

per at a hotel near the depot, where there was abundant time to go through the ceremony of eating. It strikes me that Indianapolis would be an agreeable place to reside in. There are some cities a man feels at home in as soon as he gets into them; there are others which make him homesick; just as one will meet faces which in a moment make a good impression on him, or which leave a dubious or disagreeable impression. That city has 16,000 people. Its streets are wide, and its walks convenient. All things denote enterprise, liberality, and comfort. It is 210 miles from Indianapolis to this city, *via* Lafayette and Michigan City. We ought to have made the time in less than twelve hours, and, but for protracted detentions at Lafayette and Michigan City, we would have done so. We reached the latter place at daylight, and there waited about the depot in dull impatience for the Detroit and Chicago train. It is the principal lake harbor in Indiana.

It is about two years since I was last in Chicago; and as I have walked about its streets my casual observation confirms the universal account of its growth and prosperity. I have noticed some new and splendid iron and marble buildings in the course of completion. Chicago is a great place to find old acquaintances. For its busy population comprises citizens from every section of the United States, and from every quarter of the globe. The number of its inhabitants is now estimated at 100,000. Everybody that can move is active. It is a city of

LETTER II.

CHICAGO TO ST. PAUL.

Railroads to the Mississippi—Securing passage on the steamboat—
The Lady Franklin—Scenery of the Mississippi—Hastings—
Growth of settlements.

ST. PAUL, October, 1856.

How short a time it is since a railroad to the Mississippi was thought a wonder! And now within the state of Illinois four terminate on its banks. Of course I started on one of these roads from Chicago to get to Dunleith. I think it is called the Galena and Chicago Union Road. A good many people have supposed Galena to be situated on the Mississippi river, and indeed railroad map makers have had it so located as long as it suited their convenience—(for they have a remarkable facility in annihilating distance and in making crooked ways straight)—yet the town is some twelve miles from the great river on a narrow but navigable stream. The extent and importance of Rockford, Galena, and Dunleith cannot fail to make a strong impression on the traveller. They are towns of recent growth, and well illustrate that steam-engine sort of progress peculiar now-a-days in the west. Approaching Galena we leave the region of level prai-

selves in range of the plates as soon as they were laid, and an hour before the table was ready. But the officers were polite—as is generally the case on steamboats till you get down to the second mate—and in the course of a day or two, when the passengers begin to be acquainted, the time wears away pleasantly. We were nearly four days in making the trip. The line of boats of which the *Lady Franklin* is one, carries the mail at fifty dollars a trip. During the boating season I believe the fare varies from seven to ten dollars to St. Paul.¹ This season there have been two lines of boats running to Minnesota. All of them have made money fast; and next season many more boats will run. The “*Northern Belle*” is the best boat this season, and usually makes the trip up in two days. The advertised time is thirty hours.

The scenery on the upper Mississippi is reputed to be beautiful. So it is. Yet all river scenery is generally monotonous. One gets tired of looking at high rocky ridges quite as quickly as at more

¹ The following is a table of distances from Galena to St. Paul:

Debuque, 24	Badaxe City, 10 161	Johnstown, 2 299
Dunleith, 1 25	Warner's Landing, 6 167	Lake City, 5 304
Potosi Landing, 14 39	Brownsville, 10 177	Central Point, 2 306
Waupaton, 10 49	La Crosse, 12 189	Florence, 3 309
Buena Vista, 5 54	Dacotah, 12 201	Maiden Rock, 3 312
Cassville, 4 58	Richmond, 6 207	Westerville, 3 315
Guttenberg, 10 68	Monteville, 5 212	Wacouta, 12 327
Clayton, 12 80	Homer, 10 222	Red Wing, 6 333
Wyalusing, 5 85	Winona, 7 229	Thing's Landing, 7 340
McGregor's, 6 91	Fountain City, 12 241	Diamond Bluff, 8 348
Prairie du Chien, 4 95	Mount Vernon, 14 255	Prescott, 13 361
Red House, 5 100	Minneiska, 4 259	Point Douglass, 1 362
Johnson's Landing, 2 102	Alma, 15 274	Hastings, 3 365
Lafayette, 30 132	Wabashaw, 10 284	Grey Cloud, 12 377
Columbus, 2 134	Nelson's Landing, 3 287	Pine Bend, 4 381
Lansing, 1 135	Reed's Landing, 2 289	Red Rock, 8 389
De Soto, 6 141	Foot of Lake Pepin, 2 291	Kaposia, 3 392
Victory, 10 151	North Pepin, 6 297	St. Paul, 5 397

and some of these will require a great amount of excavation before they can grow to importance.

But there are several thrifty and pleasant villages in Minnesota, on the river, before reaching St. Paul. The first one of importance is Brownsville, where, for some time, was a United States land office. It is 153 miles above Dunleith. Winona, 53 miles further up, is a larger town. It is said to contain 5000 population. There is a land office there also. But the town stands on land which, in very high water, will run too much risk of inundation. Passing by several other landings and germs of towns, we come to Wacouta, ninety-eight miles above, which is a successful lumber depot. Six miles further on is Red Wing, a place which delighted me on account of its cheerful location. It is growing quite fast, and is the seat of a large Methodist seminary. But the town of Hastings, thirty-two miles above, eclipses everything but St. Paul. It is finely located on rising ground, and the river is there narrow and deep. The boat stopped here an hour, and I had a good opportunity to look about the place. The town appears to have considerable trade with the back country. Its streets are laid out with regularity; its stores and buildings are spacious, durable, and neat. I heard that over \$2000 were asked for several of the building lots. A little way into the interior of the town I saw men at work on a stone church; and approaching the spot, I determined to make some inquiries of a boy who was

LETTER III.

CITY OF ST. PAUL.

First settlement of St. Paul—Population—Appearance of the city—
Fuller House—Visitors—Roads—Minneapolis—St. Anthony—Sus-
pension Bridge.

FULLER HOUSE, ST. PAUL, October, 1856.

THE circumstance of finding a good spring of water first led to the settlement of Boston. It would not be unreasonable to suppose that a similar advantage induced the first settler of St. Paul to locate here; for I do not suppose its pioneers for a long while dreamed of its becoming a place even of its present importance. And here let me mention that St. Paul is not on the west side of the Mississippi, but on the east. Though it is rather too elevated and rough in its natural state to have been coveted for a farm, it is yet just such a spot as a pioneer would like to plant himself upon, that he might stand in his door and have a broad and beautiful view towards the south and west. And when the speculator came he saw that it was at the head of navigation of what he thought was the Upper Mississippi, but which in reality is only the Middle Mississippi. Then stores were put up, small and rude, and trade began to increase with settlers and

hunters of furs. Then came the organization of the territory, and the location of the capital here, so that St. Paul began to thrive still more from the crumbs which fell from the government table, as also by that flood of emigration which nothing except the Rocky Mountains has ever stayed from entering a new territory. And now it has passed its doubtful era. It has passed from its wooden to its brick age. Before men are certain of the success of a town, they erect one story pine shops; but when its success appears certain, they build high blocks of brick or granite stores. So now it is common to see four and five story brick or stone buildings going up in St. Paul.

I believe this city numbers at present about 10,000 population. It is destined to increase for a few years still more rapidly than it has heretofore. But that it will be a second Chicago is what I do not expect. It would certainly seem that the high prices demanded for building lots must retard the progress of the place; but I am told the prices have always been as high in proportion to the business and number of population. \$500 and upwards is asked for a decent building lot in remote parts of the town.

I have had an agreeable stroll down upon the bluff, south-cast from the city, and near the elegant mansion of Mr. Dayton. The first engraving of St. Paul was made from a view taken at that point. As I stood looking at the city, I recalled the picture in

everybody is a stranger to almost everybody, and therefore quite willing to get acquainted with somebody. Everybody wants a bit of information on some point. Everybody is going to some place where he thinks somebody has been or is going, and so a great many new acquaintances are made without ceremony or delay; and old acquaintances are revived. I find people who have come from all sections of the country—from the east and the west, and from the south—not adventurers merely, but men of substance and means, who seek a healthier climate and a pleasant home. Nor can I here omit to mention the meeting of my friend, Col. A. J. Whitney, who is one of the pioneers of Minnesota, and with whom I had two years before travelled over the western prairies. A. S. Marshall, Esq., of Concord, N. H., well known as a popular speaker, is also here on a visit.

But what are the roads leading from St. Paul, and what are the facilities of travel to places beyond? These are questions which I suppose some would like to have answered. There is a road to Stillwater, and a stage, which I believe runs daily. That is the route now often taken to Lake Superior. This morning three men came in on that stage from Superior, who have been a week on the journey. The great highway of the territory extends as far as Crow Wing, 130 miles north of here. It passes St. Anthony and several important towns on the eastern bank of the Mississippi. In a day or two I intend

LETTER V.

ST. PAUL TO CROW WING IN TWO DAYS.

Stages—Roads—Rum River—Indian treaty—Itasca—Sauk Rapids—
Watab at midnight—Lodging under difficulties—Little Rock River
—Character of Minnesota streams—Dinner at Swan River—Little
Falls—Fort Ripley—Arrival at Crow Wing.

CROW WING, October, 1856.

HERE I am, after two days drive in a stage, at the town of Crow Wing, one hundred and thirty miles, a little west of north, from St. Paul. I will defer, however, any remarks on Crow Wing, or the many objects of interest hereabout, till I have mentioned a few things which I saw coming up.

Between St. Paul and this place is a tri-weekly line of stages. The coaches are of Concord manufacture, spacious and comfortable; and the entire equipage is well adapted to the convenience of travellers. Next season, the enterprising proprietors, Messrs. Chase and Allen, who carry the mail, intend establishing a daily line. I left the Fuller House in the stage at about five in the morning. There was only a convenient number of passengers till we arrived at St. Anthony, where we breakfasted; but then our load was more than doubled, and we drove out with nine inside and about seven outside, with

any quantity of baggage. The road is very level and smooth; and with the exception of encountering a few small stumps where the track has been diverted for some temporary impediment, and also excepting a few places where it is exceedingly sandy, it is an uncommonly superior road. It is on the eastern bank of the Mississippi, and was laid out very straight. But let me remark that everybody who travels it seems conscious that it is a *government* road. There are several bridges, and they are often driven over at a rapid rate, much to their damage. When Minnesota shall have a state government, and her towns or counties become liable for the condition of the roads, people will doubtless be more economical of the bridges, even though the traveller be not admonished to walk his horse, or to "keep to the right," &c.

Emerging from St. Anthony, the undulating aspect of the country ceases, and we enter upon an almost unbroken plain. A leading characteristic of the scenery is the thin forests of oak, commonly called oak openings. The soil appears to be rich.

Seven miles from St. Anthony is a tidy settlement called Manomin, near the mouth of Rice river. But the first place of importance which we reached is Anoka, a large and handsome village situated on Rum river. It is twenty-five miles from St. Paul. The river is a large and beautiful stream and affords good water-power, in the development of which Anoka appears to thrive. A vast number of pine

LETTER XVI.

PROGRESS.

Rapid growth of the North-West—Projected railroads—Territorial system of the United States—Inquiry into the cause of Western progress—Influence of just laws and institutions—Lord Bacon's remark.

ST. PAUL, October, 1856.

THE progress which has characterized the settlement of the territory of Minnesota, presents to the notice of the student of history and political economy some important facts. The growth of a frontier community, so orderly, so rapid, and having so much of the conservative element in it, has rarely been instanced in the annals of the world. In less time than it takes the government to build a custom house we see an unsettled territory grown to the size of a respectable state, in wealth, in population, in power. A territory, too, which ten years ago seemed to be an incredible distance from the civilized portions of the country; and which was thought by most people to be in a latitude that would defeat the energy and the toil of man. To-day it could bring into the field a larger army than Washington took command of at the beginning of our revolution!

In 1849, the year of its organization, the population of the territory was 4780; now it is estimated to be nearly 200,000. In 1852 there were 42 post offices in the territory, now there are 253. The number of acres of public land sold during the fiscal year ending 30th June, 1852, was 15,258. For the year ending 30th June, 1856, the number of acres sold was 1,002,130.

When we contemplate the headlong progress of Western growth in its innumerable evidences of energy, we admit the truth of what the Roman poet said—*nil mortalibus arduum est*—that there is nothing too difficult for man. In the narrative of his exploration to the Mississippi in 1820, along with General Cass, Mr. Schoolcraft tells us how Chicago then appeared. "*We found,*" says he, "*four or five families living here.*" Four or five families was the extent of the population of Chicago in 1820! In 1836 it had 4853 inhabitants. In 1855 its population was 85,000. The history of many western towns that have sprung up within ten years is characterized by much the same sort of thrift. Unless some terrible scourge shall come to desolate the land, or unless industry herself shall turn to sloth, a few more years will present the magnificent spectacle of the entire domain stretching from this frontier to the Pacific coast, transformed into a region of culture, "full of life and splendor and joy."

At present there are no railroads in operation in

Minnesota; but those which are already projected indicate, as well as any statistics, the progress which is taking place. The Chicago, St. Paul, and Fond-du-Lac Railroad was commenced some two years ago at Chicago, and over 100 miles of it are completed. It is to run *via* Hudson in Wisconsin, Stillwater, St. Paul, and St. Anthony in Minnesota to the western boundary of the territory. Recently it has united with the Milwaukee and La Cross Road, which secures several millions of acres of valuable land, donated by congress, and which will enable the stockholders to complete the road to St. Paul and St. Anthony within two years. A road has been surveyed from the head of Lake Superior *via* St. Paul to the southern line of the territory, and will soon be worked. The Milwaukee and Mississippi Railroad Company will in a few weeks have their road completed to Prairie du Chien, and are extending it on the east side of the Mississippi to St. Paul. Another road is being built up the valley of the Red Cedar River in Iowa to Minneapolis. The Keokuck road is in operation over fifty miles, and will soon be under contract to St. Paul. This road is to run *via* the valley of the Des Moines River, through the rich coal fields of Iowa, and will supply the upper Mississippi and Lake Superior region with coal.

The Green Bay and Minnesota Railroad Company has been organized and the route selected. This road will soon be commenced. The active men

engaged in the enterprise reside in Green Bay and Stillwater. A company has been formed and will soon commence a road from Winona to the western line of the territory. The St. Anthony and St. Paul Railroad Company will have their line under contract early the coming season. The Milwaukee and La Cross Company propose continuing their road west through the valley of Root River, through Minnesota to the Missouri River. Another company has been formed for building a road from the head of Lake Superior to the Red River of the North.¹ Such are some of the railroad enterprises which are under way, and which will contribute at an early day to develop the opulent resources of the territory. A railroad through this part of the country to the Pacific is among the probable events of the present generation.

¹ The following highly instructive article on navigation, I take from *The Pioneer and Democrat* (St. Paul), of the 20th November :

“GROWTH OF THE STEAMBOATING BUSINESS—THE SEASON OF 1856. —About ten years after the first successful attempt at steamboat navigation on the Ohio River, the first steamboat that ever ascended the Upper Mississippi River to Fort Snelling, arrived at that post. This was the ‘Virginia,’ a stern-wheel boat, which arrived at the Fort in the early part of May, 1823. From 1823 to 1844 there were but few arrivals each year—sometimes not more than two or three. The steamers running on the Upper Mississippi, at that time, were used altogether to transport supplies for the Indian traders and the troops stationed at Fort Snelling. Previous to the arrival of the Virginia, keel boats were used for this purpose, and sixty days’ time, from St. Louis to the Fort, was considered a good trip.

“By a reference to our files, we are enabled to present, at a glance, the astonishing increase in steamboating business since 1844. The first boat to arrive that year, was the Otter, commanded by Captain