Mr. Jackson is an example, his career having been characterized by duty faithfully performed and by industry, thrift and wisely directed efforts. He is a public spirited, unassuming, genteel gentleman whom to know is to respect and admire.

ANDREW ANDREN is proprietor of "The Painters' Supply House," a business that is a result of more than a quarter of a century's enterprise

and effort on the part of Mr. Andren. When he started in business at Duluth he was first in his line of merchandise in the west end section of the city, and is not only one of the oldest merchants but one of the most esteemed citizens of that portion of Duluth.

Mr. Andren was born in Sweden December 7, 1861, and grew up and received a good education in his native land and was thoroughly trained to the responsibilities of work and service. He came alone to America in 1886, and first located at Champion, Michigan, where he was employed as clerk in a general store for seven years. In 1893 he came to Duluth, and at once engaged in the paint and wallpaper business at 1827 West Superior street. He was at that one locality for fifteen years, and then moved to his present location at 12 North Nineteenth avenue, West. He handles all materials and supplies required in painting and decorating, and his business is one of the most appreciated institutions in the west end.

Mr. Andren is a member of the Lutheran Church and a Republican in politics. On August 24, 1896, he married Miss Anna Horngren. They have an adopted child.

FRANK P. KEATING, a leader and broker in timber and farm lands, with offices in the First National Bank Building of Duluth, has been identified with this region of northern Minnesota for over a quarter of a century. He learned the lumber industry in the old days of the blazed trail, and for many years has been an expert cruiser and knows the business from practical field operations.

Mr. Keating was born in the state of New York March 14, 1856. His father, Patrick Keating, was a native of Ireland, lived for several years in New York and then came west to Berlin, Wisconsin. He was a lumber grader, an occupation he followed for the greater part of his life. He lived at Berlin for about ten years, and then moved to Medford and later to Superior, Wisconsin, where he lived until his death in 1898.

Frank P. Keating, fifth in a family of nine children, was educated in the public schools of Medford, Wisconsin, and when he was only fifteen years of age was doing regular work in a shingle mill. Later he entered railroading, and was a conductor on freight and passenger trains for about fourteen years. He then returned to the lumber business as a cruiser, and in that capacity has explored and examined nearly all the extensive tracts of white pine in both Wisconsin and Minnesota, and for himself and others has handled some extensive timber deals and has also helped colonize and develop a large amount of cutover land.

Mr. Keating came to Duluth September 12, 1894, and therefore has more than a quarter of a century of residence at the Head of the Lakes. In 1894 he was one of the men conspicuous in the Northern Pacific Railroad land grant fight, and helped win that case. Others associated with him in this contest was Capt. W. H. Smallwood, L. C. Harris, C. P. McGinnis, John McGinnis and Philip Seymour.

Mr. Keating was married at Sheboygan, Wisconsin, and he and his wife have a family of children named Maria, Raymond, Julian, Catherine, Edward, Kenneth and Frances J.

ARTHUR EKLUND. All of the towns and cities of the Mesaba Range have experienced a healthy growth as this remarkable country has been developed, and it is an advancement which is stable because the industry upon which it is founded is a lasting one. Some very reliable men have been attracted to this region aside from those directly interested in the development of the Range, and one of them is Arthur Eklund, one of

the leading grocer and meat merchants of Proctor. Mr. Eklund was born in Sweden September 18, 1882, a son of Albin Anderson Eklund. In 1883 Arthur Eklund was brought to the United States by his parents, his father locating at Spring Lake, Michigan, and embarking in a sawmill business which would have developed into large proportions had he not died in 1884, leaving two sons, Arthur and his brother Albert. The widowed mother took her sons to Muskegon, Michigan, and there Arthur Eklund was reared and given a public school education till nine years of age when his mother took him to Sweden, but at the age of eighteen he returned to Duluth.

After completing his schooldays Mr. Eklund came to St. Louis County, Minnesota, and for some years was engaged in a sawmill, but then moved to Duluth and was employed in a grocery and meat business for three years. In 1908 he moved to Proctor and opened his present grocery and meat market, and has since been occupied in conducting this business. His stock is a large and varied one, and he takes a pride in keeping everything thoroughly up-to-date. His trade is a valuable one, many of his customers having remained with him since he first opened up for business. In addition to his store and meat market he has other interests, and among other things is vice president of the Mesaba National Bank of Proctor.

Social by nature, Mr. Eklund has connected himself with a number of fraternal and benevolent organizations, and among others maintains membership with the Independent Order of Odd Fellows, Loyal Order of Moose and Royal League, and is very popular in all of them. Connecting himself with the Lutheran Church when young, he has always continued his membership in it, and is one of the valued members of the local congregation of that denomination. Mr. Eklund always votes independently. Since coming to Proctor he has been interested in the progress of the community, and has borne his part in all of the civic movements of value, and is recognized as one of the dependable men of the city and St. Louis County.

WILLIAM E. FAY. To do any one thing well is to advance far on the road that leads to ultimate success. It matters but little in what line a man directs his abilities, but it is important that he gives his whole attention to making the best of his opportunities and securing his fair share of business. These are truths early recognized by William E. Fay, one of the dependable merchants of Proctor, and acting in accordance with them he has built up a large and flourishing mercantile establishment which is a credit to his section of St. Louis County.

William E. Fay was born at Saint Peter, Minnesota, January 1, 1883, a son of Peter Fay, a native of Ireland, who upon coming to the United States became a farmer, and for a number of years prior to his death, which occurred in 1903, was a highly respected agriculturalist of St. Louis County. He and his wife had a family of seven sons and two daughters, all of whom are living, and of them all William E. Fay was the eighth in order of birth.

After being a student of the public schools of Saint Peter William E. Fay took a two-years' collegiate course, and then was employed in the wholesale hardware trade at Sioux City, Iowa, and continued in it a year. Then for a time he was in a cigar business at Duluth, Minnesota, but it was not until he came to Proctor and embarked in his present business that he felt that he had found the line of business in which he could give expression to his ideas and capabilities, and since then has fully justified his action in taking the steps he did. Mr. Fay carries a full

and complete line of dry goods, shoes and men's furnishings, and his trade is a large one and comes to him from Proctor and a wide territory contiguous to it.

Reared a Catholic, he has given the support of his mature judgment to and is a true son of the Church. He belongs to the Knights of Columbus and the Loyal Order of Moose. In politics he is a Democrat. Not only does Mr. Fay conduct his business according to methods which reflect credit on his ability, but he also gives to the best movements of his community an unqualified support, and is correctly numbered among the worth-while men of St. Louis County.

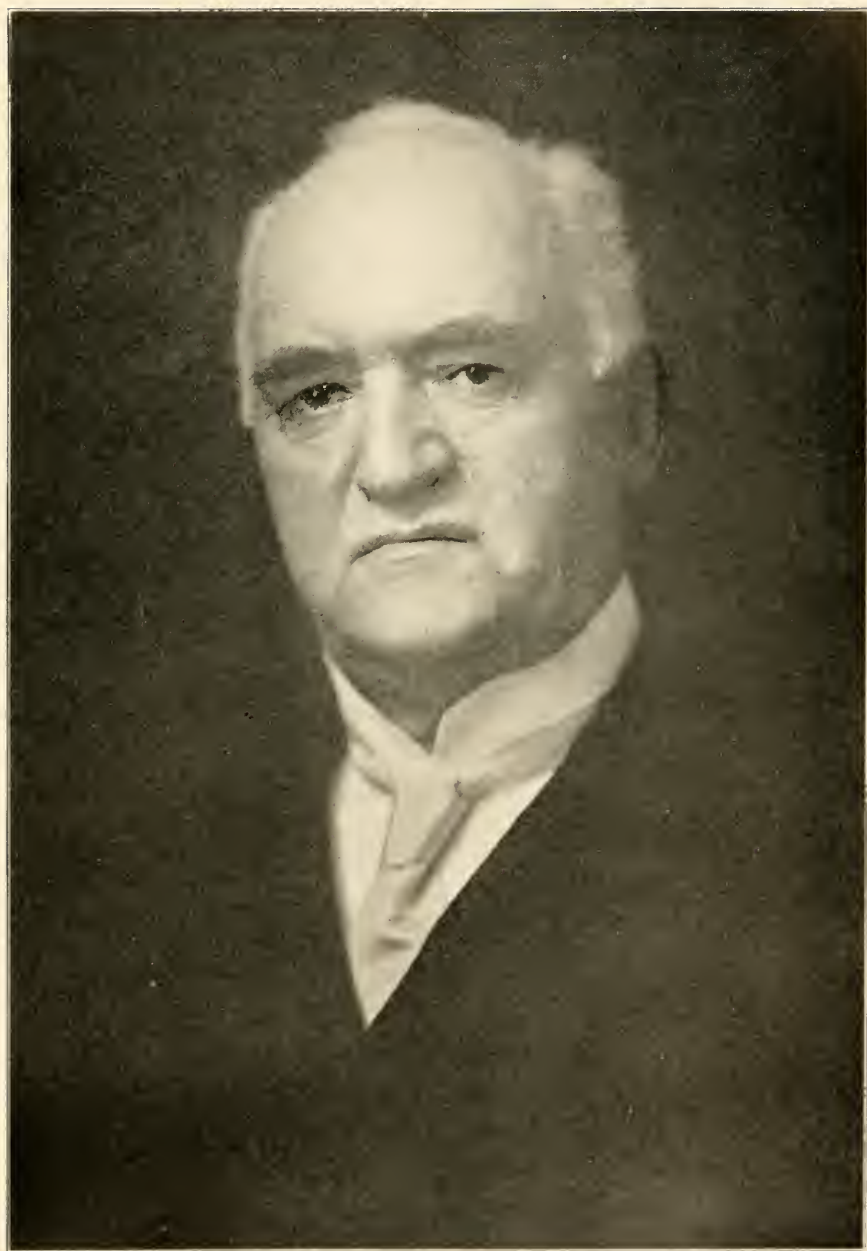
BRIDGEMAN-RUSSELL COMPANY. The Bridgeman-Russell Company has Duluth as its headquarters and is a produce and dairy products enterprise involving the handling, distribution and marketing of products from the entire northwestern territory tributary to Duluth. The company has the distinction of being the largest manufacturers of butter in the northwest.

The senior member of the company, Henry Bridgeman, engaged in a modest business in Duluth October 1, 1888, under the style of Bridgeman & McGibbon. About one year later Mr. McGibbon was succeeded by Mr. Robert A. Peers, the firm name being changed to Bridgeman & Peers. On April 1, 1892, Mr. Peers was succeeded by Mr. N. F. Russell, the firm name being changed to Bridgeman & Russell. This partnership was continued until April 1, 1903, when the company was incorporated under the name of Bridgeman-Russell Company, with a capitalization of \$100,000. The capitalization in 1907 was increased to \$250,000, and in 1920 to \$1,000,000.

The company is large manufacturers of butter and ice cream, condensers of milk, and dealers and distributors of butter, eggs, cheese, poultry, ice cream, milk and cream. They operate eight large creameries in Minnesota, North and South Dakota, Wisconsin and Michigan, and altogether have about six hundred employes at the different plants. Their business involves the services of several hundred agents and buyers of produce in the above states. They sell and distribute butter and eggs from coast to coast, shipping large quantities of such supplies as far as New England. They do a large business in Duluth, including a complete milk distribution service with daily delivery of pasteurized bottled milk and cream. In 1917 the company completed their new building at 1110-1122 West Michigan street, conceded by experts to be the finest dairy product plant in the United States. This building is seven stories high, nearly one block wide and approximately one-half block deep. This building is equipped with the most modern and up-to-date equipment obtainable from an efficiency and sanitary standpoint in the handling of dairy products.

The official personnel of the Bridgeman-Russell Company today is: Henry Bridgeman, president; N. F. Russell, vice president; Mark Baldwin, vice president; B. M. Ruse, treasurer and general manager; and H. O. Ahl, secretary.

ALBERT H. COMSTOCK for a quarter of a century has been actively identified with a great Duluth business, which under the title Marshall-Wells Company has a commercial prestige extending all over the northwest and Canada as wholesalers, manufacturers and importers of machinery, hardware and a large variety of other essential equipment and supplies.



Albert H. Comstock

Mr. Comstock was born at Pontiac, Oakland County, Michigan, February 22, 1847, a son of Elkanah B. and Eliza (Holden) Comstock. His father was a native of Connecticut and his mother of central New York. Elkanah Comstock spent some of his early years selling goods in Michigan and California, but for many years was a well known banker at Pontiac, Michigan, where he died in 1889. He was one of the early members of the Republican party which was first organized in Michigan and a Presbyterian in religious affiliations. In the family of four sons and one daughter Albert was the fourth in age, and he and a brother are now the only survivors.

The public schools of Michigan afforded him his early preparation for life, and as a boy he was employed in his father's bank, gaining a thorough business and financial training. Later he entered a bank at Saginaw, Michigan, as assistant cashier until elected cashier.

The senior partner of Marshall-Wells Company, A. M. Marshall, was also a former Saginaw business man and citizen, and when Mr. Comstock came to Duluth January 1, 1895, it was to engage in the wholesale hardware business with Mr. Marshall. Mr. Comstock is now first vice president and a director of the Marshall-Wells Company. A. M. Marshall is now chairman of the board, while Seth Marshall is president and other officers besides Mr. Comstock are W. P. Mars and J. W. Walker, vice presidents; H. A. Sedgwick, treasurer; W. F. Arndt and W. H. McVay, assistant treasurers; C. M. Rice, secretary, and C. P. Grady, assistant secretary. A more complete story of this great Duluth business is told on other pages.

Mr. Comstock attends the Episcopal Church and is a member of the Republican party. January 25, 1875, he married Miss Elizabeth Hadley, of Pontiac, Michigan. Their only child, Marguerite, is the wife of Charles W. Andrews of Duluth.

B. A. PALMER, chief of police of Proctor, is one of the courageous and capable men of St. Louis County, engaged in maintaining law and order, and through his thoroughness and efficiency this region is noted for its law-abiding citizens. He was born at Bay City, Michigan, April 10, 1876, a son of Dr. Thomas Palmer, a native of Canada, born near Quebec. Some years ago Doctor Palmer came to the United States, and locating at Standish, Michigan, made that vicinity his home until his death in 1919, and there built up a large practice. He had eight children, of whom Chief Palmer is the youngest.

Until he was eighteen years old, B. A. Palmer attended the public schools of his native city, and then for three years was engaged in agricultural work. With the declaration of war with Spain, in 1898, he enlisted as a private at Alpena, Michigan, and his regiment was sent to Atlanta, Georgia, but before he reached the front, peace was declared. Mr. Palmer returned to Michigan, and was engaged in the lumber business at Millersburg, Michigan, transferring his operations to Duluth, Minnesota, later on, and in 1906 formed connections with a mining company at Hibbing, Minnesota, which he maintained until the big strike of the miners of that region, and he returned to Duluth, and became a member of the police force of that city. After eighteen months of service, he was transferred to Oliver, Wisconsin, and made chief of the police department for a time. Once more he went back to Duluth and was on its police force for eighteen months more when in 1914 he was made chief of police of Proctor, and still holds that important office. During the time he has been in office he has made over two hundred important arrests, and has been instrumental in suppressing a large amount of

crime, and his name carries weight for criminals realize that he is utterly fearless and determined to keep his city free from their viciousness. The jail, in which his office is located, is a modern structure, containing five cell rooms, and has a capacity for seventy-five persons.

Mr. Palmer was married in 1912 at Bay City, Michigan, to Miss Anna Copman. His fraternal connections are those he maintains with the Independent Order of Odd Fellows.

ATTILIO CASTIGLIANO. While people of Italian nationality and ancestry have become so numerous represented in northern Minnesota as to decidedly influence and call for established institutions in church, social, commercial and other affairs, probably no one person represents more truly the great body of Italian Americans in an official way than Attilio Castigliano, consular agent for the Kingdom of Italy at Duluth.

Mr. Castigliano is a man of fine education and in every way highly qualified for the diverse duties and peculiar responsibilities of his office. He was born in Valperga in the Province of Torino, Italy, March 25, 1881. He graduated from the Agricultural College of Caluso in 1901, and four years later, on March 4, 1905, arrived in the United States. During the following four or five years he had an active business experience connected with the State Savings Bank of Laurium, Michigan.

On March 10, 1910, he was appointed consular agent for the Kingdom of Italy with jurisdiction over the state of Minnesota and northern Michigan. While his office was temporarily established at Hibbing, it was transferred to Duluth and has remained there since August, 1911.

The duties of his office involve a general protection of the interests of the Italian people in the district where over seventy-five thousand Italians are living; more particularly the furnishing of Italian business concerns in Italy commercial and financial references; in administering to the estates of deceased nationals; promoting friendlier relations between the Italian element and the local public.

The World war naturally brought a great increase and extension of responsibilities and duties. The consular agency was responsible for recruiting and providing transportation both on land and sea to over nineteen hundred reserves. After the United States became involved in the war Mr. Castigliano's office at Duluth had charge of the inspection of all condensed milk exported from the United States to Italy and of a large number of meat contracts. Through that office in the last week of January, 1919, from Kansas City alone were shipped from five packing companies ninety-two carloads of meat for a value exceeding one million dollars. Mr. Castigliano was also connected with public work and made arrangements for all the conferences held in the territory of his jurisdiction by the military officers, besides giving a great deal of his time to the Saving Stamp and Liberty Loan publicity both in Duluth and in St. Paul and Minneapolis. Through his efforts on October 12, 1919, the sum of 40,000 lire was collected in Duluth and remitted to the Italian War Orphans' Relief Committee at Rome.

When Mr. Castigliano opened his office at Duluth in August, 1911, he comprised its entire personnel. Now the office has an assistant in the person of Edmund T. Powers, attorney at law, and two secretaries, Miss Louise Signorelli, who has been on duty there for over seven years, and Miss Mary Brocco. In recognition of his services the King of Italy has recently honored him with the appointment as Knight of the Crown of Italy.

GEORGE L. TRAIN, cashier of the First National Bank of Chisholm, is one of the dependable business men and public-spirited citizens of

St. Louis County. Too much cannot be said with regard to the importance of sound and conservative banking methods with relation to other factors in the commercial and industrial life of a community. This need is especially strong in the comparatively new Range country, and George L. Train and the First National Bank of Chisholm have every reason to be proud of the part played by them in the mighty development of this region and the stability of the financial interests they are safeguarding.

Mr. Train was born at Saint Charles, Minnesota, February 18, 1871, but was reared at Canby, Minnesota, where his parents, John L. and Ella (Blossom) Train, moved in 1880. For the succeeding score of years Mr. Train made Canby his home, and during the period between 1880 and 1900 acquired a public-school education and then followed the example of his father, a veteran railroad man, and began work as a telegrapher. John L. Train had made a record for himself as a telegrapher in the service of the United States Government during the war between the states, and he later took up other branches of railroad work, continuing with the railroad service all of his life.

Learning to be a telegrapher, George L. Train was an operator for four years, but then found that his abilities better fitted him for financial work, and he became assistant cashier of the Citizens State Bank at Canby, where he remained from 1892 until 1900. In the meanwhile northern Minnesota was coming before the public on account of the opening up of the iron industry, and Mr. Train came to St. Louis County in 1900 and was a teller and bookkeeper of the Duluth Savings Bank, which is now the Northern National Bank, for five years, during that time becoming thoroughly conversant with banking conditions in this region. In 1905 he came to Chisholm and organized the First National Bank, of which he has since been cashier. From 1910 until 1917, inclusive, he was postmaster of Chisholm, and is probably one of the best known men in this part of the state. He is a Mason, Knight of Pythias, Elk, Modern Woodman, and belongs to the Kiwanis Club, taking an active part in all of these organizations.

In 1898 Mr. Train was united in marriage with Miss Mabel A. Pond, of Kasson, Minnesota, and they have two children, namely: Leona C. and Georgia M. During the great war Mr. Train took a very active part in all of the local work, serving as chairman of three of the Liberty Loan campaigns, in each of which the quota for his district was largely over-subscribed. In other ways he did all that lay in his power to assist the administration in carrying out its policies, and he is equally anxious to render assistance to local and federal authorities to bring conditions back to normal and further strengthen the money market of the country. Having devoted practically all of his mature years to the banking business Mr. Train is one of the most astute bankers of the Range country, and his advice is sought and his judgment relied upon by many of the leading men of this locality. He has a deep and abiding faith in the future of northern Minnesota, and looks to see a much greater and healthier expansion of its natural resources and the consequent development of kindred industries and enterprises.

ANTON HANSON began his business career as a boy worker in a commercial establishment at Duluth, and for several years past has been active head of a profitable and well known hardware business in the West End.

He was born in Norway November 30, 1885, and was two years of age when his parents, Mr. and Mrs. Even Hanson, came to the United

States. The family located at Duluth, where Even Hanson is still living at the age of fifty-nine. Since 1910 he has been associated with his son in the hardware business and takes an active interest as a working factor in the store.

Anton Hanson was second in a family of seven children. He attended the Lincoln School at Duluth, and after he had acquired a substantial education began making his own way as cash boy in a local store at the age of fourteen. Later he had charge of the collection department of Forward & Company, furniture merchants, for five years. Having accumulated some capital and a great deal of experience, he took in a partner and engaged in the retail hardware business under the name of A. Hanson & Company. He is one of the owners, and has developed a business that ranks as one of the foremost retail establishments of the kind in the city. They carry a complete stock of hardware and also sporting goods.

Mr. Hanson is a member of the Ebenezer Lutheran Church and is independent in politics. On September 15, 1912, he married Miss Borgena Anderson. They have three children, Gladys H., Howard G. and Mabel I.

HUGH J. McCLEARN is a lawyer and business man. He was born in Glasgow, Scotland. He acquired his education in the public schools of Pennsylvania, the University of Valparaiso in Indiana and the University of Minnesota.

Mr. McClearn arrived in Duluth in May, 1903, coming at the request of Oscar Mitchell, who was then city attorney. In 1904, when Mr. Mitchell went with the firm of Washburn, Bailey & Mitchell, Fred Reynolds, Mr. Mitchell's former partner, and Mr. McClearn formed a partnership under the name of Reynolds & McClearn, which continued until the time of Mr. Reynolds' death in 1911, since which time Mr. McClearn has practiced alone.

Much of his time and abilities as a lawyer have been devoted to business enterprises. He has been much interested in recent years in the development of agricultural lands in St. Louis County and throughout Minnesota, and has been an organizer and official of various business organizations, including land, exploration and wholesale and jobbing companies.

His only fraternal connection is with the Masonic Order, with which he has been affiliated since 1904, having attained the thirty-second degree of Scottish Rite. He is a member of all the Duluth civic and social clubs.

OLIVER RENSTROM. The banking interests of Duluth have numerous representatives of the younger generation, but there are few who have made such rapid strides as has Oliver Renstrom, cashier of the Park State Bank. Mr. Renstrom's entrance upon the financial arena occurred only five years ago, but during this time he has risen steadily in banking circles, and has contributed materially to the success of the institution which he represents.

A native son of Duluth, he was born November 24, 1898, his parents being A. G. and Hulda (Nelson) Renstrom. His father, a native of Sweden, came to the United States alone in young manhood, first locating at Duluth in 1880 and securing employment as a railroad foreman on the Duluth and St. Paul railways. After a period of years passed in this vocation he turned his attention to commercial ventures, and for many years has been the proprietor of a flourishing grocery business at 9 Third avenue, West, Duluth. The youngest of the five children of his parents,



Hugh J. McLearn

Oliver Renstrom secured his education in the public schools of Duluth and at the age of seventeen years entered the service of the Park State Bank of this city as bookkeeper. After being thus employed for one year he was advanced to teller and assistant cashier, and after another year was made cashier of this institution, a position which he has since filled with marked ability and fidelity.

Mr. Renstrom has many friends among the patrons of the bank, as he has also among his fellow members in the local lodges of the Independent Order or Odd Fellows and the Knights of the Maccabees, as well as in the Morgan Park Club. In religious faith he is a Protestant, while in politics he takes an independent stand. He married Miss Lillian Heir, daughter of Edward and Martha Heir, of Duluth.

HERBERT SCHELL. Probably no one man in a community comes any closer to his fellow citizens through personal service than does the druggist, for not only is he called upon to render an expert professional service which goes hand in hand with that of the physician, but he is expected to be the confidant, advisor and mediator, to carry a full line of medicines, toilet articles and kindred goods, cigars and tobacco, stationery, candies and oftentimes magazines, and to permit the general public the use of his establishment as a meeting place, and to furnish any chance visitor to his store with stamps and telephone service. In fact, the drug store today is the clubroom of the average citizen of both sexes, and without it much pleasant community life would die out. Proctor is no exception to the rule, for it has need of the services of its druggists just as both smaller and larger communities have, and one of the men who is living up to the best conceptions of this important calling is Herbert Schnell.

Herbert Schnell was born at Staynor, Canada, November 6, 1885, a son of Alexander Schnell, who came to the United States in 1887, locating at Superior, Wisconsin, where he went into the logging business and later developed into a contractor. He died at Superior in 1912, having become one of the important men of that place. Of the nine children born to him and his wife six survive, and of them all Herbert Schnell was the fourth in order of birth.

When he was fourteen years old Herbert Schell left school and began working as a clerk in a drug store, and was so employed at Superior until 1907, when he embarked in the drug business for himself and at one time operated one drug store at Duluth and another at Proctor, but later disposed of the former one. In addition to his drug business Mr. Schell is also engaged in the automobile business, acting as agent for one of the leading cars.

On July 31, 1907, he was married at Superior to Miss Mary E. Keneff, and they have two children, Herbert A. and Patricia. In politics Mr. Schell is a Republican, but has not been a candidate for office. By inheritance and conviction he is a Catholic. Both he and his wife have many warm, personal friends at Superior and Proctor, and are popular in both communities.

FRED HANSEN. Earnest endeavor along any one line is bound to bring satisfactory results. The man who concentrates upon learning thoroughly the details of his chosen business oftentimes makes more of his life than the one who fritters away his time and efforts in making many changes. Fred Hansen early in life decided upon becoming a merchant, and with that object in view has worked hard and saved his money, and when the opportunity came he was able to establish himself in a business of

his own. For a number of years he has been one of the dependable merchants of Proctor, and as senior member of the reliable mercantile house of Fred Hansen & Company is one of the well-known men of St. Louis County.

Fred Hansen was born in Norway December 30, 1867, and remained in his native land until 1885, when he came to the United States, making the trip alone. At that time he was but eighteen years old, but he was industrious and had little difficulty in securing employment as a clerk in a mercantile house at Ironwood, Michigan. There he remained until 1892, when he returned to Europe on a trip to his old home. Coming back to the United States, he resumed his business connections at Ironwood and continued in that city until he went to Virginia, Minnesota. There and at Chippewa Falls, Wisconsin, he continued as a mercantile clerk, during all of this period learning the business from the bottom up. In 1909 he came to Proctor and with Fred Newman in 1919 formed his present mercantile house. The firm carries a full and varied line of timely stock in men's furnishings and dry goods. Because of their knowledge of their business, their excellent connections with wholesalers and jobbers and their insight into the needs of their customers the partners have been able to build up a very valuable trade, which shows a healthy increase with each year.

Mr. Hansen belongs to Euclid Lodge No. 198, Ancient Free and Accepted Masons, of West Duluth, Minnesota; to the Odd Fellows, Modern Woodmen of America and United Order of Foresters, all of Proctor. As a member and worker of the Methodist Episcopal Church he is of value in raising the moral standards of Proctor.

On March 1, 1910, Mr. Hansen was married to Miss Winifred Mumma, whose parents are residents of Whitewater, Wisconsin. Mr. and Mrs. Hansen have no children of their own, but they have adopted a boy and given him the name of Raymond Kennett Hansen, whom they are rearing with tender parental care and love.

S. B. SHEPARD, highway construction engineer for St. Louis County, was selected for his present duties about the time St. Louis embarked on its great program of paved road building in 1919. Mr. Shepard became known to the county officials through his wide experience and responsible connections with highway departments in the east.

He was born at Ilion, New York, August 29, 1887, son of A. C. and Idella V. (Owens) Shepard, both natives of New York state and still living at Ilion, his father at the age of seventy and his mother at sixty-eight. His father for many years has been employed in the plant of the Remington Arms Company at Ilion as head of time and cost department. Mr. Shepard is of English and Welsh ancestry, and is the fourth of five children, three of whom are still living.

He acquired his early education in the schools of his native town. He was only thirteen when he introduced a practical side into his education, going to work on a drill press in the plant of the Remington Arms Company. In subsequent years he alternated between employment in that plant and in other capacities and attended school. In 1905 he graduated from the Ilion High School and after that was in the service of the New York State Highway Department continuously until 1908. In that year he entered Ohio State University, pursuing the civil engineering course, but each summer vacation returned to his employment with the New York State Highway Department. He was graduated with the degree of Civil Engineer in 1913, and from that year until 1919 was one of the technical and engineering staff of the Ohio State Highway



W. M. Brown

Department. In 1919 he was called to Duluth as construction engineer for St. Louis County in carrying out the new highway program.

St. Louis County voted and approved a bond issue of seven and a half million dollars in July, 1919, for the purpose of constructing approximately two hundred and fifty miles of hard surface roads. This program, in the carrying out of which Mr. Shepard is an expert technical adviser, will when completed connect all the outlying villages and cities with the county seat of Duluth by modern hard roads.

Mr. Shepard is affiliated with Ionic Lodge No. 186, Ancient Free and Accepted Masons, in Duluth, with Keystone Chapter No. 20, Royal Arch Masons, at Duluth, and with Duluth Council No. 6, Royal and Select Masters. He is also a member of the Phi Gamma Delta and Triangle fraternities. He is an Episcopalian in religious faith, and in politics has chiefly supported Republican candidates and principles. On September 4, 1917, he married Miss Lucile M. Bradley, of Duluth. Mrs. Shepard was educated in the Duluth High School and Vassar College at Poughkeepsie, New York.

JAMES C. MCGIVERN, president of the First National Bank and mayor of Biwabik, is one of the leading citizens and financiers of St. Louis County, and a man who has played a very important part in the history of Mesaba Range. Since 1916 he has been the chief official of his bank, and is serving his fourth term as mayor. He is a native son of Brainerd, where he was born July 21, 1886, a son of Barnard and Mary T. (Kennedy) McGivern.

Born in Ireland, Barnard McGivern was twenty years old when he came to the United States, and immediately after landing he made his way to Chelsea, Michigan, and there he and his wife, then eighteen years old, were married. In 1883 they went to Brainerd, Minnesota, where he is now living at the age of sixty-three years. His wife died in April, 1915. Until 1903 Barnard McGivern was employed as a boilermaker in the railroad shops of the Northern Pacific at Brainerd. After that he was engaged until his retirement in operating a farm he had previously homesteaded in the vicinity of Staples, Minnesota. He has always been a shrewd business man and very successful. He and his wife had seven sons, of whom James C. McGivern was the second. During the World war three of these sons served on the battle line overseas.

James C. McGivern was graduated from the Brainerd High School in 1904, after which he obtained employment in a grocery store at Staples, and continued for a year. For the subsequent two years he held a clerkship in the mechanical department of the Northern Pacific Railroad Company, but left that corporation in 1908. In that year he came to Biwabik to become timekeeper for the Oliver Iron Company. After a year he left that company to accept a similar position with the Monroe Mine at Chisholm. In 1911 he began his long connection with the First National Bank at Biwabik as cashier, and in 1916 was made its president. A politician by inheritance and inclination, he soon became a dominating force in local affairs, and was elected township clerk before he was honored by his first election to the mayoralty, in which he defeated the Socialist candidate. Since then he has been three times elected to succeed himself, and has done much to make the city what it is today. Practically all of the present improvements have been inaugurated under his several administrations, including the water system and street paving, and this municipality compares favorably with any other of its size in the country.

On October 21, 1911, Mr. McGivern was united in marriage with Miss Vina O'Hara, of Biwabik, a daughter of William O'Hara. Mr. McGivern belongs to the Catholic Church and the Knights of Columbus. During the late war he was at the head of the various Red Cross, Young Men's Christian Association and Liberty Bond committees, and was chairman of the War Work Committee and on the local board of the National Council of Defense. Ever since coming to Biwabik he has been very active in community betterment work, and is proud of the fact that his results have received the stamp of approval of his fellow citizens. Such men as Mr. McGivern are a splendid asset to any locality, and he can be depended upon to give the full force of his influence both as banker and private citizen to carry on the constructive measures he has set on foot as a public official.

EDWARD J. MICKA was born in Carroll County, Iowa, October 27, 1890, one of seven children born to the marriage of Herman Micka and Mary Pross, both of whom were natives of the United States. Herman Micka, early in life, was a blacksmith, but in later years was engaged in the real estate and insurance business at Carroll, Iowa. He died there, September 16, 1906, but his widow survives him and continues to reside at Carroll.

Until he reached the age of twenty years, Edward J. Micka continued to reside at Carroll, where he completed the eighth grade in the public schools, and for four years was employed in a drug store. In 1910 he became anxious to branch out, and came to Hibbing where he felt he would have a future, and subsequent events have proven that his choice was a fortunate one. His two brothers, Louis and Samuel Micka, had already located at Hibbing, being in the employ of the Winston-Dear Company mines, and when he first arrived at Hibbing, Edward J. Micka also worked for this concern, but left it for the Mesaba Telephone Company, and was employed in its different departments. He then went with the Home Electric Company, of which, in 1917 he became, with A. F. Asplund, the owner, changing the name to the Micka-Asplund Company. This firm does a general electrical contracting business, and is recognized as one of the best in its line in St. Louis County.

Mr. Micka is independent in his political views. He belongs to the Roman Catholic Church. In March, 1920, he was elected a member of the council of Hibbing, and is now serving his first term in that body, he having been elected for a period of three years.

On November 25, 1915, Mr. Micka was united in marriage with Anna Polassy of Duluth. They have one daughter, Mary-Lois.

RICHARD GEARY. Closely connected with the development of Hibbing from its very beginnings, Richard Geary has taken a constructive part in securing all of the improvements which make it today one of the finest and wealthiest little cities in the world. He came to this locality August 3, 1893, having walked from Mountain Iron, Minnesota, in company with his brother, James Geary. When the two young men came into the little settlement there were but four houses in the place, three of them being on Pine street, and the remainder of the population found shelter in three tents. From the time of the arrival of the Geary brothers, however, the place began to show rapid growth. The timber had been cut and had fallen promiscuously in every direction. This timber was later collected, taken to the sawmill, and the resultant lumber was used to construct buildings for the constantly augmented population. On November 2,

1893, the railroad line was completed and the first locomotive whistle was heard, which event furnished an excuse for a jolification.

Mr. Geary erected a building at 132 Pine street, and filled in the crevices with sawdust closely packed, and in spite of the intense cold passed the winter in it very comfortably. He had erected it with the intention of opening a jewelry store and general repair establishment, but was forced to wait until spring, as there was no way to get in his goods except by packing them from Iron Mountain, and that was too expensive. For twenty-four years he has been in his present location and has the leading jewelry establishment of Hibbing.

Richard Geary was born at Concord, Jefferson County, Wisconsin, November 26, 1860. He is one of a family of five children, four of whom survive, born to the marriage of Morris and Rose (Mulligan) Geary, both of whom were natives of Ireland, and there married. They immigrated to the United States and settled on a farm in Jefferson County, Wisconsin, where they passed the remainder of their lives.

Possessing but limited educational opportunities, Richard Geary made the most of his advantages and went four miles to school and back whenever he was able to do so. When he was only eleven years old he began working for a neighboring farmer, for which he received four dollars a month for the first summer, and make himself so useful that the next summer his wages were increased to eight dollars. Later he worked for a cousin, who was also a farmer, and he paid him ten dollars a month for two seasons. Mr. Geary then lived at home for a time. Going into northern Michigan, he became assistant cook in a lumber camp at Norway, and followed cooking for twelve years. Going to Chicago, Illinois, in the early part of 1893, he acquired a working knowledge of the jewelry business, and has carried it on at Hibbing with gratifying success. For nine years he served on the School Board, and as such rendered the community a valuable service in seeing that the educational advantages offered the children of this region are second to none, for like many who have had to struggle along in life without proper schooling he is doubly anxious to give others the opportunities which never came his way.

In August, 1891, Mr. Geary was married to Miss Mary Vetter, of Marathon City, Wisconsin, a daughter of George Vetter. The following children have been born to Mr. and Mrs. Geary: Ethel; Emma, Mrs. Walter Crawford; Edna, deceased; Stella, deceased; and Dorothy, who married Joseph Gerzine. Mr. Geary is a man who has understood the fundamentals of commercial life, and has realized that business is the very life blood of national and community health and prosperity. Possessing that broader sense of responsibility, the will and resourcefulness and the power to stimulate others to the same whole-hearted endeavor which has always actuated him, he has long been recognized as one of the useful and competent men of St. Louis County.

STEVE KOVALL is one of the enterprising young business men of Ely, and has spent nearly all his life in this section of northern Minnesota. He is the active manager of the general merchandise firm of Kovall and Sons, the members of which are John Kovall, Sr., Steve and John, Jr.

John Kovall, Sr., and his wife, Elizabeth, brought their family to the United States in the eighties from Austria. At the opening of the Chandler Mine in northern Minnesota and before there was a single railroad in this part of the Range country the Kovall family made their way by the difficult process of walking to Ely. John Kovall, Sr., was employed in the Pioneer Mine until 1911.

Steve Kovall was born in Austria and acquired a very limited education in the schools of northern Minnesota. He began working in the mines when very young, and his educational equipment was measured by the bare ability to read and write. Realizing that lack of education would prove a permanent bar to his advancement in business, he earned and paid the money which enabled him to enter St. John's College at Collegeville. He remained there a diligent student until he graduated at the age of twenty-six. Thus equipped, he was employed in the collection and insurance department of the First National Bank at Chisholm until 1910, when, securing the co-operation of other members of the family, he organized the firm of Kovall & Sons, and became manager of the business from the start. The first store was in a building adjoining the present commodious structure which the firm erected in 1917. They handle a large stock of general merchandise, and have a trade drawn from a large territory around Ely.

Mr. Kovall is an active member of the Commercial Club, is affiliated with the Mystic Workers and is an independent Democrat in politics. He is one of the well-known men of Ely, is a member of the City Council, and on the Board of Trustees of St. Anthony's Catholic Church, of which all the family are communicants. In 1911 Mr. Kovall married Maggie Starcinich, of Chisholm, also a native of Austria. Their family consists of one son and five daughters.

WILLIAM HENRY MAGIE, M. D. Duluth had a population of about ten thousand when Doctor Magie joined the community as a young physician and surgeon something over thirty-five years ago. He was well fitted in every way to become a forceful factor in the life and progress of the city. For years he has been one of the recognized authorities in surgery in the northwest. He is a man of action, with broad views and liberal sympathies, actuated by motives of deep-seated patriotism and civic loyalty, and with admiration for all the wonderful resources and possibilities of the northwest country. Doctor Magie is a lover of the open woods, the hills, the waters, is fond of hunting and fishing, has taken part in expeditions for big game, and has killed deer and bear within what is now the corporate limits of Duluth.

William Henry Magie was born at Madison, New Jersey, September 30, 1854, a son of William Harvey and Eunice (Shawger) Magie. When he was three years of age his parents moved to Henderson County, Illinois, and from the time he was about seven until fifteen he lived with the family in Chicago. They then returned to Henderson County. Doctor Magie acquired his early education in the public schools of Chicago, Illinois, and Abingdon College at Abingdon, that state. In the fall of 1873, when he was nineteen, the father returned to New Jersey, but the next year went to southeastern Kansas, then recently freed from Indian occupation. The family settled on a ranch, and the father became an extensive rancher and a man of prominence in Kansas affairs during the seventies and eighties, being elected to the State Legislature.

Doctor Magie had the experience of a Kansas farm and ranch for several years. Preparatory to his medical training he spent a year in a drug store at Pittsburg, Kansas, and in 1882 entered the College of Physicians and Surgeons at St. Louis. He was graduated in 1884, and after a brief practice at Pittsburg, Kansas, arrived in Duluth September 10, 1884. In the comparatively small city of that time there was little opportunity afforded for specialization, and for fifteen years or more he devoted himself to the arduous work of the general practitioner. However, for the past twenty-two years his work has been confined exclu-



F. S. Colwin

sively to surgery, in which his talents have been widely praised by other members of the profession and the general public. Doctor Magie was for twenty-eight years official surgeon of St. Mary's Hospital. He is surgeon for the Morgan Hospital, the welfare institution maintained by the Minnesota Steel Company.

His professional rank is indicated by his former service as president of the Minnesota State Medical Association. He is a Fellow of the American College of Surgeons, a Fellow of the American Medical Association, and Fellow of the Western Surgical Association. Doctor Magie is a convert to the Catholic religion.

If what has been said is in any way suggestive of his character and activities it would seem the most natural thing in the world that Doctor Magie should have been an ardent admirer of that strenuous and virile American Theodore Roosevelt. He was a follower of Roosevelt in politics as well as in other departments of his strenuous life. In the campaign of 1912 he had a place on the Minnesota Progressive ticket as presidential elector. In the regular Republican party he has been a delegate to state and other conventions, but has never sought any office for himself. Doctor Magie in many ways has worked for the improvement of schools and good government in Duluth and improved hospital standards.

In 1876 he married Josephine Shawger. She died in 1898, the mother of two children, Woodbury and Ida. The daughter is the wife of Frank Stauduhar, and has five children. In 1899 Doctor Magie married Anna Isabel Henry. Three children were born to their union: William Henry, John Corbett and Elizabeth Eunice. The daughter died in 1914, at the age of eight years.

FRANK S. COLVIN. While only to those who have actively participated in the wonderful development of the Mesaba Range does the change make its strongest appeal, anyone at all conversant with conditions a few years ago and those of today must realize the remarkable work of the pioneers of this region. They came into this part of the northwest when all was a wilderness and naturally, had to endure many hardships and work under difficulties never encountered today. Theirs was the vision, and because of their broad outlook and faith in the natural resources they were enabled to persevere and to them belongs the credit for all of the subsequent expansion. One of these men who has labored long and hard to attain to his present commanding position in the lumber trade of the Iron Range of St. Louis County is Frank S. Colvin, who has been a resident of this part of Minnesota since 1890, and, with his partner, a pioneer in the lumber business.

Frank S. Colvin was born at Silver Creek, Wright County, Minnesota, April 14, 1866, a son of Jacob J. and Ann Eliza (Griswold) Colvin, natives of Ohio and Wisconsin, respectively, who were married at a time antedating the outbreak of the war between the states. By trade Jacob J. Colvin was a carpenter, and he lost his life through an accident which occurred while he was working at it, in 1887. He had homesteaded land in Minnesota on which the hardwood timber was very heavy, and in 1874 the family moved to Anoka, Minnesota, where his death occurred. His widow survives him and now makes her home at Los Angeles, California. They had a family of seven children, of whom Frank S. Colvin was the third child and eldest son, and after the death of his father the burden of being the family provider fell upon his shoulders, and he cheerfully and capably discharged the responsibilities pertaining thereto for a num-

ber of years. One of his brothers, Norris J. Colvin, lives at Gilbert, St. Louis County, and is also a well-known man in this region.

Frank S. Colvin attended the schools of Anoka, and then for seven years worked at making pressed brick in that place. Later he was employed in lumber manufacturing at Anoka, where he remained until 1890. In that year he came into the Iron Range as bookkeeper and manager of the Mesaba Lumber Company of Mesaba, and had charge of the company's store at that point for two years. He then came to Biwabik and went into partnership with J. A. Robb, organizing their present business. The young men had a very limited capital, but they were excellent business men and knew how to develop with the Range, and today have five lumber yards on the Range, one in Superior, Wisconsin, and another at Duluth. From 1894 until 1905 they operated mills at Fairbanks, but then discontinued that branch of their business. This firm ranks exceedingly high among the reliable lumber concerns of the Mesaba Range, and the present prosperity is entirely due to the energy, foresight and fair dealing of the partners.

In 1902 Frank S. Colvin was married to Janet Carmichael, a daughter of William Carmichael, and she was born at Negaunee, Michigan. Mr. and Mrs. Colvin became the parents of the following children: Dorothy, Jean, William and George. Mr. Colvin has always been very active in politics, operating as a Republican, and has been the delegate of his party to county and state conventions upon many occasions. Locally he has served in several offices, including that of treasurer and mayor of Biwabik, and while serving in the latter gave the city a business-like administration that resulted in a rapid growth, and much of the present improved condition here is due to his efforts. Having spent the best years of his life in this region, he is naturally interested in it and the remarkable advance made here within the past few years, and he is proud of the fact that he has borne so constructive a part in all of this work.

RALPH NORRIS MARBLE. An officer in the United States Navy during the period of the Spanish-American and Philippine wars, later in the World war, Ralph Norris Marble in the intervals of his service graduated as a mining engineer and for the past ten years has been active in his profession in the Minnesota Iron Range. He is general superintendent at Hibbing for the Mahoning Ore & Steel Company.

Mr. Marble was born at Harrisville, Alcona County, Michigan, March 7, 1879, son of Ralph N. and Belle L. (Mead) Marble. His mother is still living at Duluth. Ralph N. Marble, Sr., who died July 18, 1919, was for many years prominent in St. Louis County. In 1882 he came to Duluth to look after some titles to large tracts of lumber lands for Saginaw and Detroit syndicates. He had previously served as registrar of deeds in Alcona County, Michigan. On coming to Duluth he formed a partnership with M. H. Alsworth in the abstract business, and became thoroughly versed in the land titles of St. Louis County. It was that work which led him to engage in law practice, and in 1886 he was appointed registrar of the United States Land Office at Duluth by Grover Cleveland. During his administration of this office occurred the big run on the office following the rumors of discovery of ores. He left the land office in 1890 and thereafter was chiefly engaged in the practice of law until his death. The village of Marble, Minnesota, was named in his honor.

Ralph N. Marble, Jr., grew up at Duluth, acquired a public school education, and in 1894 was appointed a cadet in the United States Naval Academy at Annapolis. He graduated with the rank of Midshipman

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LEWIS J. WHITE

in 1898, just about the time the Spanish-American war broke out. He was on board the flagship Brooklyn during the great naval battle off Santiago, which ended that war. Altogether he was in service five years, being ordered to the Philippines when the insurrection broke out in those islands, and later was in China during the Boxer rebellion. While at Taku he received his commission at ensign. He was in Hong Kong six months and visited various other places in the Orient. In 1901 he returned to the United States to act as a witness before the Board of Inquiry in the famous Schley-Sampson controversy. Following that he was ordered to duty on the Pacific Coast, and in the course of duty made a trip to Panama to protect American interests and had some part in the creation of the Republic of Panama. He was next ordered to Samoa, and was there during the time the authority of the United States was established over that island. Then returning to the United States and after a short period on a torpedo boat he resigned with the rank of junior lieutenant.

After leaving the navy Mr. Marble entered the School of Mines of Columbia University, graduated in 1905, and entered the service of the Oliver Iron Mining Company as assistant engineer at Ishpeming, Michigan. In 1907 he became chief engineer at Tyrone, New Mexico, for the Chemung Copper Company, remaining in the southwest until 1910, when he returned to Duluth and was appointed assistant engineer for the Oliver Iron Mining Company. In the spring of 1911 he became chief engineer of the Mahoning Mine at Hibbing, and gave his full time to the duties of this office until America entered the war with Germany.

In December, 1916, he tendered his service to the Government and was enrolled in the Naval Reserve and was called to active duty May 1, 1917, being assigned with the rank of lieutenant to the former German raider Prinz Eitel Friedrich, later renamed the DeKalb. He had charge of the Construction Department and later the Ordnance Department, and altogether made ten trips across the Atlantic in transport service to St. Nazaire and Brest. October 1, 1918, he was detached and assigned to duty in the Personnel Division of the Navy Department at Washington.

December 12, 1918, Mr. Marble was released from service with the rank of lieutenant commander and at once resumed his civil duties at Hibbing, with the new title of general superintendent of the Mahoning Mine.

October 24, 1906, Mr. Marble married Miss Julia L. Duncan, of Duluth. Their family consists of two children, Elva and Helen.

LEWIS JAMES WHITE, cashier of the First National Bank of Ely, has been a resident of that mining community since early boyhood, and has given the energies of his mature manhood most effectively to business affairs and the substantial interests of the town.

Mr. White was born at Parish, New York, July 11, 1877, son of James H. and Elda (Jennings) White, of the State of New York. His grandfather White came to this country from Scotland. James H. White took his family to Ely in 1888, and he and his wife still live there, he at the age of sixty-eight and she at sixty. He has been identified with different business concerns and has served as an alderman of Ely. The mother is an active Presbyterian.

Lewis J. White acquired a good education in the public schools of Ely, following which he clerked in Lewis Stetten's store and in Miller's store, and in 1898 was appointed assistant postmaster. He performed the duties of this position until 1903, and for the following seven years

was city clerk. Since 1910 he has been identified with the First National Bank as cashier. He knows the business of the bank thoroughly, is a keen financier, and has made a great many friends for the institution.

Mr. White served as a member of the Ely School Board six years. He is a Republican, and is a member of the various Masonic bodies, including the Shrine.

He married Miss Edith Baughman on June 8, 1913. Mrs. White was born in Kansas and taught school both in that state and at Ely. Mr. and Mrs. White are interested students of Christian Science. They have one daughter, Mary Louise.

REV. JAMES HOGAN. For twenty years Father Hogan has been identified with the Duluth Diocese in various locations and capacities, and for the most part has performed his priestly services in the iron ranges and for a number of years past has been pastor of the Church of Blessed Sacrament at Hibbing.

James Hogan was born in County Clare, Ireland, in 1876, and from early youth his education was directed toward the priesthood. He attended local schools and high schools at Killaloe, entered All Hallows Seminary at Dublin, and was ordained a priest June 24, 1900. Soon afterward he departed for America and reached Duluth in October, 1900. For two and a half years he was vice rector of the Cathedral at Duluth, and in May, 1903, was assigned the parish at Eveleth, but three months later went to Virginia as pastor of Our Lady of Lourdes parish. He remained there six years, for two years was pastor of Sacred Heart Church at East End Forks, and since then has given all his time to the Church of the Blessed Sacrament at Hibbing. Father Hogan is a member of the Kiwanis Club, and is very popular with all classes of citizens in the community.

JOHN M. BROWN. Thirty-two years of residence makes John M. Brown a pioneer of Ely. His name is held in high esteem throughout this community. He is known as a man of industry, reliable and responsible in everything he undertakes. Since March, 1916, he has held the office of postmaster.

Mr. Brown was born at Brechin, Scotland, in January, 1869, son of John and Mary (Mason) Brown. His parents spent all their lives in Scotland and the father was in the insurance business at Brechin.

With the advantages of the local schools of this native town John M. Brown at the age of fifteen went to work in the finishing department of linen mills, and was a mill hand until at the age of twenty-one he left for America, his destination being Ely, where his older brother, David, had preceded him and was engaged in the tailoring business. This was in 1890. Mr. Brown on reaching Ely became night clerk at the Exchange Hotel and subsequently entered the employ of the old established mercantile firm of the Miller Store Company, and was with that concern through many faithful years of service. For several years he delivered goods for the concern all over Ely, and in that work as in other employment made many friends and had very substantial backing when he became a candidate for postmaster. Mr. Brown is chairman of the board of trustees of the Presbyterian Church at Ely and is affiliated with the Foresters.

In 1895 he married Miss Jessie Mollison, also of Brechin, Scotland. They have two sons, Allen and Norman. The former is employed in the local mines at Ely. Norman is in the United States Navy, on duty on the U. S. Prairie with headquarters at San Diego, California.



W. J. Morang

WELLS F. MORONG. During the late war the Young Men's Christian Association was brought prominently before the public and none of the boys in the service will ever forget the work of the "Y," but long before that mighty conflict this admirable organization was carrying on its wonderful efforts in behalf of the young men of the country, and is still so engaged. The various branches all over the country owe much of their efficiency in times of peace, just as they did during the war, to the capable efforts of the secretaries, upon whom rest much of the responsibility of operation. They are men chosen for their special fitness for the work, and are without exception earnest, sincere and hard-working, laboring for the cause more than for personal advancement, and always occupying a leading position among the constructive element of the community in which they are located. One of these dependable men, who has devoted the greater part of his life to the work, is Wells F. Morong of Proctor, general secretary of the Duluth, Missabe and Northern Railway Young Men's Christian Association.

Wells F. Morong was born in Maine, October 3, 1875, a son of Daniel Morong, grandson of William Morong, and a member of an old American family that is traced back to France. William Morong was a seafaring man who died at Dennysville, Maine. Daniel Morong also was a seaman and commanded his vessel. He is still living, making his home at Rowley, Massachusetts, to which place he took his family when his son Wells F. was sixteen years old and the latter spent six years as a hand or shipmate with his father. During the Civil war Daniel Morong enlisted in Company A, Sixteenth Maine Volunteer Infantry, and was made a corporal. He and his wife had a family of five sons and five daughters, of whom four sons and three daughters are now living, and of them all Wells F. Morong was the fourth in order of birth.

Mr. Morong was educated in the public schools of Maine, Day's Commercial College of Portland, Maine, and the Young Men's Christian Association College at Springfield, Massachusetts. When he was sixteen years old he began to be self-supporting, and followed in the footsteps of his father and grandfather, turned to the sea and for six years followed it, visiting the cities of South America on coasting trips. He then was connected with a wholesale tea and coffee house in Boston, Massachusetts, for two years, following which he became a traveling salesman. After a short time he took a position as bookkeeper for a wholesale grocery house of Portland, Maine, but becoming interested in his present line of work decided to devote himself to it, and as such has been stationed in different parts of the country.

In 1907 he was sent to Proctor and has superintended the erection of the present Y. M. C. A. building, which was constructed exclusively for the use of the employes of the Duluth, Missabe and Northern Railroad. It is equipped with all modern conveniences for conducting all of the departments, including a large gymnasium and swimming pool. It has a large and enthusiastic membership, and the influence for good exerted over the men is unquestioned.

Mr. Morong was married September 7, 1907, at Portland, Maine, to Miss Caroline Clark, who was educated in the public schools of that city. Her parents are of Scotch descent. Mrs. Morong is a worthy associate of her husband in social uplift work, and has been very active in the United Society of Christian Endeavor and is one of the branch organizers of this association. While at Portland, Maine, she was president of the local organization. Both Mr. and Mrs. Morong are active members of the Methodist Episcopal Church, and since coming to Proctor have been zealous in their efforts in behalf of their church here. They have three children, namely: Daniel, who was born March 2, 1910;

Merrill, who was born December 24, 1912, and Lydia, who was born July 16, 1914.

MICHAEL F. CHALK is a Duluth pioneer. He first knew this city over forty years ago and has been a resident there forty years. His name is especially familiar to all the Great Lakes transportation interests centering at Duluth. For many years he has held the responsible office of federal steamship inspector.

Mr. Chalk was born September 1, 1851, in the state of Rhode Island, a son of Michael and Catherine (Ragen) Chalk. His father, a native of Connecticut, was a life-long mechanic and followed his vocation both in the United States and Canada. He died in 1888. Michael F. Chalk was second in a large family of children. He attended school only a few terms, and acquired most of his education by active contact with men and affairs. At the age of eleven years he was apprenticed to learn the trade of mechanic and boilermaker. He served thirty-two months in Connecticut and then took up another vocation, becoming a fireman on a Great Lakes steamboat. He was on Great Lakes boats plying between Buffalo, Collingwood, Chicago and Duluth for ten years or more. In 1880 he located permanently at Duluth, and for five years was chief of the fire department of the city. Later he became local inspector of steamboats, and in that capacity has inspected for the Federal Government all the boats in a large territory, including part of the Mississippi River and northern Minnesota. His offices are on the second floor of the Federal Building.

Mr. Chalk has witnessed Duluth grow from an outpost on the north-western frontier to a splendid city of over a hundred thousand population. He is a recognized authority on many matters connected with water transportation. His character has always been that of a thoroughly progressive citizen and deeply interested in everything intended to promote the growth and development of Duluth. He is a member of the Elks order. Mr. Chalk married in 1876. His wife died in 1888, leaving him one daughter, Miss Pearl Chalk of Duluth.

JOHN A. HARRI. A hardware merchant at Ely for the past thirteen years, John A. Harri is one of the best known of local citizens, and has called Ely his home for thirty years. His has been an honorable record whether in connection with business, with public affairs or as a soldier of his adopted country.

Mr. Harri was born in Finland in 1880, son of Edward and Mary Harri, who were born in the same country, the former in 1854 and the latter in 1856. Both are now residents of Ely. When they brought their family from Finland during the eighties they lived for a short time at Ironwood, Michigan, then for four years at Port Arthur, Canada, and in 1891 established their permanent residence at Ely. Edward Harri for a short time was employed in the Chandler Mines, and later became a contractor supplying the mines with timber and lumber. For the past ten years he has been in the cattle business, owns several tracts and parcels of land, and has a summer home on the lake. Of the family of Edward Harri, six sons and two daughters, seven live on the Ranges in Minnesota.

John A. Harri acquired most of his education at Ely. It was the main business of every member of the Harri family to get out and hustle as soon as age and strength permitted, and John Harri was well equipped for a strenuous participation in the work of the world, being big and strong. As a boy he went into the timber and soon became an adept in all branches of logging and lumbering. During the Spanish-American

war he served as a member of Company L of the Fifteenth Minnesota Regiment, and later went to the Philippines in Company C of the Thirty-fourth United States Infantry, under Captain George E. Gibson. Mr. Harri participated in twenty-three engagements during the Filipino insurrection, an honorable service record such as few men on the Ranges can excel.

Mr. Harri established himself in the hardware business in 1908, and has a large patronage and his business ability and personal character have won him a great leadership and popular following. In 1903 he married Hilma Mieltonen of Ely. They have a family of four sons and four daughters. Mr. Harri is affiliated with the Independent Order of Odd Fellows, Eagles, Woodmen of the World, Moose and the Benevolent and Protective Order of Elks, and has joined in heartily with the program of the Commercial Club, which has contributed so much to the improvement and advancement of Ely in recent years.

MICHAEL H. GODFREY has given a quarter of a century of service to the Oliver Iron Mining Company and is one of the veterans in the service of that corporation and is its district manager at Hibbing. Everything connected with the mining, transportation, marketing and manufacture of iron ore has attracted the study, thought and effort of Mr. Godfrey, and he is one of the readily recognized experts in the range country of northern Minnesota.

Mr. Godfrey has spent practically all his life in the great mining section of the north. He was born in Champion, Michigan, April 13, 1872, son of Robert and Bridget (Hogan) Godfrey. His parents were born in Ireland, were married after they came to the United States, and since 1898 have had their home at Hibbing. They reared a family of ten children.

Michael H. Godfrey grew up in his native state, completed a high school education at Champion and for one year attended college at Joliet, Canada. While there he became well versed in the French language, and that knowledge had much to do with some of his early advancements in business. For a time he clerked in a postoffice at Norway, Michigan, and for about three years was employed there in the store of the Penn Iron Company. It was his knowledge of French that brought this appointment. He was soon in the accounting department and had much to do with handling trade and other work involving the use of the French language.

Mr. Godfrey came to Virginia City on the Mesaba Range in Minnesota in February, 1893, and was first employed in the accounting department by the Merritt brothers. After the shutdown of the Minnesota Mine, in which he was working, in August, 1893, he was transferred to the Mountain Iron Mine in charge of the accounting department. In September, 1895, he was transferred to Hibbing, and began work under Pentecost Mitchell, now vice president of the Oliver Iron Mining Company. Since then continuously for a quarter of a century he has been with the Oliver Company, has been promoted through various grades and since April, 1917, has been district manager of the Western District for the Oliver interests. The years of undiminished enthusiasm, constant study and initiative and enterprise have brought him notable advancement and a place of high influence in the industrial life of the north.

He has likewise been closely identified with the public welfare of Hibbing, and in the early days of the village served as a member of the council. He is a Republican and a member of the Catholic Church. On October 12, 1897, Mr. Godfrey married Cecelia Gandsey, who died in 1916. Of her eight surviving children one son was a soldier in the World

war. In February, 1920, Mr. Godfrey married Mrs. Mary E. Kramer, of Duluth.

F. A. BREWER. It is a well authenticated fact that success comes as a result of legitimate and well applied energy, unflagging determination and perseverance in a course of action when once decided upon. She is never known to bestow her favor upon the indolent and ambitionless, and only those who seek her untiringly are recipients of her blessings. In tracing the history of the influential business man and representative citizen whose name introduces this sketch it is plainly seen that the prosperity which he enjoys has been won by commendable qualities, and it is also his personal worth that has gained for him the high esteem of those who know him.

F. A. Brewer was born November 28, 1854, in Oakland County, Michigan, the second in order of birth of the six children born to Addison P. and Salinda S. (Graifs) Brewer. His father was a civil engineer and surveyor by profession, and became one of the pioneer lumbermen of southern Michigan, probably having had as much as any other man to do with the cutting off of the great pine forests which at one time covered great districts in the southern part of the state. He died in 1905, in Saginaw, Michigan, where he had resided during the greater portion of his life. F. A. Brewer received a fair education in the public schools of his home community, and when old enough became associated with his father in the lumber business, remaining with him for five years. In 1880 he removed to Duluth, Minnesota, where he formed a partnership with a Mr. Duncan, under the firm name of Duncan & Brewer, and engaged in the lumber business. They were successful in that enterprise, and in 1900 the concern was incorporated, Mr. Brewer becoming president of the company and Mr. Duncan its secretary and treasurer. This company was one of the pioneer lumber companies in this section of Minnesota, cutting and sawing a large amount of timber, and continued in active operation until the accessible timber in Minnesota and Michigan was practically exhausted. This company also engaged extensively in the logging and lumber business in the southern states until about 60 per cent of the timber in Alabama and Louisiana had been cut off. One of Mr. Brewer's sons is now engaged in southern operations. Since 1904 Mr. Brewer has not actively followed the lumber business, being interested in other lines of industry. While he has given a great deal of his attention to the lumber business, he has also been financially interested in a number of other industrial enterprises, and in this way he has been a potent factor in the development of the commercial life of Duluth, being a director in several of the most important business enterprises operating in Duluth. He has taken a great pride in its growth, and has consistently boosted the city and its interests wherever and whatever way possible.

In 1877, in Saginaw, Michigan, Mr. Brewer was married to Jennie Duncan, and to them have been born three children, Charles D., Florence and Walter D. Mr. Brewer is a member of the Chamber of Commerce Club, the Kitchi Gammi Club and the Duluth Golf Club. He has taken a keen interest in the public affairs of his city, especially as pertaining to educational affairs, and for twelve years he gave effective and appreciative service as a member of the City School Board. He is proud of Duluth and of the grand state of Minnesota and zealous of their prosperity and progress. He is a man who in every respect merits the high esteem in which he is universally held, for he is a man of public spirit and exemplary character.

FRED A. KLASS. While his primary aim during his quarter of a century residence at Hibbing has been to build up a substantial and prosperous business, Fred A. Klass has at the same time performed the duties of good citizenship, and is not only one of Hibbing's oldest merchants but one of its most esteemed residents.

He was born at Oconto, Wisconsin, March 14, 1870, son of William and Anna (Heinrichs) Klass, the former a native of Germany and the latter of Wisconsin. His father came to the United States at the age of fifteen in 1848, about the time of the German revolution, when so many high class Germans left the fatherland. He grew up in Wisconsin and spent his life in that state, being one of the pioneer lumbermen of Oconto. He also served as county sheriff for several years, and later as assessor of his county.

Next to the oldest in a family of ten children, Fred A. Klass grew up in Oconto and in 1886 graduated as a member of the first class of the local high school. The following year he clerked in the postoffice. He then began an apprenticeship to learn the jeweler's trade. The provisions of the apprenticeship were such that he had to depend upon himself for a living and he earned a living by working at intervals in lumber camps.

It was through the presence of friends at Hibbing that Mr. Klass came to the village in 1895. There was little to commend it as a business or municipal community. It was two years old and all the business was located along Pine street. In the Cox Building in December, 1895, Mr. Klass opened up as a local jewelry merchant, though in the absence of capital he had little more than a watchmaker's bench. He furnished a service equal to the needs of the community, and it has always been his ambition to keep his store a little bit in advance of the needs of the community. His establishment today is second to none in the town, and his prosperity has been proportioned accordingly.

Nothing tending to the betterment of the community has failed to receive his consideration and effort. He served two terms as a member of the Village Council and during the World war was actively identified with several committees to promote the sale of Liberty bonds, the raising of funds for Red Cross and other purposes. Mr. Klass is a Republican and a member of the Kiwanis Club, Algonquin Club, the Masonic lodge and the Benevolent and Protective Order of Elks.

On October 14, 1897, he married Miss Frieda Hartman, of Milwaukee, Wisconsin, only daughter of August and Johanna (Weyrich) Hartman. They have one son, Frederick, born August 8, 1898. He finished his liberal education in the University of Minnesota, and during the war was enrolled in the Students' Naval Reserve Unit. He married Miss Hazel Hansen, who was reared and educated in this county and also attended the University of Minnesota.

W. H. APPLEBY. In compiling this volume of representative citizens of Duluth and St. Louis County occasion has been afforded to give the records of men in many walks of life; here will be found appropriate mention of worthy citizens of all vocations, and at this juncture we present a resume of the career of one of the enterprising and successful contractors and builders of this city, where he has lived for a score of years and where he has attained to a high degree of success in his chosen field of labor.

W. H. Appleby was born in Toronto, Canada, on the 18th day of April, 1861, and is the second child in order of birth of the nine children born to Mr. and Mrs. Guy Appleby. His father, whose death occurred in 1908, was a prominent and successful building contractor. W. H.

Appleby received his educational training in the public schools of Toronto, and at the age of nineteen years was apprenticed to learn the trade of a sash and door maker in a factory in Toronto. In 1887, he came to the United States and was here employed at his trade as a journeyman up to 1900. He then came to Duluth and engaged in general contracting, in which he has met with a very gratifying degree of success, being considered one of the most capable and reliable contractors and builders in the city. Among his first contracts after coming here was the building of a number of first-class residences for the Lakeside Land Company, and since then he has erected many of the most expensive, substantial and attractive residences in the city, including the Siberstein home at Twenty-first avenue and First street, the Henry Abrahams home, known as "Oak Hall," at Twenty-third avenue and Third street, the Pattison home at Twenty-fifth avenue, East, and Greysland road, besides many others of a similar character all over the city, as well as business blocks, garages, etc.

Politically Mr. Appleby gives his support to the Republican party, and his religious affiliation is with the Congregational Church. He is a member of the Citizens' Club and enjoys a wide acquaintance throughout the city.

On November 2, 1888, in Duluth, Mr. Appleby was married to Mary McCullen, whose death occurred on February 11, 1911. To this union were born four children, namely: Marion, now the wife of E. M. Nelson; Hazel, the wife of A. E. Freedman; Howard, in the employ of the Oliver Mining Company, and Richard, who is a student in the Duluth High School. A man of high moral character, unimpeachable integrity, persistent industry and excellent judgment, he stands "four square to every wind that blows," and occupies an enviable position among his fellow citizens.

HARRY W. ANDERSON is a graduate dental surgeon from the University of Minnesota, and in a few years has built up an exceptionally large practice at Aurora.

Doctor Anderson was born at Waite Park, near St. Cloud, Minnesota, August 21, 1896, son of William and Clara (Petersen) Anderson. His parents were natives of Sweden, were married in the United States and are still living at St. Cloud, his father being sixty-eight and his mother sixty-two. His father is in the repair department of the Great Northern Railroad at St. Cloud. Both parents are active members of the Swedish Lutheran Church.

The youngest of six children, Harry W. Anderson was reared and educated at St. Cloud, and completed the work of the St. Cloud High School in 1915. While carrying his studies in the dental school of the State University he enlisted early in the World war and was attached to the Medical Reserve Corps. He graduated with the degree D. D. S. in 1919, and soon afterward located at Aurora. Doctor Anderson is affiliated with the Independent Order of Odd Fellows and is a member of the Duluth, State and National Dental Associations.

GEORGE T. AYRES, M. D. A long and able service has been performed by Doctor Ayres as a physician and surgeon at Ely, where he is one of the proprietors of the Ayres & Parker Hospital, and from 1899 to 1908 was assistant to Dr. Charles G. Shipman.

Doctor Ayres was born at Kalida, Ohio, in February, 1875, son of Samuel D. and Ann A. (Myers) Ayres, his father a native of Stark County, Ohio, and his mother of Putnam County, Ohio. The mother now lives with her son at Ely. Samuel D. Ayres was a first lieutenant

in the Ninety-ninth Ohio Infantry, served with General Thomas at Chickamauga and his life was shortened by the the arduous nature of his duty as a soldier. After the war he was a general merchant at Kalida and also filled the office of justice of the peace.

Dr. George T. Ayres is next to the youngest in a family of seven children. His brother Lloyd is a physician at Glenview, Illinois. George Ayres graduated from the Columbus Grove High School in his native state at the age of sixteen, took his literary work in Wooster College at Wooster, Ohio, spent two years in medical studies at Western Reserve University at Cleveland, and in 1897 graduated from Rush Medical College of Chicago. He had one year of service as interne in the Presbyterian Hospital of Chicago, and since then his professional interests have been identified with Ely.

At Lincoln, Nebraska, in 1901, Doctor Ayres married Miss Una M. Morning. They have three children, William, Florence and Jane. Doctor Ayres is a member of the St. Louis County, Minnesota State and American Medical Associations. He is a Knight Templar, thirty-second degree Scottish Rite Mason and Shriner, and is also affiliated with the Knights of Pythias, Modern Woodmen of America and the Royal League.

During the World war he was medical examiner for the local draft board, also a captain of the Home Guard, and on August 9, 1918, was commissioned a captain in the Medical Corps, being first assigned to duty with the Aviation Department at Scott Field, Illinois, then at Fort Sill, Oklahoma, and finally at Caruthers Field at Fort Worth, Texas. He was honorably discharged January 20, 1919. Doctor Ayres is vice president of the First National Bank of Ely. He was the first master of Ely Lodge of Masons, and has been a member of the City Council and for a number of years was on the School Board.

CALVIN A. DAHLGREN has spent practically all his life since boyhood in the big woods of the northwest. He knows the forest resources of this section from every point of view, from timber cruiser and lumberjack to the technical and important responsibilities of a guardian of the forest. His work has taken him into nearly all the big forest reserves of the northwestern states, but for a number of years his home has been at Ely, where he is supervisor of the Superior National Forest.

He was born at Anoka, Minnesota, May 25, 1880, and his middle name was given in honor of the town of his birth. His parents, Adolph and Inga (Lindin) Dahlgren, were natives of Sweden, where his father was employed as a forester on a large estate. The parents came to the United States in 1871, locating near Duluth, where Adolph Dahlgren was employed on railroad construction on the first railroad to enter Duluth territory. Later he moved to Anoka and was superintendent of the planing mill of the W. D. Washburn Lumber Company. In later years he had charge of the retail lumber yard of Sawyer & Arnold at Paynesville, Minnesota. This veteran lumberman died September 1, 1908, at the age of seventy-nine, and his wife died in the spring of 1913, at the age of seventy-eight. They were devout Lutherans in religion.

Of their six children Calvin A. was the fifth in age. He remained in the public schools at Anoka until he reached the seventh grade, and then, at the age of sixteen, ran away from home and had some months of sightseeing and experience in the Dakotas and Montana. After nine months he returned home and resumed his work, finishing the studies of the eighth grade. For a year after leaving school he was employed in the North Star Boot and Shoe factory, and then sought the line of work for which all his talents seem to have best fitted him. He hired out for wages of \$30 a month with the firm of John Goss & Sons and

spent a winter in the logging camps on the headwaters of Run River in northern Minnesota. From 1899 to 1904 Mr. Dahlgren was in the service of the State of Minnesota as a scaler. In 1904 he became scaler under the Federal Department of the Interior on ceded Indian lands in Minnesota. In 1909 he became a forest guard in the National Forest and the same year took the civil service examination and was appointed forest ranger with headquarters at Ely. In January, 1913, Mr. Dahlgren went to the Coeur d'Alene district of Idaho and subsequently, following another civil service examination, was appointed lumberman in the Forestry service. In October, 1918, he was transferred to the district including Wyoming, Nebraska, Minnesota, Michigan and Colorado, with headquarters at Denver. Then in June, 1919, he returned to Ely as supervisor of the Superior National Forest. Under his jurisdiction is one and a quarter million acres of National Forest land.

This brief outline of his promotions hardly conveys an adequate idea of the tremendous energy Mr. Dahlgren has put into his chosen work and profession. He is one of the three supervisors in the service of the United States Government who are not college or technical school graduates. He grew up in the woods, had the practical experience, worked alongside graduates of forestry schools, used his powers of observation and studied their methods, and every examination he passed successfully. His experience has been under all kinds of conditions, and he knows the character of the old-time lumberjack and also the timber thief.

Mr. Dahlgren is a popular member of the Ely community, is a member of the Forest Committee of the Commercial Club, a member of the St. Louis County Club and fraternally is a Mason and Yeoman. He married Signie Skoglund, of Ely. They have one daughter, Jane Audry.

C. ALTON PALMER is well known in Duluth financial circles and has been steadily in the service of local banks since he left school. He became assistant cashier of the Riverside State Bank when it was organized and opened for business, April 12, 1919, and is now cashier of that institution, which has grown rapidly and has a capital and surplus of \$60,000. Other officers are A. Miller McDougall, president, and Lewis G. Castle, vice president, while some of the directors are Julius H. Barnes, E. M. Lambert, Alexander McDougall and Ward Ames, Jr.

Mr. Palmer was born November 23, 1889, in Duluth, son of John A. and Mary Ann (Randall) Palmer. His father was born in Michigan and his mother in Toronto, Canada. His father is an engineer for the Northwestern Oil Company.

C. A. Palmer was the first born of three children, and was six years of age when his mother died. He attended the public schools and the Duluth Business University and at the age of sixteen went to work as a messenger boy for the News-Tribune. He was with that Duluth paper three years, and since then all his time and energies have been devoted to banking. He began as a messenger boy with the Northern National Bank, was promoted to bookkeeper, then to teller and to auditor, and altogether spent ten years in the service of that old Duluth institution. He left the Northern National on the organization of the Riverside State Bank in 1919, and January 15, 1920, was promoted to cashier.

He is a Republican voter, a member of the Duluth Boat Club and the Order of Elks. January 3, 1916, he married Miss Ora A. Englesby, whose father was a native of New York and whose mother was born in Wisconsin. They have a daughter, Mary Ann, born June 28, 1918.



C. Alton Palmer

HARRY E. WHITE. It is almost thirty years since Harry E. White, recently graduated from the University of Minnesota, came into the Iron Range district as an aspirant for the work and honors of the profession of mining engineer. In order to defray the expenses of his university education he taught in rural schools and various circumstances combined caused his return to that work and it has given him a permanent career, one of high honor and usefulness, though perhaps without some of the financial advantages and attractions of the profession of his first choice.

Mr. White has been superintendent of the Ely schools since 1912, and his service of nine years has resulted in a great advance in local education, the equipment of the school population with better buildings, and improvement in all departments. Altogether he has been identified with school work for twenty-seven years. Before coming to Ely, and not mentioning several rural schools in which he taught, he was superintendent at Little Falls, at Princeton, Minnesota, five years, at Warren three years and at Royalton one year.

Mr. White has spent most of his life in Minnesota. He was born at Sycamore in Kane County, Illinois, November 16, 1866, son of Edgar and Emma (Thurston) White. His father gave his active years to farming, and from Illinois moved to Clear Lake, Minnesota, where he died at the age of sixty-nine. His widow is now living in Minneapolis. Both parents were devout Methodists. They had six children: Frank P., a member of the Minneapolis bar; Harry E.; Annie M., a teacher in Minneapolis; Mrs. C. D. Schwab, of St. Cloud; Mrs. C. E. Nickerson, of Minneapolis, and Daniel, who is chief clerk in the weighmaster's office at St. Paul.

Harry E. White was educated in the rural schools of Minnesota, attended high school at Monticello, and in 1893 graduated from the University of Minnesota. During his university course he had specialized in subjects that would give him a preliminary training for a career as mining engineer. On leaving the university in 1893 he came to the range country and for a time was connected with the government geological survey. At that time the Pioneer and Zenith Mines were being developed. Shortly afterward came the great financial panic and an almost total cessation of development work in the range country for several years, and in that interval Mr. White became permanently identified with school work. He is a member of the Masonic order, is a Congregationalist, and Mrs. White is a member of the Episcopal Church.

In 1895 he married Maud J. Galley, daughter of Henry Galley, of Royalton. Mr. and Mrs. White have two children, Philip P. and Dorothy, the latter now a senior in the Ely High School.

The name of Philip P. White occupies a place on the honor roll of Minnesota's soldier dead. He was a graduate of the Ely High School and attended the State University, and early in the war with Germany volunteered, being sent to Jefferson Barracks and later to Fort Benjamin Harrison, Indianapolis. After his early training he was assigned to Ambulance Company B in the Second Division, with the rank of corporal. December 17, 1917, he embarked from Hoboken and on December 24 landed at Brest. He was given further training at Bourmont, France, and during the following year was frequently on battle lines at various sectors, including Verdun, Aisne, Marne, St. Mihiel, Champagne, Meuse-Argonne. He was promoted to the rank of first-class sergeant. At the date of the armistice was at Sedan ready for action. After the armistice he accompanied the Second Division as part of the Army of Occupation, and while with the American forces in Germany he died of the

influenza, February 19, 1919, and was buried in the American cemetery at Coblenz, Germany.

JULIUS SHANEDLING, who has gained prominent and secure vantage ground as one of the leading figures in the business activities of the thriving city of Virginia, has the distinction of having been one of the earliest merchants of this place, with the development of which his business has kept pace, with the result that his firm, in which his associate is his brother Morris, now controls a large and important trade, drawn from the entire section normally tributary to Virginia. He is in the very prime of his useful manhood and has the satisfaction of knowing that the land of his adoption has not denied him the opportunities for the achieving of the success to which he has earnestly bent his energies. He was born in Russian Lithuania on the 14th of April, 1871, and in the schools of his native land he continued his studies until at the age of fourteen years he completed a course in the gymnasium at Leibau—an institution corresponding to the high school of the United States. He was a lad of sixteen years when he severed the ties that bound him to home and native land and bravely set forth to seek his fortunes in America. On landing at Castle Garden, in the port of New York City, his cash capital was represented in the meager sum of \$5. For the first six months he applied himself to whatever occupation he could obtain, but his ambition was to find a place in which he could by honest endeavor make advancement toward the goal of personal and business independence. He carefully saved his earnings and finally accumulated a sufficient sum to enable him to make his way westward to Minnesota. For a time he was variously employed in the city of Minneapolis, and with characteristic initiative and determination he made his first independent business venture by investing in a small stock of goods and setting out as a pack peddler. Advancement was his watchword, and finally he was enabled to open a small general store not far distant from Minneapolis. Within a short time, after a preliminary investigation in various localities of St. Louis County, he established his residence at Virginia in February, 1893, the town having been founded in the preceding year and much building construction being under way. Among the pioneer business places of the new mining town the saloons were most in evidence, both in number and volume of business. In March Mr. Shanedling opened a clothing store of modest type, and prosperity attended the venture from the beginning. He has since continued as one of the strong, popular and progressive citizens and business men of the town and though he has met with reverses, including the destruction of his store and its contents by fire on two different occasions, in each of which much of the business section of Virginia was wiped out, he has not faltered in his allegiance to the community or failed to recognize the promise which the future has given. His brother Morris, individually mentioned on other pages, is his coadjutor in the conducting of the large and prosperous retail business, in which they handle select and varied lines of men's clothing and furnishing goods, hats, caps, etc., and the enterprise owes its prosperity to fair and honorable dealings and effective service. The brothers now have two stores in Virginia and one at Eveleth.

Upon attaining to his legal majority Mr. Shanedling applied for naturalization papers, and after gaining full citizenship he proved himself duly appreciative of his privileges and advantages. He has been liberal and loyal as a citizen and is ever ready to do his part in the furtherance of measures advanced for the general good of the community. During the nation's participation in the great World war Mr. Shanedling

served as a member of the local United States Defense League and was otherwise zealous in advancing and supporting the various war measures of the Government. He is a genuine "Booster" for Virginia, and has utmost confidence in its continued advancement and still more important future. He is an active member of the local Kiwanis Club, and his political allegiance is given to the Republican party.

On the 10th of June, 1896, was solemnized the marriage of Mr. Shanedling to Miss Annie Meyers, of Minneapolis, and they have five children—Harriet, Monroe J., Evelyn L., Ralph M. and Phyllis L. All of the children were given the advantages of the public schools of their native city and those of sufficient age have later been sent to eastern schools to obtain higher educational training. The son Monroe was a sergeant in the Students' Reserve Corps at the time of the World war, but was not called into active service abroad. The family is one of marked popularity and is prominent in the social activities of the home community.

MORRIS SHANEDLING is associated with his brother Julius, and they are numbered among the pioneer merchants and representative business men of Virginia, in which now vigorous and attractive city of St. Louis County they established themselves and opened a modest clothing store in the year 1893, when the place was little more than an obscure mining camp of the great Mesaba Range. Of Julius Shanedling individual mention is made on other pages of this volume.

Morris Shanedling was born in the province of Lithuania, Russia, September 5, 1869, and in his native land he received his youthful education in the common schools. He then became an assistant in his father's general merchandising store, and continued to be thus employed until he was twenty-four years old. He then came to the United States and joined his brother Julius, who had become established in business in the city of Minneapolis, Minnesota. It was in the year 1893 that Morris Shanedling thus made his appearance in the metropolis of Minnesota, and before the close of that year he and his brother came to Virginia and opened a clothing store on Chestnut street. They were thus numbered among the first merchants of the town, and here they have since continued to be associated in the mercantile business, in which they have kept pace with the growth of the community, with the result that they are numbered among the thoroughly representative citizens and business men of the city. Prosperity has crowned their well ordered efforts, and thus has been justified their faith in their adopted land, to which as loyal American citizens they pay unqualified fealty and appreciation. In 1905 the parents, Philip and Sarah Shanedling, joined the sons in Virginia, and here the father passed away in 1915, he being the first Jewish citizen to die in this city, and his widow being now a venerable resident of Eveleth, this county. Mr. Shanedling is a staunch Republican and is a liberal and progressive citizen. June 11, 1905, he married Miss Sarah Rodgers, of Chicago, and they have four children—Marion, Abraham, Ruth and Pearl.

HANS C. HANSEN. A pioneer of the Mesaba Range, Hans C. Hansen, a resident of Hibbing who has achieved the distinction of success, came to this country through a desire to better himself and won out through a long and persistent fight against adverse conditions.

He was born in Denmark November 18, 1852. His parents were small farmers, and he grew up with limited advantages in every way. He had a will to do and a courage that sent him out on his own resources a stranger in a strange land. He came to this country in 1873,

and for a time worked as a farm laborer near St. Paul. While he never got more than \$26 a month and oftentimes much less during the summer, and in winter hauled ice at \$10 a month for the Peoples Ice Company at St. Paul, he used his early employment as a means of acquiring a knowledge of the English language, also saved some of his earnings, and eventually bought a team and with this addition to his capital equipment started west for a railroad. Later he took small contracts and for twelve years was employed by the Great Northern Railway.

Mr. Hansen became identified with the Mesaba Range nearly thirty years ago. In 1893 he came to Virginia, where he had a small contract with the Winston Brothers to help build the railroad into Virginia. Later with the same firm he helped strip the Iron King Mine, about two miles from Virginia, and in the fall of the same year did the first stripping at the Mahoning Mine. The following spring he entered the service of the Winston Brothers, who had large contracts all over the United States, and for eight years was superintendent of construction for them on different branches of the Omaha Railroad. About 1900 Mr. Hansen returned to the Mesaba Range and superintended the stripping of the Jordan Mine and later the stripping of the Burt-Sellers Mine at Hibbing. In the spring of 1901 he became a partner in the firm of Winston Brothers & Dear, and has been actively associated with that well known engineering and construction concern ever since. He is a man of action, aggressive, can be relied upon for success in practically everything he undertakes, and is implicitly trusted by his associates and friends in St. Louis County. Mr. Hansen was one of the organizers of the Security State Bank, and has served as its first and only president. He is identified in a business way with various other concerns, and is a willing worker for everything affecting the welfare of his home village. In politics he is a Republican and is a member of the Lutheran Church.

At the age of thirty-three Mr. Hansen married Sara Lundegraf, who died a year later, leaving one daughter, Mabel Lillian, who lived only six months. On January 3, 1888, Mr. Hansen married Andrina Svensrud, of Norwegian parentage. The two children of their marriage are Lillian, who died June 18, 1909, at the age of fifteen, and Hazel, who married Fred Klass.

JOSEPH T. VICKERS. The active business life of Joseph T. Vickers in this country has been connected with the development of the iron industry of Michigan and Minnesota, which has stimulated interest in these localities and added largely to their wealth and industrial and commercial importance. His is a career eminently worthy of emulation. Commencing life in obscurity and modest circumstances, laboring even in boyhood in the mines of the iron district of England, with steady industry and the constant practice of economy at length he saw his arduous efforts bear fruit, and has profited and today is in charge of the Belgrade Mine, which was opened at Biwabik by the New York Steel Company, and since 1912 has been owned by Pickands, Mathers & Co.

Joseph T. Vickers was born in the iron district of England in 1870, a son of Robert Vickers, also a miner, who died in England when his family was not yet reared to maturity. By the time he was twelve years old Joseph T. Vickers, who had developed into a strong and active lad for his years, was working in the mines of Lancaster, and he remained in that district until 1893, when he came to Michigan to join his mother and several of the family who, following the death of the father, had immigrated to the United States and found employment in the iron mines of Michigan. Skilled workman as he was, Joseph T. Vickers found no difficulty in securing work as a miner, and he was employed



JOSEPH T. VICKERS

at Ishpeming, Marquette County, that state, until 1901, when he resolved to seek his fortune on the Mesaba Range, and came to Virginia, where he was made foreman of the Mornoces Mine. Later he opened the Mohawk Mine at Aurora. Subsequently he was engaged in operating the Syracuse and Bangor Mines, and then came to Biwabik. A man of sound common sense, he has always taken a constructive part in civic affairs, for he has realized that if the solid men of a community neglect public matters they fall into the hands of the incompetent or dishonest. During his childhood and youth he had so few educational advantages that he is anxious to see that exceptionally good ones are provided for the children of Biwabik and throughout St. Louis County, and is not backward in making his opinions and convictions public. For a year while residing at Aurora he served as a member of the town council, and for seven years was chairman of the township board of that community.

In 1905 Mr. Vickers was united in marriage with Rose Shillman of Ishpeming, Michigan. They have three sons, namely: Mathew, Joseph and Arthur. Fraternally Mr. Vickers belongs to Biwabik Lodge, A. F. & A. M., and Duluth Temple, A. A. O. N. M. S., at Duluth, Minnesota; and is a member of Diamond Lodge, I. O. O. F. at Biwabik. In politics he is a Republican. One of his brothers, William Vickers, is also a resident of Biwabik and is leader of its band. Mr. Vickers' distinguishing characteristic is firmness, combined with force of character, indomitable energy and executive ability, all of which have been potent agencies for his advancement to different places of trust and responsibility not only in business but public affairs. Although not born in this country, he is very representative of its spirit and devoted to its institutions, and rejoices in the fact that in it he is able to give his children advantages way beyond those his father afforded his offspring.

FRED BAYHA is one of the oldest merchants from the standpoint of continuous years of service at Duluth. He has been a furniture dealer here for over thirty years, and his business is one of the landmarks of the city's commercial district.

He was born at Philadelphia, Pennsylvania, February 15, 1856, a son of Lewis Bayha. At the age of twenty-one, having finished his education and with a limited commercial training, he moved out to Huron County, Michigan, where after working on a farm six months he became a clerk in a general store. He remained there four years, and after a brief visit back to Philadelphia returned to Huron County, Michigan, and married Louise Febig. For four years after his marriage Mr. Bayha was in the commission business at Alpena, Michigan, and in 1887 reached Duluth, where he entered the retail furniture business on Nineteenth avenue and Superior street. While located there high water flooded his store and entailed heavy losses. He was in that first location three years and then for six years at 108-110 First avenue, West. In 1892 he took in his brothers, George and Phil, under the firm name Bayha & Co. His next location was on Superior street and First avenue, East, where he remained six years, then for ten years his store was on Second avenue, from which it was moved to its present location at 226-228 West Superior. The firm have always done a large business, and maintain one of the best selected stocks in the north country.

Mr. Bayha is affiliated with the Knights of Pythias, the Ancient Order of United Workmen, the Independent Order of Foresters and is a member of the Commercial Club and the Lutheran Church. By his first marriage he had four children, the two living being Fred, Jr., and George E. George had a period of service with the colors during the World

war. Mr. Bayha by his second marriage has five children: William H., Lois, Robert L., Dorothy and M. F.

JOHN H. JEFFREY is a prominent citizen of Tower and is chief clerk of the Soudan Mine of the Oliver Mining Company. He has the distinction of having been continuously in the service of this greatest iron ore mining corporation of the world since 1888. This service makes him a pioneer of the Iron Range country and he is widely known all over northern Minnesota.

Mr. Jeffrey was born in the county of Cumberland, England, September 1, 1864, son of John H. and Frances (Simpson) Jeffrey. When he was about thirteen years of age the family came to America. John H. Jeffrey was also a practical mining man and for a time was employed in the Central Mine of Keweenaw County, Michigan, later moved to Ishpeming in that state, and died when about fifty-five years of age. His wife passed away in 1900, at the age of seventy-three. John H. Jeffrey was affiliated with the Independent Order of Odd Fellows and was a member of the Methodist Church.

Of his three children John H. Jeffrey, Jr., is the only survivor. He attended school before coming to America and finished his education in an excellent grade school conducted at the Central Mine in Michigan. When he was sixteen he accepted employment in the mine office at Ishpeming, being a bookkeeper for several years. Mr. Jeffrey came to Tower in 1888, and had successive service with the Oliver Mining Company as timekeeper, warehouseman, surface boss and since 1901 has been chief clerk of the Soudan Mine.

he was about thirteen years of age the family came to America. John

While he has given close and faithful attention to his business duties for many years, Mr. Jeffrey has aided at every possible point the welfare and progress of his community. He was a member of the School Board for twenty years and was chairman when the new school house was built. He is independent in politics, is a member of the Episcopal Church, for twenty years has been secretary of Vermillion Lodge of thirty years and is present mayor of Ely, practically grew up in the copper-mines, and is also a member of the Ancient Order of United Workmen.

In 1891 Mr. Jeffrey married Matilda Brown, daughter of John Brown, of Ontonagon, Michigan. They have three children: Roy F., an employe of the Duluth and Iron Range Railroad; Edith, a teacher in the Gilbert schools, and Owen T., who is employed at the Fayal Mine at Eveleth.

HENRY CHINN, who has been a resident of northern Minnesota for thirty years and is present mayor of Ely, practically grew up in the copper mining district of northern Michigan, and has been identified with some phase of mining operations in Michigan and Minnesota since early boyhood.

Mr. Chinn, who is widely known over the Iron Ranges, was born in the town of Central in the copper district of Michigan November 25, 1866. His parents, James and Mary (Carter) Chinn, came from Cornwall, England, to America in 1864. James Chinn had been employed in the tin mines of southwestern England, and after coming to America he lived out his life at Central, Michigan, where he was identified with the copper mines. He died in February, 1914, at the age of seventy-two, and his wife passed away in 1910, at the same age. They were active Methodists, and James Chinn was a Republican and a Knight of Pythias.

Of the eight children of his parents Henry Chinn was the seventh in age. The public schools of his native town of Central gave him his early advantages, but at the age of fourteen he was doing regular duty as

waterboy to the gangs who manned the drilling machines in the mines. For some seven or eight years he was employed in underground work at the mines and acquired a practical and technical familiarity with all phases of mining operations. He finally left the mines to get an education that would equip him for further advancement and progress, and during 1889-90 he attended the Cleary Business College at Ypsilanti, Michigan.

Mr. Chinn came to the Minnesota Ranges and has been a citizen of Ely since August, 1890. During the first seven years he was supply clerk and then chief clerk for seven years for the Chandler Mining Company. With the organization of the United States Steel Corporation Mr. Chinn was assigned important duties in charge of Fee owners' interests, and in that capacity has been connected with the Iron Range country ever since.

His record as a good citizen is hardly less important than his progressive achievements in business. For two terms he was alderman of Ely and in 1920 was elected mayor. His administration has been characterized by a careful and economic handling of municipal affairs, and by special efforts to raise the standard of public morals through the elimination of questionable resorts.

Mr. Chinn for the past six years has also been an active and interested member of the Ely School Board. He is a member of the Old Settlers' Association, is an independent Republican, is a trustee of the Methodist Church, and fraternally is affiliated with the Knights of Pythias and the Modern Woodmen. In 1892 he married Miss Kate Ivey, daughter of William Ivey. They have two sons, Clarence and Harold. Harold was registered and in readiness for soldier duty when the armistice was signed.

R. RAY KREIS. Without the efforts of the real estate men of any community it would be impossible for it to attain to any prominence, for its growth and development are largely dependent upon their exertions. Without their energy, vim and progressive ideas no locality will move out of the conventional routine; outside money will not be attracted to it, and property will be worth little more year by year. With the advent of an enterprising, experienced man well versed in the realty business comes a growth that is remarkable, and so it is that the work of the realtor is counted as being among the most important factors in the life of any city. Hibbing is no exception to this general rule, and its progress has been greatly enhanced through the operations and public-spirit of the realty firm of Wring & Kreis, of whom R. Ray Kreis is the junior member, and a man of prominence in St. Louis County.

R. Ray Kreis is a native of Minnesota, having been born at Monticello February 28, 1878, a son of Robert and Sadie (Wellcome) Kreis. They were born in Maryland and Wisconsin, respectively, and Robert Kreis was a son of Henry Kreis, who was one of the pioneers of Minnesota, having come to the state and settled at the trading post of St. Anthony, since developed into the city of Minneapolis. From that point Henry Kreis went to what is now Monticello, but his arrival in that locality antedated the birth of the now flourishing little city. He followed farming until Monticello began its existence, and he then moved with the progress of the times and became a merchant, opening a hardware store and conducting it for twenty years. Later he moved to California, but returned to Monticello, which continued to be his home the remainder of his life. Robert Kreis was but a small boy when his parents came to Minnesota, so he was reared in this state. The greater

part of his life has been spent in merchandising. He and his wife now reside at Los Angeles, California.

R. Ray Kreis had his early rearing at Monticello and there he attended the graded and high schools, and was graduated from the Northwestern Pharmacy College with the class of 1900, following which he was engaged in the drug business at Monticello, Minnesota, for five years. For the subsequent four years he was in the drug business at Duluth, Minnesota, and then in 1907 came to Hibbing, and until February, 1920, continued in the drug business. In March, 1920, he formed his present connections, and is now engaged in a real estate business, specializing in South Hibbing property.

In August, 1902, Mr. Kreis was united in marriage with Miss Laura Mae Fuller of Monticello, Minnesota, and to them four children have been born, namely: Don, Marjorie, Bertram and Cora Patricia. Mr. Kreis is a Republican, and he has been a member of the School Board of the Independent School District No. 27 since August, 1919, and a member of the Village Council since March, 1920. He is a member of the Masonic fraternity, the Benevolent and Protective Order of Elks, and the Commercial Club. A man of broad vision and open mind, he has been able to see the possibilities of his new line of business and is already making his influence felt in real estate circles, just as he has in civic matters, for he is a man of strong personality and able to accomplish what he undertakes.

EMIL T. SANDBERG, mayor of Aurora, and generally and affectionately known as Smalley, is a native of the Vermillion Range and has been one of the hard working, energetic and public spirited citizens of this section of northern Minnesota, earning promotion in his private business interests and contributing an exceptional service in public affairs and in many offices of trust and responsibility.

Mr. Sandberg was born at Soudan on the Vermillion Range December 1, 1885, son of Charles and Eureka Sandberg. His parents were natives of Sweden. On coming to America they first located in Vermont and from there moved to the Iron Range country in 1880. His father was an explorer in northern Minnesota and later established his family there. They were among the first permanent settlers of Soudan and are still living in that town. Charles Sandberg is now serving his sixth year on the Board of Supervisors of Brighton township.

One of the youngest in a large family of children, Emil T. Sandberg finished his school days in Soudan at the age of seventeen. He immediately went to work with a steam shovel outfit in the employ of the Oliver Iron Mining Company at Ely and Sparta. At the age of nineteen he was proprietor of a confectionery store at Ely. Three years later he moved to Aurora and continued in the confectionery business three years.

Mr. Sandberg served two years as township treasurer, from 1911 to 1913, and since then has been a supervisor of White township and for two years was chairman of the board. He was first elected mayor of Aurora in 1916, and has been at the head of the municipal government for five successive years. For seven years he was a member of the School Board, two years of that time being chairman of the board. He was chief of the fire department thirteen years and has never failed to respond to the extent of his abilities to every call for public duty, whether in times of peace or in war. The material and civic progress of Aurora has been deeply impressed by his sound counsel and judgment. In 1917 he was a candidate for nomination for county commissioner. The



E. J. Sandberg

contest resulted in a tie vote and he and his rival drew straws for the nomination, Mr. Sandberg getting the short one.

Fraternally he is affiliated with the Independent Order of Odd Fellows, Elks, Mystic Workers, Yeomen, Moose and Modern Brotherhood of America. He and his family are members of the Peoples Church at Virginia. June 9, 1906, he married Miss Clara Rye of Ely. Their two children are Evelyn and Romeo.

P. M. SHAW, JR. Duluth's veteran lumberman, P. M. Shaw, Jr., was for many years closely identified with the lumber industry of northern Minnesota and northern Michigan, and in recent years has extended his operations to the Pacific Coast and to the South Atlantic states.

He was born in Clinton County, New York, June 23, 1863, and when he was six years of age his parents moved to Saginaw, Michigan, where he grew up in the heart of the Michigan lumber industry. He acquired an education in the public schools, and at the age of thirteen was working as a tally boy for a lumber company. Successively reached the position of inspector, and later began the shipping of lumber, the phase of the industry with which he has been especially identified through all the subsequent years. From Saginaw he came west to Duluth in 1890, and on December 6, 1890, opened a local office for C. H. Bradley, having active charge of the business for three years. He then began operating with his own capital, with offices on the third floor of the Lyman Building. During his career at Duluth he has shipped out approximately 2750 million feet of lumber. Mr. Shaw is now heavily interested in the Moor Land & Lumber Company, with extensive mills in Georgia, and has other important interests in Great Lakes vessels and cargo shipping on the Pacific.

On July 11, 1899, he married Miss Zillah Eaton. They have one daughter, Phyllis, born August 25, 1903, now completing her education in Mount Vernon Seminary at Washington, D. C.

EDWARD F. BURG. The Burgs were among the first families to locate at Duluth, and have been residents of the city for more than half a century. Edward F. Burg is a son of the pioneer, and has had a long and active business career. He is head of E. F. Burg Company, hotel and billiard supplies and soda fountain supplies, a line of business in which he has been engaged for a number of years and in which he is the leader in this section of the northwest.

Mr. Burg was born at Rockland, Michigan, November 24, 1865. His father, Herman Burg, was nine years of age when he came to America from his native Germany, and in 1852 located in Illinois, later moved to Michigan, worked in the copper mines of that state until 1865, then lived at West Superior, Wisconsin, until 1868, and in the latter year moved to Duluth, then a frontier village at the Head of the Lakes. Herman Burg was the pioneer dealer in livestock and retail meats in Duluth. All his cattle were driven overland from St. Paul, and merchandise had to be hauled by ox teams. He continued in the butchering business until 1885, when he retired. He died February 2, 1907, after having lived at Duluth nearly forty years. He took great pride in the growth of the city, was very public spirited, and a man who commanded the esteem of all classes. For two terms he was a city alderman. He was the father of five children, three of whom are still living, Edward F. being the second in age.

Edward F. Burg acquired his early education in the schools of Duluth, also attended a commercial college at St. Paul, and at the age of eighteen left home to see the world for himself. He traveled both east and west, over North Dakota and Colorado, went to Nova Scotia, but his experi-

ence there convinced him that the people were a hundred years behind the times and he soon afterward returned to Minneapolis and took up the business of bottling soft drinks. He finally moved his business to Duluth, and since 1906 has been in the business of handling supplies for hotels and billiard halls, and his place of business is at 20 West First street.

Mr. Burg is a member of the Shrine of the Masonic Order, the Ancient Order of United Workmen and the Good Samaritans. He is also an Elk, a member of the Duluth Commercial Club and the Boat Club, is a Republican voter and a member of the Congregational Church. In 1890 he married Miss Sarah Lloyd, a daughter of Joseph Lloyd of Duluth. They have one son, Edward L., who was educated in the public schools of Duluth and in the University of Minnesota.

LESLIE W. PHILLIPS is a native of Duluth, and was one of many active minded and energetic boys who were led by their fascination for automobile mechanics into the automobile business as a permanent career. Mr. Phillips now has a splendid business at Ely, where he is agent for the Studebaker, Kissel and Overland cars.

He was born in Duluth July 16, 1893, son of Cory M. and Sarah Phillips. His father is a veteran railroad man and is now connected with the freight department of the Northern Pacific at West Duluth.

Leslie W. Phillips was educated in the public schools of his native city, and at the age of sixteen went to work as a repair man for automobiles with a Duluth garage. He knows all the intricacies of motor mechanism and automobiles both inside and out, and that knowledge has stood him in good stead as a salesman and dealer in cars. From 1911 to 1913 he was in the automobile business with his father at Duluth. They sold the Michigan motor car.

On coming to Ely Mr. Phillips acquired the automobile business of P. T. Brownell, and has developed an extensive sale of the three standard cars he represents and has done much to organize and popularize the service in this district. He is a member of the Knights of Pythias.

In 1913 he married Miss Hazel Iola Miller. Her mother, Mrs. Sarah Miller, is a resident of Duluth. The three children of Mr. and Mrs. Phillips are Margaret, Leslie W., Jr., and Lola.

WILLIAM G. PRYOR, cashier of the First State Bank of Tower, is a progressive young banker whose experience since he left school has been in banking circles. While a young man, he is one of the oldest native sons of the Tower community, where his family were pioneers in this famous mining section.

Mr. Pryor was born at Soudan March 22, 1886, son of Joseph C. and Alice (Smith) Pryor. His parents were members of the second company of families to locate at Soudan, reaching there in April, 1884. Alice Smith is a daughter of Mr. and Mrs. William Smith, who are still living at Eveleth, the former eighty-eight years of age and one of the veteran mining men of the Range district, having been connected with mines both at Tower and Biwabik. Joseph C. Pryor was born in Cornwall, England, while his wife was a native of Ishpeming, Michigan. He has long been identified with mining activities on the Range. He is now sixty-two and his wife fifty. He is a member of the Good Templars, a Republican and a member of the Methodist Episcopal Church. Joseph C. Pryor and wife had five children: William G.; Anthony D., connected with the Cleveland-Cliff Mining Company; Dulcie V., wife of Hugh G. Engstrom; Percival, a railroad man living at Hibbing; and Murdock G., at home.



C. C. Everett

William G. Pryor secured his early education in the public schools at Tower, Soudan and Eveleth, his parents being still residents of Eveleth. At the age of seventeen he went to work with the First National Bank of Eveleth, and quickly familiarized himself with his duties, was appointed bookkeeper, then assistant cashier, and in July, 1913, was called to the First State Bank of Tower as cashier, an office he has filled with complete proficiency and has been instrumental in increasing the prestige of this banking institution of the Range country.

August 8, 1912, Mr. Pryor married Hazel Nancarrow, daughter of Henry Nancarrow, of Eveleth. They have two children, Betty and William Glenwood. Mr. and Mrs. Pryor are members of the Episcopal Church. He is affiliated with the Masonic Lodge at Tower and also with the Independent Order of Odd Fellows.

CHARLES EUGENE EVERETT is the probation officer of St. Louis County with jurisdiction over the Range districts. It is a position involving an important routine of duties, but to that routine Mr. Everett has given a vitality of function that has resulted in beneficial benefits that go directly to the heart of the moral and educational development of the entire community.

Mr. Everett was born on a farm in Martin County, Minnesota, May 24, 1874, a son of Charles Edwin and Lucretia N. (Chapman) Everett. His parents were born in Franklin County, Maine, and the Everetts are a family of Irish ancestry. Charles Edwin Everett went west with his family and farmed for a time in Allamakee County, Iowa, and in 1869 moved to Martin County, Minnesota. His was one of the first six families to settle in Manyasha township in that county. A practical farmer, he also achieved prominence because of his sterling worth and ability demonstrated by service in several county offices. His last years were spent at Hibbing.

On the home farm in his native county Charles Eugene Everett grew to manhood, acquired a public school education and a business college course, and as early as May, 1902, came to Hibbing and with others was engaged in the lumber business for three years. For five years following he was employed in farming in his native county, and for two years lived near Stillwater. The failing health of his father led to his return to Hibbing, and up to 1909 he was bookkeeper and clerk for Johnson Brothers. When the new City Hall was completed he was appointed secretary of the police department, and it was his efficient record in that position that brought him appointment as assistant county probation officer in July, 1912. In 1913 was enacted a new law providing two probation officers for St. Louis County, and since then Mr. Everett has been county probation officer with jurisdiction over the Mesaba and Vermillion Ranges, and with offices at Hibbing and Virginia. Since then he has given practically all his time to his official duties, and has made the interests and welfare of the children of the Iron Ranges the matter closest to his heart. For years he has been a force in behalf of liquor prohibition, and during the World war was active in promoting Liberty loan and Red Cross drives. Unable to enlist himself because of his age, he nevertheless volunteered and was accepted as a member of the Home Guard. For his various patriotic services he was granted a medal cast from a captured German cannon by the Government. He was elected and is now serving as a member of Independent School District No. 27 in Hibbing. Through his efforts was inaugurated the \$2,500,000 school building (for college or high school) under construction in South Hibbing, which will be the largest in the United States.

Mr. Everett is a Methodist, is affiliated with the Masonic Order and the Independent Order of Odd Fellows. On April 26, 1898, he married Josephine Louise Loomer. They have two children, Lyle Chapman, born April 21, 1902, and Leaette Wilhelmina, born August 11, 1913.

MARTIN HOLTERUD is one of the veteran business men of Duluth, and has been identified with the painting and decorating trade and business throughout practically his entire lifetime. Though for many years he was a journeyman, in recent years he has been an active partner in the firm of John Hogan & Company, representing one of the most complete and adequate organizations for the handling of all classes of painting and decorating work in Duluth.

Mr. Holterud was born in Norway March 23, 1863. He was reared and educated and learned his trade in Norway, and in 1883, at the age of twenty, came to America. For a time he followed house painting at Pelican Rapids, later at Eau Claire, Wisconsin, and in 1887, a third of a century ago, came to Duluth. He continued working at his trade as an individual and journeyman until 1900, when he became associated with Mr. John Hogan and established the firm of John Hogan & Company, painters and decorators. This firm now maintains a complete organization of expert men and extensive capital and facilities for handling decorating and house painting contracts. Most of their time is devoted to fine residence work and interior decoration of business buildings.

Mr. Holterud is affiliated with the Modern Samaritans, the Sons of Norway and the Order of Woodmen, and in politics is a Democrat. On September 22, 1888, at Duluth, he married Miss M. Larsen. Nine children were born to their union, but only three are now living: Mabel, Mrs. J. M. Carlson; Africa, milliner; and Roy, an electrician.

ARTHUR HANFORD is a native son of Duluth and one of its prominent business men, secretary and treasurer of the Hanford Construction Company.

The active head of this business for a number of years was the late Heber H. Hanford, his father. The Hanfords are descended from a in Norwalk, Connecticut, in 1699. Later the family moved to New York, and there were representatives of the name among the soldiers of the Revolutionary war. Arthur Hanford in the maternal line has as an ancestor, Admiral Hopkins, the first admiral in the United States Navy. Heber H. Hanford was a son of Harry Hanford, native of New York state, who in early life moved to Norwalk, Ohio, and followed the business of cabinet maker. Heber H. Hanford was born in New York state, spent many years in the lumber industry in northern Michigan, Wisconsin and Minnesota, and first came to Duluth in 1881. From 1893 to 1908 he was in the real estate business, and in the latter year organized the Hanford Construction Company, which was incorporated with himself as president, his wife as vice president, and his son Arthur as secretary and treasurer. Heber Hanford died February 23, 1914. He was interested in many enterprises in Duluth and elsewhere. He married Miss Sarah Graves Osborn, a native of Ohio.

The Hanford Construction Company is a complete organization for the handling and development of real estate, including the building of homes. The company maintains a large and well diversified service, including architects and building facilities, and has all the financial connections for developing real estate and handling properties at every stage from the work of construction until the house or other building is turned over with title to owner. The firm designed and built all the McDougall houses in Duluth, including store, bank, hospital and hotel, also the resi-

dences of W. J. McCabe, W. C. Mitchell, Simon Clark, P. S. Anneke, L. L. Culbertson and J. H. Harper, to mention only a few of the more notable. The company also handled the contract for building of residences long line of Americans, beginning with Rev. Thomas Hanford, who settled for several companies, including the Lakeside Land Company.

Arthur Hanford was born at Duluth July 28, 1884, and was given a good practical education and has been active in business since boyhood. He is a member of the Commercial Club and the Real Estate Exchange, and his diversions are chiefly fishing and gardening. On September 1, 1909, at Duluth, he married Miss Ell Rose Taylor, daughter of Dr. A. C. Taylor. Mrs. Hanford was carefully educated in the schools of Duluth and Simmon's College at Boston, Massachusetts, graduating in the Domestic Science course with the class of 1908. Mr. and Mrs. Hanford have two children, Ruth, born June 23, 1911, now a pupil in the public schools of Duluth; and Helen Gertrude, born April 2, 1916.

ANTON GORNIK is one of the most esteemed citizens of Tower. His business is an essential industry in the meaning that phrase had in war times. Success has come to him through many years of unremitting energy and close application to his work.

Mr. Gornik was born in Jugo-Slovakia December 16, 1872, son of John and Annie Gornik, farming people of that section of southeastern Europe. Anton was reared on his father's farm, acquired his education there, and at the age of seventeen came to America, reaching Aetna, Pennsylvania, with perhaps two dollars in his pocket. For a time he was employed in the steel districts around Pittsburgh. A half-brother, John Gornik, preceded him to the Range country of northern Minnesota, where he was employed as a blacksmith with an exploration company. This half-brother sent Anton money to pay his railroad fare, and thus he came to the Range and went to work with an exploration company in and around Virginia at wages of forty dollars a month and board. He also did some mining. Not long afterward a company was organized to sell meat at Soudan and Tower. Mr. Gornik learned the butcher's trade and retail meat business with this organization, and later, taking a partner, he opened a shop of his own at Tower. At that time there was scarcely a beef animal raised in all the country around Tower, and all meat supplies were shipped in. For a number of years past Mr. Gornik has bought his cattle and other stock direct from farmers, and the slaughtering end of the business is now in the hands of his sons. He keeps a large and high class shop and has been in the retail meat business at Tower since 1903. He has worked steadily every day without a vacation for twenty-two years, and his rugged health is none the worse for that uninterrupted service.

Mr. Gornik married Frances Slabe, also a native of Jugo-Slovakia. Their six living children are Tony, Joe, Annie, Julia, Theresa and Ralph. Mr. Gornik and family are members and staunch supporters of the Catholic Church.

JAMES MOONAN is one of the interesting veteran figures of railroading in northern Minnesota, and for twenty years past has been agent at Ely for the Duluth and Iron Range Railroad Company, and throughout his period of residence has shared in all community undertakings for the advancement and upbuilding of the town and district.

Mr. Moonan was born at Waseca, Minnesota, June 6, 1864, son of Patrick and Mary Ann Moonan. His father was a native of County Cork and his mother of Queens County, Ireland, and both came to the United States when young people. They were married at Delavan, Wisconsin, and soon afterward moved to Waseca, Minnesota, where Patrick

Moonan homesteaded land at Elysian. He was a pioneer of Minnesota territory. Soon after the beginning of the Civil War he volunteered in a Minnesota regiment, leaving his family on the homestead. While he was away in the army occurred the historic Indian uprising followed by many massacres and a general devastation of frontier communities. An Indian who had received some favor from Patrick Moonan came to warn Mrs. Moonan of the threatened danger, and she was thus able to take her children to a place of safety. After some years on the homestead Patrick Moonan moved to Janesville, Minnesota, where he was in the hotel business four years, and returning to Waseca built and conducted a hotel there. In 1884 he moved to Minneapolis, and the family lived in that city four years, after which he returned to Waseca, where he and his wife spent the rest of their days. He died in 1899, at the age of seventy-eight, and his wife in 1895, aged seventy-two. They had a family of four sons and four daughters, and all the sons are still living and also one daughter. The son John is a former state senator and has long been a prominent figure in Minnesota politics.

James Moonan grew up in Waseca County and finished his education in the Waseca High School. After school he started to learn telegraphy with the Northwestern Railroad, but the superintendent advised him to go into another branch of the service. For two years he was in the operating or train service and for three years was in the general offices of the company. At St. Paul he became identified with the Minneapolis and St. Louis Railroad, and earned a steady promotion in responsibilities and salary until he was made agent for the company at St. Paul.

It was in 1901 that Mr. Moonan accepted his present responsibilities as agent for the Duluth and Iron Range Railroad at Ely. His public spirited interest in the community has been continuous with his residence and railroad duties at Ely. For four years Mr. Moonan was president of the Ely Burntside Lake Outing Company, an organization that maintains an ideal equipment, cottages and other facilities for tourists on Burntside Lake. He is also first vice president of the Ely Commercial Club, a body that has been the means of accomplishing a great deal of good in the improvement of Ely and the Ely district.

While his brother, Senator John Moonan, is a Democrat in politics, Mr. Moonan has steadily maintained his affiliations with the Republican party. He is affiliated with the Knights of Pythias. In 1896 he married Miss Hattie A. Felt, of Minneapolis, who died in 1911. Mr. Moonan's three sons are Willard J., now connected with the Proctor & Gamble Soap Company of Cincinnati; George D., a machinist in the railroad shops at Ely; and Lawrence G., a high school student. The son Willard is an ex-service man, enlisting in April, 1917, at the beginning of the war with Germany. He was trained at Camp Cody and went overseas to France with the 125th Field Artillery. He received his honorable discharge in February, 1919.

FRANK S. DANE, superintendent of the Biwabik Mine, owned by the Tod-Stambaugh Corporation, has been connected with this property since 1893, first as a steam shovel engineer, from which position he has been promoted through others of trust and responsibility to his present one, and all through his own merits. He is one of the most efficient men of his calling, and understands every detail of his work.

The birth of Frank S. Dane took place at Lewiston, Wisconsin, July 14, 1862, and he is a son of Francis and Sarah (Terwiliger) Dane, the former of whom was born in New York state and the latter in Canada. They both died in 1895, he when seventy-four years old and she when sixty-eight years old. By calling Francis Dane was a farmer, and he



L. A. Darr

came to Wisconsin in 1858 and continued to make that state his home the remainder of his life. He and his wife had three sons and four daughters in their family. A brother of Frank S. Dane, William Dane, lives at Kinney on the Mesaba Range.

Frank S. Dane received his educational training in the country schools, and when he reached his majority left the homestead and went to Belle Plains, Iowa, and worked with a railroad grading outfit as foreman. Later he became foreman on the grading work of the Milwaukee Northern Railroad at Ontataga, Michigan, leaving there for Chicago, Illinois. There he was with Langdon & Company and helped to build a double track railroad from Chicago, Illinois, to Cedar Rapids, Iowa. From that line of work Mr. Dane branched out and for some years was occupied, very successfully, in doing steam-shovel work, continuing it until he came to Biwabik. His arrival occurred soon after the opening of the Biwabik Mine by the Biwabik Ore Company. The equipment was designed to operate a mine of this character and was hauled overland from Mesaba. Having spent so many years at this mine Mr. Dane's interest is naturally centered in it and its successful operation.

On January 26, 1891 Mr. Dane's happy married life was inaugurated when he was united with Fannie M. Utter, a daughter of Smith Utter. Mr. and Mrs. Dane were schoolmates and theirs is a romance begun when both were little more than children. There are three children in their family, namely: Royden S., who is a veteran of the World war, in which he served for eighteen months, of which six months were spent overseas, where he was promoted to sergeant, and was in training at an officers' training camp, preparing for his commission, when the armistice was signed, which prevented his further promotion; Helen and Marjory, both of whom are at home. Fraternaly Mr. Dane belongs to the Independent Order of Odd Fellows and the Knights of Pythias. Very active in local politics, he was a member of the Township Board for thirteen years, during eight of them being its president, and for four years was on the School Board, of which he was for a time chairman. During the late war he took an active part in war work, assisting in all of the drives and bought bonds and stamps, and contributed to all of the war organizations to the full extent of his means. He is a man who has always known what he wanted, and has gone after it in the right way, at the right time and in the right spirit. He may be properly classed as one of the most representative men of Biwabik, and no matter concerning the city is too small or insignificant for him to give it careful consideration, and if he is convinced that it needs remedying, takes pains to bring it to the attention of his fellow citizens and urge constructive action. His interest is not entirely local, for it includes the Mesaba Range, St. Louis County, the state and country, all of which in his mind are the best in the world.

ELI L. HART has spent practically all his life in the region tributary to Duluth, either in northern Michigan or northern Wisconsin, and for many years has been a successful business man. His chief interest is the Hart Transfer and Storage Company, of which he is president and manager.

Mr. Hart was born in Calumet, Michigan, a son of James and Addia (Bourget) Hart. His father, who died in 1905, first came to Duluth in 1870, but afterward returned to Michigan. In 1881 he engaged in the teaming and contracting business at Duluth, and that business occupied the greater part of his remaining years. He was the father of eleven children, Eli being next to the youngest.

Eli L. Hart was educated in the Duluth public schools and the Duluth Business College, and at the age of twenty became a clerk in the Ameri-

can Express Office at Duluth. After seven years he was made American Express Company's agent at Ashland, Wisconsin, and performed the duties of that position with fidelity for sixteen years. For seven and a half years he had charge of the American Express Company's office at Evansville and then returned to Duluth to engage in the transfer and storage business, associated with his brother. They organized the Hart Transfer and Storage Company, which is incorporated, with Eli Hart as president and manager. The headquarters of this company are at 17 North Fifth avenue, West. They have all the equipment and personnel for an adequate transfer and storage business, including many automobile trucks, warehouses and other equipment for light and heavy hauling, furniture packing, shipping and storage of furniture and other commodities. About twenty-five men are in the pay of this organization.

Mr. Hart is a member of the Catholic Church. He married, September 1, 1903, Anna McKinnon. They have one daughter, born April 23, 1906.

JOSEPH PETERSON, a resident around the Head of the Lakes for over twenty years, has always been recognized as a man of great skill and proficiency in the wood working trade and is a member of the well known contracting and building firm of Berglund, Peterson & Person, whose headquarters are at 131 West Second street.

Mr. Peterson was born in Sweden January 4, 1878, and was twenty-one years of age when he came to the United States in 1899. Already perfected as a journeyman carpenter, he was employed in the mines of Iron Mountain, Michigan, for two months, and then located at Duluth, where for a time he was in a cabinet shop, subsequently in a sash and door factory, and spent two years in the West Superior Shipyards. For nine years he was in the cabinet shop of Scott & Graft, for one year was with the well known contracting firm of Anderson & Gaw, and five or six years ago became associated with Mr. Berglund under the firm name of Berglund & Peterson, which by subsequent reorganization became Berglund, Peterson & Person, contractors and builders.

Mr. Peterson is an active member of the Modern Woodmen of America and is a member of the Lutheran Church. In 1898 he married Miss Cora Allerey, a native of Sweden. They have two children, Violet E. and Joseph K. Peterson.

JOHN K. MAKI. A resident of Hibbing since December, 1896, John K. Maki gave nearly a quarter of a century of time, personal enterprise and industry to the commercial life of the village, and is still an influential factor in the community, though nominally retired from commercial affairs.

Mr. Maki was born in Finland February 21, 1872, and has achieved success in life after overcoming many early handicaps. His father, John K. Maki, Sr., came to the United States in 1881 for the purpose of establishing a home in a land of better economic opportunities, and was first employed in coal mines in Wyoming. In the meantime his son joined him in Wyoming, and afterward they went to Minnesota, where the father homesteaded a hundred sixty acres in Ottertail County. He converted this into a farm and subsequently bought another forty acres. As soon as father and son had accumulated sufficient capital they sent back to the old country for the wife and mother, whose maiden name was Lydia Ruohonen, and the remaining four children. The mother was born in Finland and her husband, Eric Suttergreen, was born in Sweden. When he went to Finland he changed his name to Maki. The reunited family thereafter lived on the farm in Ottertail County, and

The parents spent the rest of their days in that community. Three other children were born after the family came to America. John K. Maki, Sr., naturalized as an American citizen and was a staunch factor in the life of his community, serving as township supervisor for about fourteen years.

John K. Maki acquired a limited education in his native country and was about fourteen when he crossed the Atlantic Ocean to join his father. For a time he worked in the Wyoming coal mines and also on the homestead in Ottertail County. While living in the country community, on March 31, 1894, he married Miss Anna Katharine Hyrkas, a native of Finland, and who came to the United States in 1891. They began house-keeping at West Superior, Wisconsin, and from there in December, 1896, moved to Hibbing, where they have ever since had their home. In the Range country Mr. Maki worked at lumbering, then as an employe of the Oliver Iron Mining Company, was clerk in a grocery store, and subsequently joined his two brothers-in-law, Oscar Bay and Mike Salminen, in the grocery and meat business. Their first establishment was on Pine street, and later they developed a large market house on Third avenue. Mr. Maki also helped to organize in 1910 the Merchants Warehouse Company. He was interested in the operations of the firm, including a branch feed store, and in 1915 in the organization of the largest retail grocery house in Chisholm, where they also conducted a wholesale department. At Keewatin they also embarked in the retail grocery business. With these various enterprises Mr. Maki was actively identified until June, 1920, when he retired and now confines his attention to his various private interests. He is erecting a building at the corner of McKinley and Third avenue.

For two years he served as a member of the Village Council at Hibbing, is a member of the Commercial Club, a Republican in politics, is affiliated with the Modern Woodmen of America, and he and his family are members of the Finnish Lutheran Church. Mr. and Mrs. Maki had seven children: John Albert, who died in infancy; Sadie Anna, wife of John Merton Moore, of California; Lydie Effie; Eleanora Frances; Esther Elvera; Arthur Rudolph, who died at three years; and Hugo William.

JACOB B. MESSNER as a result of experience going back into boyhood is an expert in every phase of the provision business, and for several years past has been general manager of the wholesale and retail grocery house of Burrows-Lamson Company of Hibbing.

Mr. Messner was born in Calumet, Michigan, February 2, 1872, son of John and Barbara (Kohler) Messner. His parents were both born in Germany and are now deceased. John Messner came to the United States about 1852, for a time was employed in some of the Michigan mines, and in order to give his children better opportunities educationally and socially moved out to North Dakota and became a farmer. Finally he sold his property there and moved to Hibbing, Minnesota, where he now lives retired, his wife being deceased. Here he became a naturalized American, and has reared his family in full fidelity to American principles and ideals.

Jacob B. Messner acquired his early education in public schools, chiefly at Fargo, North Dakota. After leaving school he learned the meat business as a technical trade and as a business in every feature and detail, and for a number of years was in the retail meat business at Climax, Minnesota. About 1906 he came to Hibbing and has lived in that city of the Iron Ranges ever since. At first associated with his brothers, John, Christian and Andrew, under the name Messner Brothers, he engaged in the

meat and grocery business on Pine street. After the firm was dissolved Mr. Messner became associated with B. J. Burrows, J. R. Bresnahan and J. A. Lamson in establishing the present house of Burrows-Lamson Company, and they probably do the largest business, jobbing and retail, in meats and groceries in Hibbing.

Mr. Messner has always distinguished himself as a public-spirited citizen and active member of his community, served in 1913 on the Village Council and since 1914 has been continuously in the office of supervisor of the town of Stuntz. He is a member of the Episcopal Church, belongs to the Commercial and Kiwanis Clubs, the United Commercial Travelers and the Order of Elks. September 12, 1893, he married Sarah Salverson. Two sons were born to their marriage, William John and Ernest. The son William J. was one of the youths of the Iron Ranges who made the supreme sacrifice of service in the World war. He was chief mechanic in Truck Company B of the Coast Artillery Corps. He was at the front in France, participated in some of the hardest drives after America entered the war, and probably from the effects of being gassed died in France on February 10, 1918.

EDWARD WILLIAM STEVENS, secretary of Duluth Lodge No. 133 of the Benevolent and Protective Order of Elks, is one of the city's well known citizens, and for a number of years has been active in business affairs and in public office.

He was born at Duluth December 2, 1888, son of Richard and Emma Stevens. His father came to Minnesota from Nova Scotia, Canada, first locating at Stillwater, and thirty-four years ago moved to Duluth, where he lived until his death in June, 1917. The mother of E. W. Stevens was born in Bristol, England, where she married William Parfitt, and both of them came from England to Duluth thirty-nine years ago. Mr. Parfitt was a stone contractor and builder and died several years after moving to Duluth. In the two families there were nine children, Edward W. being the youngest of his mother's second marriage.

He received his education in the public schools of Duluth, but began earning his own living at the age of fifteen as bell boy at the Commercial Club. He was similarly employed at the Spalding Hotel, and at the same time was diligently supplementing his earlier educational advantages by attending night school. For nine years Mr. Stevens was in the service of the Oliver Iron Mining Company, doing clerical work in the offices of the various departments.

In the meantime he had become interested as a silent partner in the grocery business at Duluth, and seeing that it needed his more active cooperation he resigned from the Oliver Iron Mining Company in 1915 to become an active partner. This line of business not progressing to his satisfaction, in February, 1916, he joined the Duluth Police Department in the Bureau of Identification, and in June, 1918, became pawnshop inspector in the Detective Bureau.

Mr. Stevens for a number of years has been one of the popular members of the Duluth Lodge of Elks. He filled various chairs in the lodge, and finally it was decided by the officers and members that no better selection could be made for the office of secretary than Mr. Stevens, and he accepted that post in September, 1920. For the past eleven years he has also been a member of Palestine Lodge No. 79, A. F. and A. M., and is a Scottish Rite Mason.

JAMES H. RYAN. It is not a new statement to make, in the words of the great essayist, Macaulay, that "the history of a country is best told in a record of the lives of its people," nevertheless, it is so true that it will



E. Stevens

bear repetition. The history of the state of Minnesota would read very differently to posterity were the records of the achievements of its notable men eliminated, and it is but just that they should be put in enduring type. In the great and representative county of St. Louis there are men of mark who in various avenues of usefulness have won honors and emoluments that entitle them to respectful admiration. Among them stands James H. Ryan of Hibbing, a member of the transfer and fuel firm of Ryan Brothers, composed of James H. and Thomas F. Ryan.

James H. Ryan was born at Merrill, Michigan, October 13, 1879, one of the nine children of Thomas B. and Sarah (Haley) Ryan, natives of County Tipperary, Ireland, and Canada, respectively. Thomas B. Ryan was reared in Ireland, and came to the United States when twenty-three years of age, after having spent two years in Canada. He lived in the farming regions of Michigan until within recent years, when he retired from active life.

Growing up in Michigan, James H. Ryan was early taught to make himself useful while he was acquiring an educational training in the common schools. For three years he worked in the woods of Minnesota, and in July, 1898, came to Hibbing, and three years later became a driller for E. J. Longyear, and remained at that work for seven years. In the spring of 1907 he, with his brother Joseph A., established his present transfer business, and in 1913 the brothers branched out and added the handling of fuel to their other occupation, and the firm is now engaged in both lines. Joseph A. Ryan was the first of the Ryan brothers to come to the "Range" country, and he died in the summer of 1918. Another brother, Thomas F. Ryan, is now the junior member of the firm.

James H. Ryan belongs to the Knights of Columbus, the Kiwanis Club, and the Hibbing Park Board, being one of the representative men^o of Hibbing, and one in whom his fellow citizens place implicit trust.

On September 11, 1912, he was united in marriage with Miss Bessie B. Murphy, and they became the parents of the following children: Francis, Clarence, Russell and Edward. Mr. Ryan is always interested in public matters, and especially those pertaining to the betterment of Hibbing.

ALBERT E. DYER. A long list of activities and associations make the name of Albert E. Dyer one of consequence and significance in the life and history of Hibbing. Mr. Dyer, who is a member of the firm Dyer & Lindberg, real estate and insurance, was on the ground in this part of the Iron Range and as a surveyor's helper ran some of the lines that marked the original townsite of Hibbing. From that time to the present, nearly thirty years, he has kept in touch with the local situation, and has a host of friends all over the iron district.

Mr. Dyer is of English and Irish parentage, being a son of Samuel G. and Letitia (Wright) Dyer. His father was brought from England and his mother from Ireland when they were children, grew up and were married at Toronto, Canada, and in early life Samuel G. Dyer followed the sea as a sailor. About 1877 he moved to Sault Ste. Marie, Michigan, homesteaded a hundred and sixty acres, and was profitably engaged in farming there until his death in 1917. He acquired American citizenship by naturalization, and held a number of local offices in northern Michigan. He is a member of the Episcopal Church.

Albert E. Dyer was born in Canada October 31, 1872, being one of nine children, seven of whom are still living. He was five years of age when his parents moved to northern Michigan, and he grew up on the homestead farm there and acquired a public school education. In 1891, at the age of nineteen, he left the farm and came to Duluth, where he was

employed as a helper in a civil engineering firm. About a year later, in 1892, he assisted R. W. Nichols in running the lines and surveying the ground for the first townsite of Hibbing. As a civil engineer Mr. Dyer had varied professional employment for a number of years. He was an engineer for the Great Northern Railroad Company until he became one of the resident engineers in the construction of the Alborn branch of the Duluth, Mesaba & Northern Railroad Company. Upon the completion of that road in 1906 he removed to Hibbing and entered earnestly into the practice of civil engineering and surveying as a profession. In 1910 he was elected surveyor of St. Louis County and was reelected in 1912, altogether filling the office for four years. In 1915 he was appointed county road engineer for the northern half of the county and looked after the farming and the laying out and supervision of the construction of county highways for two years.

In April, 1918, Mr. Dyer formed his present partnership with Oscar G. Lindberg in the real estate and general insurance business, and has since given that his principal time and energies. He was elected a member of the Village Council in 1917 and was reelected in 1918, 1919 and 1920. He is a Republican, a thirty-second degree Scottish Rite Mason, Shriner, Elk and Red Man, and is a member of the Hibbing Commercial Club. July 26, 1909, Mr. Dyer married Miss Helen Crary, of Marquette, Michigan. They are the parents of one son, Jack Crary Dyer.

E. EUGENE ESTERLY. The people of Duluth are too familiar with the career of E. Eugene Esterly for the biographer to call special attention to his record other than to give the salient facts in the same, for here he has spent many years and has gained a prominent place in the esteem of the people, being universally respected in the business world, for fair dealing has been his watchword in all transactions. Mr. Esterly is a native of Germany, where he was born in August, 1872, and he is the sixth in order of birth of the fourteen children who blessed the union of Mr. and Mrs. William Esterly. In his native land the subject's father was engaged in railroading, and saw considerable military duty, having served in the Franco-Prussian war. In 1879 he brought his family to the United States, first locating in Minneapolis, where he engaged in painting and decorating. In 1907 the family came to Duluth, where he spent the remainder of his life. While living in Minneapolis, the subject of this sketch spent five years in the employ of W. C. Leber, a prominent jewelry firm, and there he became an expert workman in the repairing of watches, and this one thing more than anything else has brought him many of his best customers, for his work has always stood the test. Mr. Esterly came to Duluth in 1892 and his first venture in business on his own account was on a modest scale, his first shop being in an up-stairs room, twelve by fourteen feet in size, located at No. 5 West Superior street, but every customer who came to him was a satisfied customer, and thus his business grew from year to year until he was compelled to move into larger and more convenient quarters, moving to the Spalding Hotel block, where he remained sixteen years. Recently he has moved into and now occupies a fine salesroom at No. 421 West Superior street, where he carries a large and well selected stock of jewelry. Mr. Esterly has met with several financial losses and reverses during his business career, but has refused to be defeated and has won his way to the front rank of business men in his adopted city. His sales now aggregate about sixty-five thousand dollars annually.

On March 27, 1911, Mr. Esterly was married to Lola Pfautz, and they have one daughter, Maxine Gertrude, born on April 30, 1912, and one son, E. Eugene, Jr., born August 12, 1920. Fraternaly, Mr. Esterly is a member of the Modern Samaritans and the Knights of Pythias.



A. P. W. Eisner

He is also an active member of the Methodist Episcopal Church. By a straightforward and commendable course he has made his way from a somewhat humble beginning to a respectable position in the business world, and has earned a reputation as a broad-minded and public-spirited citizen, which the public has not been slow to recognize and appreciate.

KENNETH DUNCAN. Through his profession as mining engineer Kenneth Duncan has been identified with the Range district of northern Minnesota for over ten years. He now lives at Ely and is superintendent of the Zenith Mine for the Vermillion Mining Company.

A native Minnesotan, Mr. Duncan was born at Fergus Falls November 13, 1887, son of Dr. William and Eva G. (Herrick) Duncan. He graduated from the Fergus Falls High School at the age of eighteen, and soon afterward entered the School of Mines of Minnesota University and completed his technical course in 1910. Almost immediately he came to the Vermillion Range as an engineer with the Oliver Mining Company. In 1912 he was associated with R. B. Whiteside on the Mesaba and Vermillion Ranges, with headquarters at Hibbing, and his experience covers much of the mining district of both Ranges. He has been superintendent of the Zenith Mine at Ely since 1919. Mr. Duncan is not only a master of the technique of mining engineering, but is a capable executive, and his hobby is the study of men and their adaptability to the tasks assigned them.

He is a member of the American Institute of Mining Engineers, is a member and a past director of the Engineers' Club of Northern Minnesota and is a member of the Masonic Lodge. In 1913 he married Frances Collier, daughter of O. F. Collier, of Fergus Falls, and they are the parents of one son, Robert.

HOWARD R. WEIRICK, M. D. His long professional service easily identifies Dr. Weirick among the live and progressive citizenship of Hibbing. He has carried the heavy burdens of a large private practice, has also done much hospital work, and has given much of his time to the duties of village president and other affairs.

Dr. Weirick, who is therefore one of the best known citizens of St. Louis County, was born at Washington, Pennsylvania, August 12, 1869. His parents were Israel and Sarah (Thompson) Weirick, the former of German ancestry and the latter of Scotch-Irish stock. Dr. Weirick grew up on his father's farm in southwestern Pennsylvania, and gained his early advantages in a district school. His college education was acquired in Washington and Jefferson College, where he graduated with the A. B. degree in 1893. By subsequent work he was awarded the Master of Arts degree by his alma mater. In the fall of 1893 he enrolled in the College of Physicians and Surgeons at New York city, now the medical department of Columbia University, and was graduated in June, 1896. During his senior year and for several months after his graduation he was an interne in Roosevelt Hospital.

Dr. Weirick has given nearly all of his professional service in Minnesota. He located at St. Paul in January, 1897, practiced four years in that city, and two years of the time was assistant city physician. In 1901 he moved to Virginia, and a year later to Hibbing. In addition to a general practice he is the oldest physician on the staff of Roosevelt Hospital, and is a member of the State, County, Range and American Medical Associations.

Dr. Weirick served one term as a member of the Village Council and in 1906 was elected village president, performing his duties with such satisfaction to the citizens that he was reelected for five consecutive terms.

He sat as a delegate from Minnesota in the National Republican Convention of 1920 at Chicago, where Harding and Coolidge were nominated. He holds the title of colonel from the service on the staff of three governors of Minnesota, Governors Eberhart, Hammond and Burnquist. Dr. Weirick is a Scottish Rite Mason and Shriner, and a member of the Elks. On June 6, 1914, he married Marilla Beatty, of Ellensburg, Washington. They have an adopted daughter, Margaret E. Beatty.

B. J. Cook began his business career in Minnesota on an exceedingly humble scale, for many years was a merchant in Duluth, but is most widely known as the promoter and upbuilder of theatrical and amusement enterprises in Duluth, being secretary-treasurer of the New Grand Theater Company and the Cook Amusement Company, other members of which are Julius Cook and M. S. Cook.

B. J. Cook was born in Russian Poland in July, 1866, and came to America alone in 1884, at the age of eighteen. For a time he sold matches at St. Paul, Minnesota, also did railroad work at 75 cents a day, and on moving to Duluth invested a very modest capital in a retail clothing business. His business headquarters were on Lake avenue for ten years, and the following eight years he did business on an enlarged scale at 321 Superior street.

He entered the moving picture field in 1914, and in 1916 the New Grand Theater Company and Cook Amusement Company were formed. In 1920 there occurred a consolidation of these two Duluth concerns under the name Duluth Theater Company, which owns four of the best moving picture theaters in the city and much other business property besides. Mr. Cook is a public spirited citizen, and has given freely of his time and resources to the upbuilding of the city. He served one term as fire commissioner. He is a Republican in politics. On October 12, 1916, he married Miss Lillian Coehn, of Minneapolis. They have two children, Isaac L. and Georgia Cook.

CLIFFORD H. OPPEL represents the third generation of a pioneer family of Duluth. His grandfather was one of the very first merchants on the site of the modern city. Clifford H. Oppel is a member of the firm of Hale & Oppel, mechanics, who have developed a highly efficient service chiefly for the benefit of automobile repair and reconstruction, the headquarters of the firm being at 217 East Superior street.

His grandfather, Christian Oppel, who deserves a permanent record in Duluth as one of the first settlers, came here from Michigan when the country at the Head of the Lakes was wild and inhospitable, with only a few settlements here and there and without wagon roads. Most of the settlers living on the site of Duluth at that time made trips for supplies to Two Harbors, going on foot and carrying provisions on their backs. This trip required two days. Christian Oppel is said to have been proprietor of the first grocery store at Duluth. Later he took in his son Frank as a partner, and they continued a general mercantile business under the name Oppel & Son until the death of the grandfather.

Frank Oppel, father of Clifford Oppel, was born in Michigan and was a youth when he came to Duluth. He was active in the grocery business until his death, at a comparatively early age. The Oppel grocery store was first located on Superior street and Lake avenue and later at 115-117 Superior street. This firm was the first to ship goods into Duluth over the Duluth and Iron Range Railroad.

Clifford H. Oppel was born at Duluth January 18, 1889, a son of Frank and Frances (Mannheim) Oppel, and was only twelve years of age when his father died. He acquired a public school education, and at the

age of fourteen began earning his own way. For a time he was employed at surveying, and afterward followed other lines of employment. He acquired a thorough mechanical knowledge not only in mechanical lines but as an electrician, and finally set up a small business for himself repairing automobiles. After four years he became associated with George T. Hale in the firm of Hale & Oppel, and they have conducted a very flourishing business.

Mr. Oppel is affiliated with the Elks, the Duluth Gun Club, and is well known in social and public affairs. On May 9, 1912, he married Miss Gertrude Mueller. They have one daughter, Mary Frances, born June 28, 1919.

ALFRED J. LINDSLEY is a contractor, a business he has followed for more than four decades. He has lived at Hibbing since 1908, and here has found many special and heavy demands upon his business experience and equipment as a contractor, particularly as an experienced man in the house moving business.

Mr. Lindsley was born at Neenah, Wisconsin, August 13, 1856, son of Elijah J. and Jane (Hendricks) Lindsley. His father was a building contractor by occupation. When he removed from Neenah to De Soto, Iowa, he engaged in farming. From Iowa he went to Concordia, Kansas, and then to Ashland, Wisconsin, where he and his wife spent their last years.

Alfred J. Lindsley acquired a public school education and was about sixteen years of age when he took up all responsibilities for his own destiny. Following different occupations he traveled over many of the states of the west. While at Concordia, Kansas, he married Clara E. Grimm. Soon afterward he removed to Calhoun County, Iowa, where he had his chief experience as a farmer. At Lake City in that county he also took up the work of contracting and house moving, and that has been his big business ever since.

In 1887 Mr. Lindsley moved to Ashland, Wisconsin, and from there came to Hibbing in 1908. He has handled many contracts all over this section of the northwest. During the winter seasons while living at Ashland, Wisconsin, he was in the logging camps, employing his personal facilities and organization in the logging industry.

Mr. Lindsley has been the right man to perform a highly important and essential service at Hibbing. This village, as everyone knows, is being gradually moved from its original site in order to make way for active mining operations. The process of moving has been turned over almost wholesale to Mr. Lindsley and his organization. He has had 90 per cent of the contracts for moving the town in separate units. For this purpose he has provided himself with every conceivable equipment, and has accomplished some remarkable results in moving large public and private buildings over rough ground and putting them on new locations, in most instances without a crack or damage to the structures. Few men have a more intimate knowledge of Hibbing's past and present than Mr. Lindsley, and he is one of the very public spirited and useful citizens of the community.

Of the three children born to him and his wife one died in infancy. Nellie, the older living daughter, is the widow of Charles Keenan, and has a daughter named Edith. Verna Belle, the other daughter, is the wife of Thorlief Johnson, and they have two children, Lorraine and Clinton Gale.

OLE C. SOVDE. Twenty-eight years in business at Tower gives Ole C. Sovde a distinction as one of the pioneer merchants and citizens of that locality. His associates have found much to admire in his integrity, his

industry, and in his steady progress toward the goal of independence and the public spirit which has animated all his relations with the community.

Mr. Sovde was born in Norway January 14, 1869, son of a Norway farmer, Christopher Sovde. Ole C. grew up on his father's farm and his early advantages were limited to the country schools. He was twenty-two years of age when he came to America with a brother, and he never returned to his native land.

The business at Tower of which he is now proprietor was established many years ago by J. C. and C. C. Sovde, later a cousin, J. M. Sovde, being associated with the firm. Ole C. Sovde and Andrew Talle bought the business, and in 1904 Mr. Sovde became sole proprietor. In 1918 he bought the building in which his large and well selected stock is now housed, and the improvements he has made from time to time in facilities and service give him an immense patronage in this section of the Range country.

Mr. Sovde is a former alderman of Tower. He is an enthusiastic Republican and for years was one of the staunch admirers of Theodore Roosevelt. He is affiliated with the Masonic Order, the Woodmen of the World and is a member of the Episcopal Church. In 1898 he married Lottie Enquist, a native of Sweden. They have seven children, Ester, Waldemar, who was anxiously awaiting the call to service when the armistice was signed; Elsie, Adelaide, Gertrude, Emily and Kermit R.

PETER SCHAEFER is a veteran editor and publisher in the Iron Range country, having established more than a quarter of a century ago the *Ely Miner*, of which he is still editor and proprietor.

Mr. Schaefer was born in Germany June 27, 1867, son of Nicholas and Mary (Schaf) Schaefer. His father was a German soldier in the Franco-Prussian war in 1870-71. Military duty was extremely distasteful to him, and after that war he left Germany with his family and from New York came west, first to Fond du Lac, Wisconsin, and then to Medford. While in the German military he had something to do with supplying shoes for the army, and that experience led him to engage in the shoe business at Medford, where he was a merchant for many years. He died in 1913, at the age of seventy-three, and his wife died in 1890, at the age of forty-six.

Peter Schaefer was one of four children and he was reared and educated at Medford. When only twelve years of age he went to work as a "devil" in the offices of the Taylor County *Star and News*, and while there acquired a practical training as a printer and newspaper man. He first came to the Iron Range in 1888 and was employed on the Vermillion *Iron Journal* at Tower for Dr. Barrett, and in 1890 came to Ely to take charge of Dr. Barrett's publication interests there. He returned to the *Journal* at Tower in 1891, and in 1895 established the *Ely Miner*, one of the oldest and most influential journals in the Range district.

Mr. Schaefer in 1890 married Lillian M. Childers, of Soudan. They are the parents of three sons and one daughter. The oldest of the sons is Leroy Paul, who now has charge of the Manual Training Department at Glenwood, and during the World war was in the Ambulance Service Medical Corps. Alvin C., the second son, was trained at Camp Cody, New Mexico, with the 125th Field Artillery. The youngest son is Stuart P.

During all the years of his residence Mr. Schaefer has shown a very active interest in everything affecting the welfare of Ely and the surrounding district. He was city clerk, for nine years was postmaster under Roosevelt and Taft, and is now president of the Ely Commercial Club.

He is a member of the Elks, Knights of Pythias, Odd Fellows, Woodmen, Samaritans and the Rotary Club.

THEODORE LAINE. In a brief account of the career of Theodore Laine it is possible to see a constant struggle and effort of self advancement and self improvement, and his active association with one of the leading real estate firms of Duluth is a sound measure of what he has accomplished since coming to this country only ten years ago.

Mr. Laine was born in Finland March 11, 1887. He acquired his education largely in the school of experience, and was about twenty-two years of age when he came to this country in 1909. The first three years he spent at hard labor in efforts to assimilate himself with America and acquire a working knowledge of the language and institutions. Those three years he spent in a logging camp at Loussbur, Michigan. Following that for three years he was traveling salesman for a tailoring agency, and in 1914, while on the road, located at Duluth. In 1916 he entered the real estate business, and during that year the Fairmount Sales Company was incorporated by Thomas Clark, Charles Marshall, Axel Youngstrand and Mr. Laine. The principal capital and assets of the firm comprised the energy and abilities of the partners at the beginning. They took over Norton's Fairmount Park Division, consisting of about eight hundred lots, and since then have disposed of nearly the entire division and have accumulated a growing business in the handling and selling of residence and business property all over the city. Mr. Laine is now vice president of this well known firm. He gives all his time to the business. In politics he votes independently.

G. LEE FLEMING is school superintendent of Tower, which is district No. 9 in St. Louis County. He is a man of thorough university training, and has given exceptional talents besides to his profession, is an able executive, and his administrative skill has proved a great boon to the schools at Tower.

Mr. Fleming comes of a family of educators. He was born at Downsville in Dunn County, Wisconsin, June 7, 1891, son of William H. and Grace E. (Fisher) Fleming. He was only an infant when his mother died. Both parents had been teachers. His father, who is now living at Billings, Montana, was identified with schools at various places in Wisconsin and also at Winnipeg, Canada, and was both principal and superintendent.

G. Lee Fleming's sister Sybil has won many scholastic honors, and while in the University of Minnesota won a prize amounting to \$500. She was a teacher at the State University and was married June 18, 1921, to Professor Alex Graham, instructor at the University of Minnesota, Ph. B.

G. Lee Fleming soon after his mother's death was taken to the home of his grandmother Fisher, who lived in a log house on a farm near Downsville. As soon as he was old enough he went to school, walking three miles from her home to the schoolhouse. He has never allowed any obstacles to interfere with his ambition to secure the best advantages and give himself the greatest possible proficiency for his chosen career. Mr. Fleming later graduated from the Dunn County Teachers Training School at Menomonie, Wisconsin. For nearly three years he taught district schools, and was one of the first graduates of the Wisconsin State Normal at LaCrosse. Then for a year he was superintendent of schools at Downing, Wisconsin, and about that time occurred his marriage to Gertrude C.

Vander Hiden, daughter of Albert J. Vander Hiden, of Glenwood City, Wisconsin. Mr. and Mrs. Fleming have two children, Margaret Dorothy and Robert Lee.

After his marriage Mr. Fleming entered the University of Minnesota, from which he received his A. B. degree in 1914. Later, after a period of residence of study, he was given the Master of Arts degree by the University of Chicago. From the time he left grade school he earned his two degrees with less than four and a half years of residence in normal colleges and universities.

Mr. Fleming has been superintendent of schools at Tower since 1917. He has proved not only an able executive in the routine of educational affairs, but has made a special study of financial subjects in connection with school administration, and the handsome new school building at Tower was built under his supervision. Also due to his close application and energy the school districts under his supervision have been increased from nine townships to thirty-two.

CHARLES HALLOCK. It has been truly said that it matters but little where a man was born, he is a citizen of the land in which his heart dwells, and recent events have proven the truth of this statement beyond any reasonable doubt. When the United States went into the great war some of its most patriotic citizens, the ones who sacrificed the most and exerted themselves to prove their love for the land they called their own, were of foreign birth. Their action in choosing the United States for their country seemed to have awakened a love of its institutions and an appreciation of its liberty and advantages, not always shown by some who had a long line of American-born ancestors back of them. Such is the case with Charles Hallock, for twenty years a dependable merchant of Hibbing. He was born in Poland April 15, 1875, but is one of the best Americans in St. Louis County, or the state of Minnesota for that matter.

He continued to live in his native land until he was fifteen years old, but then, in 1891, came to the United States to join relatives in this country and make it his future home. He first lived at Tower, Minnesota, where he clerked in a store and went to school. Later he went to Duluth, Minnesota, and opening a store of his own conducted it for three years. In December, 1900, he came to Hibbing, and ever since that date has been connected with its mercantile history. His initial start at Hibbing was a modest one, and his advance was gradual but sure, and with but one or two exceptions he now has the oldest mercantile establishment in the city, and is recognized as thoroughly reliable.

When he was twenty-one years old Mr. Hallock took out his naturalization papers and since then has endeavored to bear all the responsibilities of American citizenship. In 1913 he brought his parents to the United States, and they reside at Superior, Wisconsin. At present he is serving as a member of the Hibbing Board of Charities.

In 1900 Mr. Hallock was married to Etta Silk, of Duluth, Minnesota, and they have five children, namely, Badonna, Koppel, Lester, Leah Ruth and Sarah Rae. Mr. Hallock is a member of the Odd Fellows. He and his family attend the Jewish congregation. Like so many of his religious faith, he is very charitable and his benefactions are not confined to his contributions to the societies to which he belongs but are bestowed where he thinks they are needed, many of them never being known to the public. During the many years he has lived at Hibbing he has won appreciation for his excellent traits of character, and he and his family are held in high esteem by those who know them.



Fred C Harris

R. J. CHRUDEN, who is senior partner in the Northwestern Trunk Company, is in a line of business with which his family name has been associated at Duluth for over thirty years.

His father, Joseph Chruden, came to Duluth in 1888 and engaged in a small way in the trunk business, for three years occupying a store in the old Garrick Theater Building. Subsequently he had two other locations, and for many years carried on a successful business both in the manufacture and handling of trunks and similar goods. He finally retired, and he and his wife, Mrs. Anna (Walla) Chruden, are now living at Portland, Oregon. The father was born in Milwaukee, Wisconsin.

R. J. Chruden was born in St. Paul, Minnesota, August 19, 1885, and has lived in Duluth since early childhood. He acquired a common school education, being the second in a family of four children. At the age of fifteen he went to work for his father in the trunk factory and store, and was thus employed until 1910, in the meantime acquiring a thorough knowledge of every phase of the trunk business. Then for a time he left his trade and business to enter the real estate field as an associate of R. D. Montgomery for three years. He then returned to the industry with which he was most familiar, and has since been associated with W. F. Kempinski in the Northwestern Trunk Company. They are manufacturers of trunks, bags and cases, specializing in sample cases and trunks, and also have ample facilities for all classes of trunk repair work. Their business is at 228 West First street.

Mr. Chruden is independent in politics. He married at Duluth in 1912 Miss Claypool, whose people came from England and were settlers in Duluth during the eighties.

FRED C. HARRIS. Among the men who have become prominently known because of their important connections with the manufacturing interests of Duluth, one whose career has been characterized by typical American enterprise is Fred C. Harris, general superintendent of the Zenith Furnace Company. Connected with this concern since 1904, he has been the main factor in its great growth and development and established a lasting reputation as a furnace man.

Mr. Harris was born in Essex County, New York, and while living on the home farm acquired a public school education. He was but sixteen years of age when he apprenticed himself to the Crown Point Iron Company, with which concern he rose to a foremanship, and subsequently was similarly employed at Pittsburgh and Cleveland, at the latter point being foreman and assistant superintendent for the American Steel and Wire Company. He was with this concern for eight years, or until 1904, when he began his connection with the company with which he is now identified.

During pioneer days there had been ambitions to make Duluth an iron manufacturing center. In 1872 a blast furnace was built at Rice's Point, the enterprise being fathered by Joshua B. Culver, Luther Mendenhall, James D. Ray, John C. Hunter, W. W. Spalding and George K. Schoenberger, but impracticability of the enterprise at that period, combined with the panic of 1873, caused the pioneer enterprise to fail. During the boom days of West Duluth Roger S. Mungér and associates, most of whom were men interested in the West Duluth Land Company, organized the West Duluth Blast Furnace Company, the plant being designed by the late John Birkenbine, a noted engineer and iron authority of Philadelphia. Minnesota ores then were available, but coke had to be freighted up from Lake Erie ports. One million dollars were put into the enterprise and some pig iron was produced but it was an uphill pull and in 1893, when the big panic smote Duluth industries, the furnace went cold. It remained

so until the advent in this field of Captain A. B. Wolvin. Captain Wolvin was neither a miner nor a furnace man, but was a vessel man of marked ability, whose active mind had noted that it took only 30 cents a ton to bring coal from Lake Erie ports to Duluth, but that it took 80 cents a ton to send Minnesota iron ore from Duluth to Lake Erie. Why not, then, he reasoned, bring the coal to the ore at Duluth? Other favorable conditions were noted, and despite the firmly-rooted belief at Chicago, Cleveland and Pittsburgh that Duluth was a graveyard for ironmaking Captain Wolvin and his associates determined on giving it a trial.

In 1902 the Zenith Furnace Company was incorporated with a capitalization of \$1,000,000, which has been increased since to \$1,500,000, and the old West Duluth blast furnace was purchased, modernized and blown in some time in 1902. Coke was brought up from the lower lakes with indifferent results, and therefore, in 1904, a coke plant was established at the plant.

On July 1, 1904, Mr. Harris came to this plant in the capacity of foreman, and in October, 1905, was advanced to the superintendency. In the latter capacity one of his first actions was to make slight changes in the dimensions of the furnace, which caused a surprising increase in the daily production of pig iron. In 1906 Mr. Harris was made general superintendent of the plant, and as such has complete control of the operating department. The Zenith Furnace Company maintains what is termed a three-unit plant—wholesale coal trade, production of pig iron and conservation of by-products. This company has not only proved conclusively that pig iron can be produced profitably at the Head of the Lakes, but that it is being produced more cheaply per ton than by any other furnace in America turning out a similar grade of iron. Not only is the Zenith blast furnace producing about 60 per cent more pig iron, week in and week out, than its rated capacity, but it is making a higher production in tons per day than any furnace of similar capacity in the entire country.

The site of the Zenith Furnace Company covers about eighty acres of land on Saint Louis Bay and is but several blocks from the street car line. The coal dock is 250x211 feet in area, 300 feet having been added in 1916, and has a capacity of 700,000 tons. Three grades of coal are handled and anthracite recently has been added for the commercial trade. The coking coal comes from lower lake ports in large freight boats at a rate of 30 cents a ton. A cargo of 10,000 tons can be unloaded in about fifteen hours, and the unloading and stock-piling rigs are of modern design. Screened coal goes to the trade and the fine stuff to the coke ovens, of which there are sixty-five, fifty old ones with a capacity of five tons each and fifteen new ones of six tons each, the coking plant having an annual capacity of about 150,000 tons. The coking ovens are of the Otto Hoffman type, so built as to form a solid structure, 36x250 feet in area and 40 feet high. The process practically is continuous, a movable ram punching the contents of a retort out onto a loader, after which the seething mass is quenched by a copious drenching of water. The cooled coke then is shot over a screen into cars which will take it to the furnace. Coal gas, ammonia and coal tar are by-products.

General Superintendent Harris is a man thoroughly informed in every detail and department of this great business, and has the confidence of his associates and the esteem of his men. He is a Scottish Rite Mason and a Shriner and belongs to the Benevolent and Protective Order of Elks, and in politics is a Republican. He comes of good old Welsh stock, and his grandfather, Charles Harris, was a pioneer lumberman of Essex County, New York, where the father of Fred C. Harris was a farmer and lumberman and died in 1910. There were six children, and Fred C., the third in order of birth, was born July 22, 1860. He was married in

1885, in Essex County, New York, to Miss Mary Liberty, and to this union there have been born the following children: Myra, the wife of Joseph Sellwood, Jr.; Mollie, Allen Scott and George, who reside at home, and one who died in infancy.

JOSEPH A. ROTHMAN. The community of Ely knows Joseph A. Rothman as a singularly enterprising and energetic business man, and as one who has had a progressive range of experience and business activity since identifying himself with the town in 1905.

Mr. Rothman was born in Chelsea, Wisconsin, October 13, 1884, son of Charles and Josephine Rothman. His parents were born and married in Germany, and soon after their marriage came to the United States, in the seventies. For several years they lived in Pittsburgh and vicinity and then took up a homestead in Taylor County of northern Wisconsin, where Charles Rothman died when about forty-five years of age.

Joseph A. Rothman spent his school and boyhood days in Chelsea. His parents had difficulty in making a living on their homestead, and as soon as he was old enough he started to make his own living and contribute to the support of others. At the age of fourteen he went into the timber, was also employed in lumber mills and mines, and his real education was largely the fruit of the school of experience and hardship.

On coming to Ely in 1905, when he was twenty-one years of age, Mr. Rothman first worked as a railroad switchman, then in the scale office weighing ore, and also in a livery stable. Securing a team and outfit, he did teaming and gradually began selling coal and wood and has since developed a thriving fuel business. He is also manager of the Rothman Oil Company and is local agent for Ford cars and accessories.

Mr. Rothman is assistant chief of the volunteer fire department, and one of Ely's earnest and public spirited citizens. Fraternally he is affiliated with the Independent Order of Odd Fellows, Knights of Pythias, Mystic Workers and Modern Woodmen. In 1905, the year he came to Ely, he married Clara B. Seese. Their three children are Mildred, Joseph and Wilbur. Mrs. Rothman is a member of the Presbyterian Church.

P. H. MARTIN. By reason of his extensive experience P. H. Martin is one of the recognized authorities in the Duluth commercial district on pine, iron and mineral lands and forest products. Specializing in this work and handling general real estate, he has been in business at Duluth for upwards of thirty years, and continuously since 1894 has occupied one suite of offices in the Manhattan Building.

Mr. Martin was born in Sheboygan County, Wisconsin, April 17, 1864. His father, James Martin, of Scotch-Irish parentage, was born in Ireland and came to America in 1840. In New Hampshire he married Alice McGovern, whose people were natives of Ireland. She was an aunt of Francis E. McGovern, former governor of the state of Wisconsin and attorney of the Shipping Board in Washington. In 1846, when Wisconsin was still a territory, the Martin family moved to Sheboygan County, and were identified with the pioneer rural districts and activities of that county. The mother died in Wisconsin, in Fond du Lac County, in 1890. The father left the farm in 1893 and came to Duluth, and died at West Duluth August 19, 1895, aged seventy-eight years. In the family were three sons and six daughters. One of the older sons, David H. Martin, was one of the early diamond drill men in the mining ranges of the north, and operated on the Menominee Range in Michigan and at Ely until 1888, and in 1890 came to the Mesaba Range and died at Duluth October 26, 1892. He became a well known authority on minerals.

P. H. Martin, who was sixth in his father's family of nine children, was educated in the country schools of Osceola, Fond du Lac County, Wisconsin, and worked and looked after the home farm more or less continuously until he was about thirty years of age. He also had some mining experience on the Menominee Range, being assistant engineer at Stambaugh, Michigan, until that mine closed down on account of hard times in 1890. In 1892 he first came to Duluth, and was engaged in mining on the Mesaba Range, employed by Gridley & Hale at Merritt. There he set up one of the first steam boilers on the Range. In October, 1892, on account of the death of his brother, he discontinued this work and returned to Wisconsin. When he came again to Duluth in March, 1893, Mr. Martin brought with him his father and his three sisters. He and two of his sisters, Miss Alice and Miss Bridget Martin, all live together at 5517 West Sixth street at Duluth. The third sister, Mrs. J. L. Keehan, is also living in Duluth.

As noted above, Mr. Martin opened his offices in the Manhattan Building in 1894 and for several years handled real estate, including timber and mineral lands. In 1899 he also engaged in the forest products business, and was one of the first shippers of pulpwood out of this district to Wisconsin. Mr. Martin is in a position to furnish some interesting data concerning the forest products of northern Minnesota. In 1899 not more than five hundred cords of pulpwood was sent out of this district. Since then Mr. Martin as an individual has shipped out as high as thirty thousand cords a year, and the aggregate shipment of pulpwood to the paper mills in Wisconsin Valley has reached the imposing volume of two hundred thousand cords annually. While pulpwood still represents a large part of Mr. Martin's interests in forest products, he has contracted in other lines, especially in railroad ties. He says the first railroad ties he sold at 12 cents apiece were of the same quality as ties that today bring a dollar apiece.

In 1915 Mr. Martin became associated with A. F. Gross in organizing the Mangan Iron & Steel Company. They have developed two shipping mines at Ironton, Mangan No. 1 and Mangan No. 2. Mr. Martin is vice president and treasurer of this company.

Outside of his extensive business he has found some other diverting and important interests. He is a member of the Catholic Order of Foresters, and for twenty years has been president of the state organization, which now has a membership of over fifteen thousand. He has also been long identified with the Commercial Club and is a charter member of the West Duluth Commercial Club. In politics he supports the Democratic party in national affairs and is independent in county and local elections.

DENNIS F. HALEY. Closely associated with the birth and subsequent development of Hibbing, Dennis F. Haley has been and is one of the noted characters of this locality. He is one of those loveable Irishmen who win affection and appreciation wherever found. He grew up clean in mind and body, of a keen discernment and possessed of a fund of wit and humor. He has taken a very important part in the history of Hibbing from its beginnings, both civic and political, for, as is natural in one of Irish extraction, he is a born politician, so that it has been but natural for him to mix in the campaigns. He learned politics in the days when philosophy was diffused from a dry goods box by the old timers as the shavings fell from the sticks whittled by the swift-moving knife. His homely philosophy, keen observation, his invariable good humor will be remembered when the present generation shall have been gathered to their fathers. With it all Dennis F. Haley has lived the

upright life, unsmirched by wrongdoing, and his life is a credit to the community.

Dennis F. Haley is the oldest living settler of Hibbing. He was born at Milwaukee, Wisconsin, January 14, 1856. Dennis Haley, his father, was a native of County Cork, Ireland, and came to the United States when he was eight years old, and located at Milwaukee, Wisconsin, about 1846. The family was engaged in farming in the early days, and later helped to build the streets of Milwaukee. Dennis F. Haley is one of nine children, and received but a limited education. When he was thirteen years old he started out for himself as a farm hand. His early years were spent at hard labor, and he had little time or money for pleasure. When he was nineteen years old he went to Oconto, Wisconsin, and worked in the woods and mills of that place, but in 1877 went from there to Quinnesec, the Menominee Iron Range of Michigan, and there helped whip-saw the lumber used to build the first house in Quinnesec. For eleven years he was in the employ of George M. Wakefield, of Milwaukee, Wisconsin, a big real estate operator in the northern country, and as such was very closely associated with much constructive work in pioneer regions. In December, 1892, Mr. Haley came to Hibbing. At that date not a tree had been felled from the present site of the little city. For a few months after his arrival he lived in a camp on the Seller's Mine, and he did the first testing work on this property, having come to the region for this purpose. For a time he was engaged in mine work, and then was put on the police force, and remained on it for twenty months.

The discovery of gold in Alaska attracted him to that far northern country, and he was in its wilds for about three years prospecting for gold, but he then returned to Hibbing in the fall of 1900 and worked for the Consolidated Mining Company, leaving it to go with W. C. Agnew at the Mahoning Mine. For nine years he worked for E. J. Longyear, and then began farming. In 1914 he was appointed street commissioner of Hibbing, and has continued to hold that office. He is a Democrat, and very active in his party. In religious faith he is a Roman Catholic. In 1888 Mr. Haley was united in marriage with Julia Tobin, of Kaakauna, Wisconsin. They have had four children born to them, namely, David D., Margaret Irene, Mary H. and Howard J., the last named being deceased. Mr. Haley has held a number of local offices, and could have had others had he desired to run for them, for there are few men as universally popular as he. He served in the City Council for a year, and was village treasurer for four years, being the first man to hold that office. Such men as Mr. Haley are rare, and his type is passing. Utterly unpretentious, he has done more in his own way for his community than any other man, no matter what his advantages might be, simply because of his earnest, straightforward honesty and earnest sincerity. Men know he is honest and they trust him, and when he says a thing ought to be done there is no question about the matter. He has few enemies, his friends are numbered by legions, and his influence, which is strong and far-reaching, is always exerted in behalf of clean living and decent morality, and naturally is beneficial to the rising generation.

ARCHIBALD JAMES McLENNAN, who came to Duluth twenty years ago in the role of an educator, has given much of his time to the real estate business and particularly the exploration and development of lands on the iron ranges of northern Minnesota.

Mr. McLennan, whose home and offices are in Duluth, was born on a farm in Campbellville, Ontario, Canada, a son of Alexander and Catherine (Campbell) McLennan and is of Scotch ancestry on both sides. He was well educated in Canada, attended grammar and high schools, and

also a law school and school of business at Toronto. For four years of his early life he followed teaching in Canada, coming to Duluth July 6, 1901, and for two years served as an instructor in the Duluth Business University.

Mr. McLennan in August, 1903, became associated with George H. Crosby in the real estate and insurance business. After two years he began giving most of his time to exploration work on the Mesaba and Cuyuna iron ranges, and during following years many of the leading mines of the Cuyuna Range was explored by him. Mr. McLennan now has a large clientage and business in the real estate and insurance, with offices on the ninth floor of the Alworth Building. He is now president and manager of the Wrenshall Brick Company, manufacturers of wire cut and sand mold brick, yards located at Wrenshall, Minnesota.

September 26, 1906, he married Miss Grace J. McLean, of Duluth. Her father, Charles E. McLean, is a well known Duluth pioneer, having settled here about thirty-five years ago. Three children were born to the marriage of Mr. and Mrs. McLennan, and the two now living are Charles Ewart, born December 26, 1909, and William Eldon, born April 23, 1915. Mr. McLennan is a Presbyterian and in politics a Republican.

GEORGE H. LOMMEN, of Biwabik, is a lawyer of broad and practical ability, thorough, determined, alert, versatile and resourceful, and active in his fight against proposed legislation which in his judgment would work hardships for those in moderate circumstances. His ability in the handling of important litigation has recommended him to the people of St. Louis County, and he has the reputation of being one of the shrewdest cross-examiners at the St. Louis bar.

The birth of George H. Lommen occurred at Caledonia, Minnesota, September 14, 1895. His father, J. P. Lommen, is thought to be the first white child born in Minnesota, his birth taking place on the farm of his father, Peter Lommen, near Spring Grove, October 12, 1851. Peter Lommen came to the United States from Norway, settling in Minnesota, and died on his farm near Spring Grove.

J. P. Lommen conducted a department store at Caledonia for thirty-five or forty years, and it was one of the largest of its kind in the state. During more recent years he has curtailed his mercantile ventures and turned his attention to wheat culture, and was especially active in this line during the period of the war in order to meet the demands of his country for that essential foodstuff. He personally supervises the planting and harvest. His wife, who bore the maiden name of Sarah Quarve, died in 1902, having borne him seven children, four sons and three daughters. One of the daughters, who is now attending Columbia University, doing post-graduate work, was for eight years superintendent of schools of Houston County, and then for a time was connected as an educator with the Minnesota State University.

George H. Lommen was graduated from the Caledonia High School in 1913. While a close and deep student, he possessed the practical traits necessary for every-day success, and his predilections gradually drew him into the broad and stirring domain of the law. His systematic professional education commenced before he left high school, and was completed in the St. Paul Law College, from which he was graduated in 1917. Immediately following that event he began the practice of his profession at Biwabik, where he has built up connections which are very valuable. A clear, level-headed man, as well as attorney, Mr. Lommen from the start has been bitterly opposed to the proposed law to tax the tonnage on ore, and has appeared on the floor of the Legislature to fight the passage of the measure. This tax is supposed to be used for building roads in other



H. Lommen

parts of the state, away from the Iron Range, and its levy would close many of the small mines and prove of but little benefit to the people on the Range.

Intensely patriotic, during the war Mr. Lommen endeavored to get accepted for some kind of service. After being examined thirteen times he was finally accepted for the Red Cross, but the signing of the armistice ended all his hopes of being sent overseas.

In 1917 he was married to Thelma Moe, a daughter of John Moe, of Fairbanks, Alaska. As long as the Order of Eagles maintained a local organization at Biwabik Mr. Lommen served it as secretary, and for three years was a dictator of the Loyal Order of Moose. A strong Republican, he is very active in local politics, is a member of the County Central Committee of his party, and has been sent as a delegate to the State Conventions. Enthusiastic, reliable and willing to render service whenever the occasions offers, he is one of the rising young men of his district, from whom great things are expected in the near future.

WILLIAM P. ALLRED, JR., one of Duluth's prominent architects, has been a resident of the city since 1906.

He was born near Seymour, Iowa, September 1, 1879, and as a youth chose architecture as a profession. For a number of years he was employed at the carpenter's trade and familiarized himself with every detail of the building industry. He also took the architectural course of the International Correspondence Schools at Scranton, and was awarded high honors in scholarship. His first professional connection apart from work at his trade was with the firm of Libby, Nourse & Rasmussen at Des Moines, Iowa. The head of this firm was the state architect of Iowa. Subsequently he was with W. R. Parson & Son Company, Des Moines architects. A year later they put him in charge of their branch office at Duluth, that being in 1906, and he looked after the business of the company in the northwestern territory for about three years.

January 1, 1909, Mr. Allred formed a partnership with Frank L. Young as Frank L. Young & Company, and during the next four years they planned and supervised the construction of many prominent buildings in Duluth and northern Minnesota. After that period Mr. Allred became sole owner of the company and has been in practice under his own name, and there is a large volume of work including the supervision of remodeling of the Lyceum Theater to prove and exemplify his taste, his talent and special technique. He is a member of the Duluth Architects' Association, the Kiwanis Club and the Commercial Club.

FRANCIS H. FITZGERALD. Before coming to Duluth to practice architecture Francis H. Fitzgerald had the benefit of study and training under the greatest masters of the art in Scotland and England and also with several prominent firms in America.

Mr. Fitzgerald was born in Scotland May 28, 1880. He was liberally educated and holds diplomas and other certificates of proficiency from the Royal Institute of British Architects, the London Institute of Technology and the Technical Schools of South Kensington, London. He came alone to the United States in 1907, and for a time was employed as an architectural engineer at Martin's Ferry, Ohio. He was an architect's assistant to the firm of Janssen & Abbot at Pittsburgh, and similarly was engaged at Chicago with Shepley, Rutan & Collidge, and also with two foremost Chicago architects, Jarvis Hunt and D. H. Burnham & Company. In 1913 he came to Duluth and a year later opened an office for himself in the Alworth Building.

Mr. Fitzgerald is associate architect of such notable homes as those of J. G. Williams, G. F. French, C. H. Bagley, M. F. Fay, G. H. Spencer,

W. C. Agnew, and architect for P. H. Ginder, D. Holmes, Mrs. Norman McDonald, C. H. Marshall at Pike Lake, H. N. Williams, Simon Clark, etc. His work in commercial architecture is represented by the First National Bank at Nashwauk, the Northwestern Textile Factory, the United Display Company's Factory, the People's State Bank of Duluth, the F. A. Patrick warehouse and store, the D. & I. R. Railway office building at Two Harbors, the Duluth Edison Electric Company's sub-station of West Duluth, etc.

Mr. Fitzgerald is affiliated with Ionic Lodge of Masons, is a member of the American Institute of Architects and the Royal Institute of British Architects, the Duluth Engineers Club, Duluth Commercial Club, Duluth Architects Association, Kiwanis Club and attends the First Presbyterian Church.

WILLIAM PHILIP HEIMBACH is one of the oldest lumber operators in the northern district of Minnesota. He was born in Walworth County, Wisconsin, July 12, 1856. His father was a native of Pennsylvania and his mother of New York. His father was an early settler and pioneer in Walworth County, developed a farm from the wilderness, and lived a life of such industry, conscientious effort and public spirit that he earned and well deserved the highest esteem of his community.

William P. Heimbach was fourth in a family of ten children. He was reared and educated in the country district of Walworth County, and at the age of twenty left the farm and served an apprenticeship at the miller's trade, which he followed afterwards for three years, receiving a yearly salary of \$3,000. Too much dust in that line caused him to change to outside work, and he entered the lumber industry. In the fall of 1881 he came to Duluth and forthwith engaged in the lumber business, and has been continuously identified with the city in the role of a lumberman now for forty years. He was one of the original officials of the Oneota Lumber Company of Duluth. In 1883 he opened a lumber yard in Jamestown, North Dakota, and personally managed that for two years. Selling out, he returned to Duluth and resumed the lumber business under the firm name of the W. P. Heimbach City Lumber Yard. This was incorporated under the title of the Heimbach Lumber Company in 1896. He was also owner and operated for six years a sawmill at New Duluth. Mr. Heimbach is now president of the following lumber organizations: The Heimbach Lumber Company, the Endion Lumber Company, the Gary Lumber Company and the Hazelwood Lumber Company, and with the assistance of his sons, W. P. Heimbach, Jr., and C. M. Heimbach, who own substantial interests, and who assist in the direction of these institutions, Mr. Heimbach's burden is lighter materially. On account of his long and active business career he is well known in Duluth and has always given a sustaining participation in affairs outside of his immediate business and affecting the growth and welfare of the city and county. Politically he is independent.

EMIL S. GUSTAFSON. As a family the Gustafsons were identified with the pioneer wave of settlement in the agricultural district of St. Louis County, and the farm they developed from the wilderness is still owned and occupied by them. Several of the second generation have profitably engaged in business at Duluth, and Emil S. Gustafson is a member of the Gustafson-Pierson Hardware Company, one of the leading firms of the West Side of the city.

He is a son of Carl G. and Matilda Gustafson. Carl G. Gustafson, who died in 1899, was a native of Sweden, and brought his family to America in 1872. Nearly half a century ago he came into the wilderness



Carl H. Schuster

of northern Minnesota and took up a government homestead in Herman township, St. Louis County. He contended with the difficulties of that inhospitable region, developed and subdued the land, made a good farm, and since his death his widow has continued to live on and occupy the homestead.

Emil Gustafson was the sixth in a family of eight children and was born on the farm in St. Louis County October 21, 1889. He was ten years of age when his father died, and most of his education had been acquired previously in Independent District No. 6 of Herman township. After the death of his father he lived with his mother and assisted her for three years. On leaving home he entered the employ of his brother Charles A. Gustafson in the hardware business, making himself valuable as a worker and at the same time absorbed all the knowledge he could of the hardware trade. In 1910 he became associated with his brother as the Gustafson Hardware Company, and in 1917, when Charles A. Gustafson withdrew from the business, he was succeeded by the present Gustafson-Pierson Hardware Company, the other member of the partnership being George G. Pierson. Their location is at 18 North Nineteenth avenue, West, and they have a store completely stocked with shelf and heavy hardware, stoves and furnaces, paints, oils, agricultural implements and building material, and also automobile accessories.

Mr. Gustafson is one of Duluth's younger merchants, but has achieved a place of high standing in the community. He is a member of the Independent Order of Odd Fellows, the Modern Brotherhood of America, the Modern Woodmen of America, and is active in the Duluth Retail Merchants Association, the Commercial Club and the Alpha and Omega Club. Politically he votes independently. In 1911, at Duluth, Mr. Gustafson married Marguerite Pierson, daughter of G. W. Pierson. She was educated in the Duluth public schools. They have two children: Lucille, born May 16, 1912; and Charlotte, born December 23, 1916.

CARL H. SCHUSTER. An attorney who has used his abilities both to establish a good reputation and business in the law and also handle capably many public interests and trusts is Carl H. Schuster, present postmaster of Biwabik.

Mr. Schuster was born at Rochester, Minnesota, August 13, 1889, son of Henry and Wilma (Albirdie) Schuster. The father was born in Wisconsin in 1862 and the mother in Minnesota in 1872. Henry Schuster and his brother Fred are actively associated in business at Rochester, Henry being president of the Schuster Realty Company. These brothers have been prominent in politics, and the civic and material upbuilding of Rochester for many years. The children of Henry Schuster and wife are Carl Henry, Paul and Albert.

Carl Henry Schuster is a graduate of the Shattuck Military Academy at Faribault with the class of 1907. Following that he spent five years in the University of Minnesota, taking both literary and law courses and graduating from law school in 1912. The following year he gained considerable familiarity with metropolitan practice at Minneapolis and then came to Biwabik. Almost from the time he came to Biwabik he has served as village and township attorney. In 1919, after passing the Civil Service examination, he was appointed postmaster. He is also attorney for the First National Bank of Biwabik, and is interested in military affairs, having been major of the Eighth Battalion of the Home Guards organization. He votes independently.

June 10, 1916, Mr. Schuster married Melinda Katherine LaVallee, of Duluth. Their son is named Carl Henry. The first son in the Schuster family is by a custom prevailing through seven generations always given

the name Henry and the first child during the seven generations has been a boy. Mr. Schuster is a member of the Delta Kappa Epsilon college fraternity and the Phi Delta Phi law fraternity, the Episcopal Church, has attained the thirty-second degree in Scottish Rite Masonry, and is a member of the Independent Order of Odd Fellows and Rebekahs and the Moose and Elks.

EDMOND A. BERGERON. While for many years in business on the iron ranges of northern Minnesota, Edmond A. Bergeron is even more widely known and appreciated for his sterling patriotism and good citizenship. He is in the hardware business at Hibbing, and has been a prominent factor in that village for a number of years.

Mr. Bergeron was born in Stillwater, Minnesota, January 28, 1879, son of John W. and Elise (Normand) Bergeron. His parents were of French ancestry and natives of Quebec, and came to Stillwater, Minnesota, in 1869. The first year John W. Bergeron drove a "tow team" along the Minnesota River, "toting" supplies to the trading posts of St. Peter and as high as Lake Traverse, and returning with skins. Subsequently for a period of thirty years he was superintendent of a large saw mill at Stillwater, and he and his wife still make that city their home, where they are honored old timers.

One of seven children, Edmond A. Bergeron grew up in Stillwater, acquired a public school education, also attended a business college, and at the age of eighteen was working in a saw mill. A year later, when only nineteen, he put himself in the ranks of independent business men by keeping a feed, flour, mill and elevator, which he operated two years. A year following this he was foreman in the American Grass Twine Factory at St. Paul, and then for five years served as a guard and foreman in the twine plant at the State Prison in Stillwater.

He came into the iron range district in 1906, and for a year was chief clerk during the construction of the Duluth, Rainy Lake & Winnipeg Railroad, now part of the Canadian Northern. His headquarters were at Virginia on the Mesaba Range. In 1907 he sold the townsite of Ranier, on which he built a shack and established a hardware business. The new place grew, and Mr. Bergeron naturally became one of the foremost citizens and served as president of the first village board, was the first postmaster, and was also a member of the International Falls District School Board, of which Ranier was a part.

Selling out his interests in that village, Mr. Bergeron in February, 1910, came to Hibbing and bought a hardware business and for ten years has been its owner and directing head. While building up a profitable business he has taken part in all the matters affecting the welfare of the community. During the World war he was elected chairman of the Council of Defense, served as vice chairman of the St. Louis County Safety Commission, assisted in organizing the War Chest Committee and was its vice president, took the lead in organizing the Home Guards and served as sergeant of the company, and was also chairman of the Recruiting Committee.

Mr. Bergeron since 1918 has been a member of the Hibbing Library Board and is now president of that board. He was one of three local citizens that organized the Boy Scouts, and is chairman of its Honor Roll Committee. He is treasurer of the Church of the Blessed Sacrament, Catholic, at Hibbing, for two years served as grand knight of the local lodge of the Knights of Columbus, vice president of the Commercial Club, and a member of the Kiwanis Club. On May 22, 1909, he married Miss Maud Miller, of Stillwater. Their two children are Bertram L. and Susane.

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