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The following carbon copies were made by the Superior, Wis., Public Library under a W.P.A. project, when they were making copies for themselves, and were presented to the Wis. Hist. Soc. by the Superior Library:

Culkin, Wm. E. Early Protestant Missions in the Lake Superior Country.

- 4 CI
- vol. 1 Including Letters and Journals of Missionaries at the head of the Lakes 1832-1843 322p.
  - 2 Journals of the Rev. Sherman Hall together with his letters to the Rev. David Greene 1831-1844 409p.
  - 3 Miscellaneous letters of the Rev. Sherman Hall and his isiters. 1831-1875. 231p.

5 CI  
Diary and Record of Thomas Clark, 2nd, Engaged by Early Proprietors of Superior to Survey and Plat Old Town. Came to Superior from Toledo, 1852 or 1853. (Original in possession of Mrs. F. S. Thompson, 1802 E. 4th Street, Superior 113p/

5 CI  
History of Fond du Lac and Early Fur Trading at the Head of the Lakes. 286p.

5 CI  
Superior-Duluth Harbor. Articles by J. D. <sup>Ensign</sup> and J. H. Darling on the history of the Superior-Duluth Harbor and the Duluth Canal. 100p.

6 CI  
Diaries, Letters, Addresses picturing life in Superior 1865-1880 by Hiram Hayes together with his wife and his son, Frank (Copy made from original manuscripts in possession of Frank Hayes, 614 Woodland Avenue, Duluth, Minn.) 313p.

6 CI  
Douglas County Court Record 1860-1871 (Copy of original in possession of H. A. Zachau, March 1936) 82p.

6 CI  
Diary. Of Charles Dwight Felt kept by him while residing on Wisconsin Point, 1855. (Originally in possession of his granddaughter, Lucine Doe, 1625 E. 3rd St., Superior, Wis. Feb. 1936) 53p.

6 CI  
Golden Jubilee First M. E. Church, Superior, Wisconsin. 28p.

Formal acknowledgment sent to Superior Pub. Library Jan. 29, 1937

## THE PRE-EMPTIVE RIGHT. HOMESTEADS.

Early history of Superior should make mention of this right of acquisition, since thereunder, titles to government land were derived. Any qualified person might acquire title to one hundred and sixty acres of land by settling thereon, erecting a dwelling and making other improvements. Such person was to be twenty-one years of age, either male or female, or the head of a family whether man or woman.

Proof of each settlement was required to be made on a certain day at the United State Land Office and upon the payment of two hundred dollars with the taking of a required oath, the pre-emptor got his one hundred and sixty acres of land.

But the whole proceeding, was far from straight, as a general thing, and in fact often amounted to a fraud.

Hence the whole country, in and about Superior, was dotted with preemption cabins, which were little more than logs piled up in walls, without floors, or windows, often with brush for a roof, a hole therein for a chimney and perhaps for a door. A slashing of half an acre or so of trees was the "improvement" so called. A very barbarous travesty, it was, upon a white man's home and farm. Here is an instance, where as was said, a certain doctor of divinity laid claim to a quarter section of land, now in the midst of this city.

One day he sought "to prove up" his preemption, and one Alfred Allen was his witness, and they asked Allen, "Was the pre-emption shanty good to live in?", the law requiring a good habitable house on the claim. And Alf said "Yes, good for mosquitoes." The Reverend said "Pshaw! Pshaw!" Meanding to upbraid or caution the witness who thereupon only protested and adjured the harder. The difficulty

was somehow smoothed over, through some mending of the proofs, and perhaps connivance on the part of persons charged with administration of United States land laws.

Nevertheless, it is interesting to remember that upon rude and rough proceedings, such as are herein alluded to, rest at bottom the titles and claims to everything we own in the nature of lots, blocks, and land.

From: Statements of Hiram Hayes.  
Mr. Hayes came to Superior in  
1854.

## ADVICE TO SETTLERS

I am frequently asked by persons of all ages and conditions, "do you advise me to move to the Northwest?" Now, advice on such a subject is a very grave matter and I am very cautious about giving it, and always recommend every one to go out first and examine for themselves. If one is prosperous and engaged in the pursuit of a business or profession, adequate to his own and families' reasonable wants, I should say to him, remain where you are, and do not risk a certainty for an uncertainty. But if you are differently situated, with moderate means, and wish to enjoy life rationally, and increase the portions of your children---if you are young, and desire to fight the battle of life---if you have energy, courage and patience---then it is certain you can live for the present, more easily, and lay the foundations of future independence and wealth more surely in and around the City of Superior than to remain in the East. There may be better chances for speculation in California, but if a person is in search of a pleasant and healthy home, there is no spot where he will be so certain of finding it, as on the beautiful bays of Superior and St. Louis, or along the "North Shore" near the City of Superior. Should the settler be a farmer, laborer or mechanic, he can still pursue his occupation and till a few acres, and, in the meanwhile, the broad acres, which one or two hundred dollars will procure for him, will grow in value as the country fills up around and before him, and will divide into farms and fortunes for his descendants. This is the history of American progress for the last seventy years. That whole history shows that in the long run, there is no investment of means so safe, so sure, so productive as the investment in well selected and fertile agricultural lands.

My reasons for preferring the City of Superior, are as follows:

1st. Its position, situation at the head of navigation of the greatest of

lakes, on the greatest river of that lake, and its unrivalled harbor.

2d. Its climate, agricultural resources, fisheries, tributary forests, mineral resources, etc.

3d. The vast country tributary, which must find an outlet at the head of Lake Superior, and imports its supplies through the City of Superior.

4th. It is the terminus of ocean navigation in the heart of this Continent. There is but 80 miles difference by water between Superior and Chicago to Europe; and there is uninterrupted steamboat navigation to New York, via. the Erie Canal, to Philadelphia, via. the Delaware and Raritan canal, and to Baltimore, etc.

5th. It is the natural terminus of the Northern Pacific Railroad.

6th. It is the terminus of the St. Croix and Lake Superior Land Grant Railroad of the Superior and State Line, Minnesota and Northwest, Milwaukee and Horicon, Chicago and St. Paul, and Fon du Lac and other proposed railroads.

7th. It is the terminus of the Point Douglas and Superior stage road, known as the United States military road, over which the United States mails are carried tri-weekly, in 36 hours from St. Paul. It is the terminus of the Superior, Mille Lac and Crow Wing road, over which the fur trade of Northern Minnesota and British America will arrive at Superior, to be shipped thence direct to Europe. The mails and freight for the Hudson Bay Company's Territories will be landed at Superior, and transported from thence up the Red River of the North, Lake Winnepeg and the Saskatchewan river to the Rocky Mountains.

8th. Cargoes of grain, etc., can be shipped as easily, and at about the same rates of freight, viz: 40 or 50 cents a bushel, from Superior to Europe, as from Chicago to Europe.

Finally. This history of the world and of American cities amply demonstrates that a great city must always rise at the head of a great lake, and the outlet of its greatest river. Therefore, there will be the four great cities on the Atlantic

seaboard, Superior the greatest of the inland cities, and another great city somewhere on Puget's Sound, Pacific ocean. Look at it in any way we please, these are facts which cannot be doubted!

From: The booklet "City of Superior"  
which was published May 1, 1859.  
This was written by James S.  
Ritchie.

## EARLY DAYS OF SUPERIOR

One of the earliest settlers of Superior was August Herman Zachau. He was sent from Chicago in October, 1853, to build the first log shanty, contracted by Colonel Robertson and Joseph Laundry. Mr. Zachau reached Superior by steamer in November, and finished the inside of the log house with cedar - "shingled" sides and ceiling with shaved staves half an inch in thickness, and chinked it with moss which grew near by in great abundance.

The winter of 1853-54 was one long to be remembered by the handful of hardy men then at Superior. Provisions were so scarce that other settlers were warned to stay away until new supplies could be secured at the opening of navigation.

In January, 1854, there was on what later became the plats of Superior and Superior City, besides the large log cabin already mentioned, the claim shanties of R.R. Nelson, D.A. Baker, John T. Morgan, Frank Perfect, Denis Dean and James A. Markland.

There was only one woman in the "city". Lucienne Chouiard married and brought his wife to Superior at Christmas time, 1853. She was a beautiful French woman. If of unmixed blood, she was the first white woman in Superior. There was not a child, church or preacher; no newspaper or books. Not even letters, mails or clean clothes.

To add to the hardship of the situation, a smallpox epidemic broke out among the Chippewas, who died like flies during February and March. Dr. David Day was sent by the government to inoculate, especially those near white settlements, and so saved the poor Chippewas in this section from annihilation.

In January, 1854, Mr. Zachau helped clear a road through the woods to the St. Croix River, from which there were lumbermens' trails to St. Paul. Travelling these trails on foot, he arrived at St. Paul in February, and got a contract for building a hotel in Superior. The hotel was only one of several buildings erected



by Mr. Zachau for the syndicate which owned the townsite.

In March, a Mrs. Ed Rogers came from Ashland to join her husband. In April she gave birth to a girl -- the first white child to be born in Superior; but for want of medical care, both Mother and child died the same day. Mr. Zachau took the coffinless bodies on a dog sled to Wisconsin Point for burial, and twice the corpses were tipped into the snow on the way.

Later a Mrs. Herbutt was brought on a sledge from the range with a small babe in her arms. Her husband was here prospecting for copper for the American Fur Company.

With the opening of spring, business began to boom, though that was a word not in use in this sense at that time. George R. Stuntz had built a warehouse and an ice house and sold ice to settlers at five cents a pound, to be melted for water. He was the first ice man at Superior.

Mr. Zachau began on March 24, 1854, on what is now Tower Slip, to shave shingles and get out timbers for the Nicollet Hotel. The hotel was of solid hewn logs -- a real block house. For this structure, his crew got out 24,000 feet of timber. The lumber was all whip-sawed, at \$24.00 per thousand feet. He had four pits of whip-sawyers -- the men earning \$3.00 to \$4.00 a day. Axes and saws had to be taken to the government blacksmith at Fond du Lac to be sharpened. Axe handles cost \$2.00 each, made by the Chippewas.

In June, 1854, the Nicollet House was opened and it was literally "open", just walls and roof; no partitions, except 2 x 6 scantlings laid on the floor, dividing the space off into little pens. In these pens, guests could spread their shavings, and be covered, or could buy blankets. While the house was in this condition a party of English Lords and capitalists visited the city and on their return to England published a highly colored and amusing account of their stay in Superior telling how the distinguished lords were forced to "swarm up" a pole to

reach their sleeping apartments.

The year 1855 saw Superior grow as if by magic. The Soo Canal was opened, railways were projected from several points toward the town; settlers swarmed in; money was abundant; mineral was being discovered in many new locations; and new farms were opened on the Nemadji. The entire nation had confidence in the men who were promoting the city and everybody was hopeful.

The most important new enterprise was that of starting a newspaper. Washington Ashton and John C. Wise, came from the east to establish a newspaper in Superior. This was the "Chronicle" and the only vacant building to be had for the printing office was the first log cabin built here.

Mr. Zachau brought the first wagon to Superior and also owned the first three horses in the place.

Lake Superior was Superior's only way of communicating with the world at large, and by this route the inhabitants received their supplies. The closing of the lake during the winter, was usually for a period of six months, and the people purchased in the fall, a supply of provisions to cover that period.

The fall season of navigation was a severe one in 1856. In the latter part of October, two steamers, loaded with supplies for the merchants and citizens, were lost on the lakes; together with valuable cargoes and some passengers and the crew. The vessel, "Lady Elgin" which had been loaded for other points, but having still a small quantity of provisions not disposed of, and learning of the unfortunate situation, came through to the Head of the Lakes. The flour was sold at \$8.00 a barrel; but before the boat had disappeared from sight, the price had risen in the hands of those who bought for speculation, to \$20.00 a barrel. The "Lady Elgin" was later lost on Lake Superior, and several of Superior's citizens were drowned.

One of the interesting highlights of the early pioneer days was the trading posts established at Bad River, Wisconsin, which is now known as Odanah; Vermillion, Minnesota and Rainy River, Minnesota. At these trading posts, groceries, merchandise, etc. were traded among the Indians for their fur skins. An example of such a transaction, as taken from the records, is as follows:

1 Paper Coffee	.50	1 Muskrat	.25
1 Spool Thread	.25	1 Mink	1.00
3 yds. Calico	1.00	1 Beaver	<u>2.50</u>
Flour	<u>2.00</u>		\$3.75
	\$3.75		

The above transaction took place in 1865 at the Vermillion Lake Fur Trading Post.

This data, taken from the early records, would indicate the pioneers suffered untold hardships in their endeavors to establish a settlement in the locality now known as the City of Superior.

The above Trading Posts were operated in 1865-66-67-68 and during later years at Bad River, (now Odanah), by Mr. Zachau and was assisted by John Dufore.

This article was written by Herman A. Zachau, oldest living son of August Zachau, who came to Superior in 1853. Mr. Herman Zachau was born in Superior. He lives at 1622 East 4th Street, Superior, Wisconsin.

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### TEPEES, WIGWAMS AND BARK CANOES

In contrast to the troubled times in which we're living today, the life of the Chippewas must have been idyllic before the white men changed their ways of living too much.

Imagine Indians in colored blankets and a row of picturesque tepees on Minnesota Point, or wigwams along Superior Bay with upturned canoes arranged before them. Such sights greeted the explorers, fur traders and early settlers who came to Fond du Lac a hundred or two hundred years ago. (Fond du Lac was the French name for the general area, including the lower St. Louis River and the bays formed by Minnesota and Wisconsin points.)

The tepees were conical tents made with a frame of many poles forming a circle at the base. This frame was covered with hides and sometimes bark. The dome shaped wigwam was considerably larger. Over a framework of wood was laid a cover of rush mats, bark or hides.

The Indians usually lived two or three miles from the haunts of wild game, often on some high and healthy spot where water and wood were plentiful. The main occupation was the search for food. Therefore different tribes had their definite hunting grounds, with land sufficient for all, bounded by rivers, lakes and hills. The game of the forest, also fish and wild rice were their foods. They made maple sugar and cultivated maize and squash. They smoked kinnikinic, a mixture of rolled leaves and bark.

For the making of a fire dry rotten wood or punk was laid on the top of a black ash block. While with one hand the punk was held in place, with the other hand a cedar stick would be rubbed in the groove of the ash block with great rapidity until the resulting sparks ignited the punk.

The principal means of transportation was by canoe. The birch bark canoe is

a New World creation, used by Indians, explorers and fur traders. According to "The Eye of the North-West" the largest craft were forty feet in length with a depth of three feet and a width of five. They were capable of floating four tons of freight and yet they could be carried by four men over difficult portages.

Benjamin G. Armstrong who lived many years among the Chippewas described how such canoes were made. So did Longfellow in "Hiawatha". Bark was cut in the early spring. Ribs and connecting pieces were made of cedar and whittled with great care. The bark was sewed together with basswood fibre through holes punched by a bone awl. The sewing took three or four days, during which time the bark was kept in the shade to prevent curling. The bark frame was lined with small flat thin pieces of cedar. Seams were sealed with pitch from pine, balsam or tamarac. Inasmuch as ice could easily puncture a canoe, the Indians sometimes made dugouts from hollowed tree trunks.

For winter travel the Indians made snowshoes with a frame of ash bent in shape by placing the wood near heat. Strips of rawhide or deerhide made the netting under the feet.

Toboggans or dog sleds were made of the hard wood of ash, oak or hickory placed near fire to bend the end. Very narrow strips of wood were placed a few inches apart across the toboggan and along the sides. Rawhide sometimes covered the front part to break the wind. Savage Esquimaux dogs, built like a lion only smaller, and other large breeds were used for sledging. Dogs were the only domesticated animals known to the Indians, and they were of many sizes and breeds.

For carrying goods were were pack frames made of ash with rawhide netting. There were also baskets and bags woven of basswood, cedar and slippery elm bark. For these the inner bark was boiled so it would be woven in a close mesh. They made robes of bear and deer hide, and also of rabbit skins.

Food and shelter and transportation in their simplest forms were their con-

cerns of life. Theirs must have been a comparatively free and happy life before the introduction of the questionable benefits and complications of the white man's civilization.

Mrs. Greta Lagro Potter  
1110 Harrison Street  
Superior, Wisconsin

## "THE INDIANS ALWAYS GOT THE WORST OF IT"

### The Character of the Chippewas

History has painted black pictures of the Indians, but reading the accounts of men who really knew the Chippewas will convince anyone that they were "more sinned against than sinning." "The Eye of the Northwest" says that the Head of the Lakes was the scene of many bloody battles between the Chippewas and their enemies the Sioux. But writers have said that before the coming of Columbus there was little fighting amongst the Indians except when boundaries were in dispute. It was when white men pushed tribes back into the territories of others that Indians began fighting each other. This brought about the destruction of many smaller tribes.

The Chippewas or Ojibwa Indians who lived at the Head of the Lakes, (Fond du Lac to the French) were of the Algonquin linguistic stock. There were about 100 tribes of Algonquins, speaking forty variants of their common language.

These Indians, before the influence of white men changed them, were a moral people. Profanity was no part of their speech, neither were dishonesty and deception a part of their behavior. The marriage tie was sacred. "Honor was their god." These always paid their debts.

"Fire water" which was introduced by the white men played a great part in their undoing, as did the practice of marriage between squaws and white men. Some of the voyageurs boasted a dozen wives. Indians learned burning at the stake and other horrible practices from the white men who killed their people in terrible ways. If an Indian were wronged without reason revenge became a burning passion. When lands were taken away from them or when they were cheated in other ways they retaliated in time.

Never were they the first to break treaties. They took the white man at his

word, that if they behaved themselves their lands would not be taken away from them. In 1837 and in 1842 it was clearly explained to them that the white men wanted only the lumber and minerals on the lands the Indians occupied. They could keep their homes and their hunting grounds. Never-the-less in 1849 they learned that they had signed away their lands. In 1854 there was a new treaty to clarify the situation. They wanted security on reservations which would be theirs forever. But white men managed to claim their rice fields, their cranberry marshes and their meadows. Scouts were sent by the Chippewas in all directions to ascertain who had misbehaved, but none had wronged the white man. They then knew they had been deceived. Not using writing like the white men they kept their records by word of mouth. Everyone in the tribe was given to understand clearly the conditions of a treaty, conditions which were repeated over and over and from time to time so they would never be forgotten.

"All the troubles with the Indians of the Northwest can be traced directly to such misunderstandings," said Benjamin S. Armstrong in his book, "Early Life Among the Indians." "The Indians always got the worst of it." Armstrong made two dramatic trips to Washington with a company of Indian braves to take matters up with the great white father there - President Filmore the first time, President Lincoln the second time. But President Lincoln did not live to fulfil his promise to them.

Many attest to the sincerity and excellent work of the Jesuits who worked amongst them, beginning with Father Claude Allouez in 1665 and Father Jacques Marquette in 1669. They taught the Indians that there was one Great Spirit who was the Father of all. In contrast, the fur traders undermined their morals and set very bad examples after the missionaries had taught them that the white men were a superior race.

The self-sacrificing Jesuits established a church on Madeline Island and an-



other not far from the Superior entry. The former remains a monument to Father Marquette. The Catholics were the only ones who succeeded in gaining the friendship of the Indians.

Mrs. Greta Lagro Potter  
1110 Harrison Street  
Superior, Wisconsin

"I'm not very good at remembering historic dates or names either," Henry Victor Desimval, Superior's oldest living, native-born pioneer said, "but I can tell you some stories about the early lumber days."

And to a willing listener, the white-haired man of 81, will pour out tales of Superior's rough, by-gone lumber era.

"See my hair," he points out. "It's white, which isn't so strange now, but let me tell you the story----

"I was 13 years old. It was the spring of 1875. My dad left for the Black Hills. There was a gold rush and he got caught in it. He left his team of horses home and I took them up to the Amnicon to take my first job in a lumber camp. A fellow by the name of Joe hired me. On April 25, 1875, he took me across the Amnicon and then left me in the woods while he went to look for the camp.

I will never forget that first night I spent alone in the woods. It started to get dark and the wolves began to howl, and the horses snorted with fright. I was scared plenty, but at least I knew enough to kindle a fire. The first wolf came out of the thicket and by the time I had the fire blazing there were 25 big grey timber wolves sitting on their haunches in a semi-circle about 50 feet from me. I had plenty of time to count them. They sat there howling until dawn.

I never really knew what happened that night until two months later. I came back to Superior and went to Nigger Smith's for a hair-cut. 'Look at this, Vic,' he said and showed me a bunch of hair he'd cut off.

'My God,' I said. 'Is it all white?' That was the first I knew that my hair had turned white from that scare. They wouldn't tell me up at the lumber camp. It never did get back its red color after that.'

Thus initiated into the lumber business, Mr. Desimval spent the next two

months hauling cedar telegraph poles from the Amnicon camp for the St. Paul and Duluth railroad. He hauled the logs to the river, where the "river hogs" took over and drove them to the lake. There, the logs were put into a boom and a tug pulled them to Duluth. The next part of Desimval's job was to drive his team to Duluth and pick up the logs from the shore and load them on flat cars for the St. Paul and Duluth railroad, (now the Northern Pacific). The poles were shipped to Dakota. "I got \$65 a month and board which was big wages in those days," the former lumberman remembers.

"Any excitement in the early lumber business? Oh, yes, there was plenty of excitement." Desimval obviously got a kick out of telling this story.

"There were a couple of fellows, Black and Miller from Duluth, who made their living by stealing logs. They worked at night. They'd find out where a boom was tied and they'd open the boom and let the logs drift out in the bay. Then they'd go around collecting the lost logs and sell them to some little sawmill. No big firm would do business with them. Just after I had heard about these fellows, I was under contract to deliver a raft of cedar to Rice's Point to sell to the city for paving blocks. I took a gun with me and slept that night at a boarding house in sight of my boom on Rice's Point. A little before midnight I got up and hid behind a box car on a St. Paul and Duluth sidetrack. Sure enough, about 2 a.m. a couple of fellows in a little boat rowed up to my boom. One fellow untied the chain. 'Come ashore boys, or you're a dead horse,' I shouted. I recognized Black. He was a big fellow. He didn't want to listen to me and told Miller to get in the boat.

'I'm gonna shoot,' I said. And by golly, if they hadn't come ashore, I'd a shot him as sure as there's a world. I wasn't monkeying with those fellows. They did come ashore and I marched them to the police, while one of the fellows

working with me put the boom together. The fellows each got 60 days and they didn't bother me after that."

When he was 28 years old, in 1890, Vic owned a lumber camp of his own at Oliver. He sold most of his logs to Peyton-Kimball and Barber sawmill on Connor's Point, floating his booms down the St. Louis river. He sold pine and tamarack piling to the West Superior dry dock in Howard's pocket. The panic of 1891 came and business for everyone in Superior was tough. Another set back, as far as Desimval was concerned came in 1896, when a case of scarlet fever put him on his 'death bed'.

"I see it so well," Vic reminisces, "I was sick in bed at home and I woke up. There in the room was Doc Govereau and everybody I knew in uppertown (Central Park) waiting for me to die. 'Hold on,' I told them, 'I'm not ready to die yet.'"

Vic recovered from his illness, but never regained sufficient strength to return to the lumber business.

Mr. Desimval has faint memories of his school career, short-lived as it was. "Only went through the third grade," he said. "I.W. Gates was my teacher. I had kind of a hard time at school because I could only talk French and Indian and Mr. Gates could only speak English. John Bertrand, a classmate, was my interpreter."

"Oh, yes, there were lost of Indians around those days. They came up in the summer, Chippewas, all of them, and set up wigwams in upper town. They'd fish and hunt and the governemtn helped them along. But the real Indian settlement was in Middle Town---Squaw town----we called it. They lived the year-round there in old shacks.

When I was about nine years old, my dad, Victor Desimval, and I moved the little one-room, upper-town school (now Lincln school) from its present site

to the corner of East Fifth Street and Sixth Avenue East to be used for a Swedish church. That was in 1871. They built a larger lumber school house where the Lincoln stood and hired two teachers. Mr. Gates took the upper grades and Mrs. Brown was the primary teacher. I went to school off and on from the time I was six till I was twelve. Altogether, it was about three years."

In later years, the older Mr. Desimval's knowledge of the Superior channel was an important factor in the winning of one of the most famous lawsuits in the history of Superior. In 1918 the testimony of Victor Desimval prevented the channel of the St. Louis river from being changed, thus putting a section of Wisconsin land into Minnesota. The McDougall Shipyards wished to make the change. The land in Gary was quite rough and the shipyards had little room to expand as the St. Louis channel cut right in front of them, cutting the shipyards off from the level land of Clough Island, which lay in Wisconsin. They tried to change the channel to go around the other side of Clough Island, in the Pokegama River which forked from the St. Louis. The new channel could be made by dredging an extension of the channel of the Pokegama and letting the Duluth shipyards expand into Clough Island. No one in Superior knew where the true channel lay and with Hannitch trial drawing to a close, Desimval sent for his father, who possessed the diagrams of the channel which he had used in the days he ran a sawmill in Milford, Minnesota, on the St. Louis river. Boats came through the channel continually to his sawmill and loaded lumber there.

The older Mr. Desimval presented the maps as evidence in court and Judge D.E. Roberts decided against Hannitch and to this day the channel remains in its original position.

Vic also recalls of his father that he was one of the first supervisors of upper-town serving between 1871 and 1874. At that time three supervisors took

the place of mayor in Superior. At the time Desimval served, Uzella Gouge was supervisor from middle-town and James Bardon from lower-town (East End). Vic's father was chairman of the county board in 1874-5, but resigned his position to go to North Dakota.

Many times, Vic recalls the storm of 1890 and laughs to scorn the 'poor imitations of storms' we have now-days.

"It was so bad," he said, "that it took two days for my men and me to get to Superior from Oliver. We broke camp April 25. I had my whole crew, 50 men, and three teams. The men had to shovel all the way from Oliver to the Peyton-Kimball and Barber sawmill, so we could get through.

"Long John Murphy, the attorney, told me that after that storm, in 1890, he stepped out of his upstairs window and slid down to the ditch shoveled out for the street car in order to get to work. An that wasn't much exaggeration either."

Born in a little room over Avery's tinshop on Bay Street and Nettleton Avenue, November 21, 1862, in what was then known as lower town, Mr. Desimval lives in the same vicinity today,---in the Euclid apartments in East End.

As proof that lumbering gets into a person's blood, Desimval, after being away from the business for over half a century, still goes down to the bay each day in the summer, takes out his small, leaky, rowboat, and ventures out into any weather, looking for logs. His biggest thrill in recent years came three summers ago when he towed a white pine log to shore bearing the brand "K". That was the brand Desimval used to mark his logs with in his lumber camp days.

Written by Miss Lorraine Schak  
granddaughter of Henry V.  
Desimval.

### DON'T READ THIS IF YOU'RE HUNGRY

The dinner was a veritable banquet for kings, the menu astounding for the variety of its dishes and the quantity that guests were invited to consume. It began with a choice of four kinds of fish, whitefish, siskiwit, trout, and herring; a choice of five boiled meats, ranging in distinction from plain corned beef to leg of mutton with egg sauce, and up to turkey with oyster sauce; a choice of ten roast meats of greater or lesser elegance---chicken and pheasant, pig and bear, lamb with mint sauce, and venison with cranberry sauce. Among the nine side dishes were such rare delicacies as calf's heart with port wine sauce, breast of lamb stuffed with onions, and beaver's tails. Appetites were sharpened with pickled oysters, pickled lobsters, cucumbers, and beets. The vegetables were seven, including corn and green peas.

There was an infinite variety of pastries---mince, apple, custard, and cranberry pies; fruit cake, sponge cake, and jelly cake; manomin pudding, plum pudding and tapioca pudding. A dessert of apples, nuts, and raisins was served by way of accompaniment to wines and champagne bearing enticing labels---Golden Cluster, Sparkling Catawba, Old Brown, Vintage of 1839. A noteworthy feature of the dinner was the fact that everything in the line of meats and vegetables was obtained from supplies in Superior, either from the hotel larder or from root cellars of private homes.

From: "A Pioneer of Old Superior"  
by Lillian Kimball Stewart.

## SUPERIOR'S FIRST NEWSPAPER

Although the year 1855 did not bring a railroad to Superior, it was notable for the inception of several other important enterprises.

It occurred to Senator Douglas that publicity would of itself lead to the rapid development of a site so remarkably endowed as Superior. He conceived the idea of advertising the town through the medium of its own newspaper. He suggested the publication of such a paper to two young men employed as printers in the office of the Congressional Globe, Washington Ashton and John Wise. They were responsive to his suggestion, and took steps at once to begin a literary career as editors and publishers in the wilds of the far West.

They purchased a hand press and an outfit of type in Philadelphia, and in May took passage for Superior. They landed at Stuntz's pier, carried their heavy boxes up the steep, muddy bank on the bay shore, in a drizzling rain, and slept the first night on the floor in the still unfinished hotel. Finding every building in the town occupied, they were forced to set up their printing press in the deserted log cabin erected by the first pre-emptor---small, leaky, and swarming with mosquitoes.

Notwithstanding so discouraging a reception, they went to work valiantly, and on June 12th published the first issue of the Superior Chronicle. All the matter on its four pages had been set up by hand, and consisted entirely of advertisements and articles on local and national affairs composed by the youthful editors, both of whom were Democrats. Their courage and optimism in publishing one thousand copies of their first issue were justified by the result. In less than one week every copy was in the hands of a subscriber or had been mailed to friends throughout the country.



One of the advertisements in that first issue was an announcement of the organization of the Fond du Lac Mining Company, with 10,000 shares, of which A.A. Parker was secretary, and Charles Kimball one of the trustees.

From: "A Pioneer of Old Superior"  
by Lillian Kimball Stewart.

## MR. ZACHAU'S NARRATIVE

"I started out on April 17, and walked from here to St. Croix Falls. When I got there I was as wet as if I had been soaked in a rain barrel, and tired, well you can imagine I was, when I would have given a thousand dollars if I had been at the end of destination. Continuing my journey I arrived at Kettle river where I ran across Frank Roy, a brother of Vincent Roy. I had with me the United States mail bags, in which were some \$2,500 worth of drafts drawn on Chicago and New York. The distance I had already walked was sixty miles and I decided to ride as much as possible the rest of the way. I asked Mr. Roy if I could get the use of a canoe from the Indians that would enable me to descent Kettle River to its mouth. He informed me that I could and for the sum of \$10 I secured a handsome new birch canoe. In addition, I was given the services of a guide who was to carry me safely to the mouth of the river. In the canoe when we started out were two mail bags, a stock of provisions and an extra suit of clothes, which I had brought along, two Indians and myself. One of the Indians paddled the canoe and the other steered it.

"We went along very nicely until we reached the rapids of the river, when our canoe upset, throwing everything into the water. I was an excellent swimmer and was not long in making shore. The place where I crawled out was on a steep rock almost perpendicular. In it were little notches where I could rest my feet, and after an hour's hard labor I succeeded in climbing to the top of it. I looked around to see if I could get a glimpse of my guides, who I feared had been drowned. After some moments I spied them sitting on a rock where they had been carried with the tide. When I called to them I never saw two happier Indians in my life. They told me that if I had been drowned the people would think they had murdered me and would lynch them. We saw our canoe and the mail bags drifting down the river but were unable to get them. Finally an idea struck me that they would drift to an island

which was at the mouth of the river, so I got on a trail and ran for six miles until I was opposite the island. I obtained the canoe by swimming across the river, but I never found any trace of the mail bag containing the \$2,400. In my pocket I had \$200 in gold, and you may be sure that I was thankful that it was not in the mail bag.

"After pulling the canoe out on shore I put on my new suit of clothes, wet as they were, and with my guides continued my journey to the mouth of the river. We had numerous escapes from capsizing, but after considerable difficulty reached our destination in safety. At the mouth of the river were a number of lumber camps, the first of which we entered and asked for something to eat. After ransacking the camp from end to end we found one biscuit, which was almost as hard as a rock. This would hardly satisfy our appetites, so we set out for the next camp. All the way the young Indian boy was crying for something to eat and the only way I could pacify him was to tell him I would shoot him unless he shut up. At the second camp there was plenty to eat, and it was at our disposal, the cook being a good natured fellow. I never was so hungry in my life and the cook said I was eating for nearly an hour.

"Having had a good square meal I was better prepared to travel, so I was not long in reaching Taylor's Falls, where I reported to the postoffice department the loss of the mail bag and contents. I next reached a place called Marine and from there went to Stillwater, where I took the stage for St. Paul. From St. Paul I took the train. I expected to be sick; but strange to say, I never felt better in my life. After transacting my business at Chicago, I went to Detroit, from where I took a boat for the head of the lake. I returned on the Fourth of July, having been nearly four months gone. After that trip I received my first notoriety in the newspapers. As soon as I had related my tale of adventure to my friends

in Chicago the newspapers of that place got hold of it and I believe I was written up in every one of them.

"That was one of my trips, but I have made many others which were full of adventure. During my term of office as sheriff I made trips to the state prison at Waupun. I have the distinction of having taken the first prisoners from Superior to the state penitentiary.

"How did we celebrate our first Christmas in Superior?"

"Well, that is a peculiar question to ask," continued Mr. Zachau. "I don't think that we celebrated it any different than the people do now-a-days. My first Christmas in Superior was celebrated in the Old Chronicle office; which was then located between West Second and West Third streets near the Nemadji river. Everybody in the neighborhood assembled there and partook of the fare offered, which included salt pork and beans, rabbit meat and partridge and several dainties. In addition we had a nice little keg of punch which was appreciated by all of us. After the dinner had been served, speeches were made by nearly everyone of us and best of all of them, I think, was the future of Superior. In the evening we had a stage dance, there being no women in the place to participate with us.

"Yes, the hardships of those days were many, but then I never look back upon them without pleasure. The happiest days of my life, I believe, have been during the time which we would now consider Superior's gloomiest days."

This article was written by Mr. August Zachau, who came here in the spring of '54 from Chicago by way of Lake Superior.

## FIRST SAW MILLS AT THE HEAD OF LAKE SUPERIOR

The first lumber of any description produced locally, other than by "Whip sawing", was at Iron River, Wisconsin about forty miles from Superior on the South Shore of Lake Superior.

George R. Stantz with William C. Howenstein, Andrew Reafer and George Falkner built and operated a water power "up and down" sawmill at the falls on Iron River about a half a mile from the Lake, capable of cutting three thousand feet of lumber a day. The writer has several 1 1/4 inch absolutely "clear" White Pine boards 24 and 26 inches wide and 18 feet long that were originally stored in a loft to be used in building a skiff. This mill was built in 1854 and the lumber was floated up the Lake to Superior, Oneota and Fond du Lac.

There was a large steam sawmill on Superior Bay, near Detroit Pier of about thirty thousand capacity, built in 1854 by a brother of Eastman Johnson, the celebrated artist. It supplied the local needs for several years. Some of the machinery was later used in the first mill on Conners Point operated by Peyton and Kimball. Turney Brothers Elevator "O" is on this location.

On the Nemadji River, near 4th Street, a steam mill was owned by Capt. William Mann. He came from New Haven, Connecticut. It's capacity was about fifteen thousand feet. It blew up, after being in operation only a short time. Several people were killed and injured. The mill was not rebuilt.

In the late 60's R.G. Coburn and Thomas McManus had a sawmill and Sash & Door Factory on Quebec Pier, Superior, near what is now the Listman Flour Mill.

On Conners Point, opposite the Barge Works, Superior, was an eight thousand steampower mill, first owned and operated by J.D. Howard. When he moved to Duluth in the late 70's it was purchased and operated for several years, by Richard Bardon and A.E. Philbrook.

In the early 60's, on the extreme end of Conners Point, H.M. Peyton and William Kimball operated a Ten Thousand Capacity sawmill. They prospered and the enlarged mill was later operated by Peyton, Kimball and Barber and had a capacity of about one hundred and fifty thousand feet per day. The "See" line freight warehouses and docks and the Interstate Bridge are on this property.

Soon after 1880 the Michigan Lumbermen turned their attention to the Head of the Lakes, and many sawmills were built in both Superior and Duluth. Millions of feet of the finest white pine were manufactured here every year. Over 25 millions of feet were yearly driven down and rafted out of the Nemadji River, alone for many years.

The lumber business tributary to Superior and Duluth is practically over. From something like thirty, large capacity sawmills, now there are only two.

Written by: John A. Bardon

The late John Bardon was born in Superior in 1863. He was the son of Mr. and Mrs. Richard Bardon who came to Superior in 1857. Mr. Bardon is the father of Mrs. John Cadigan and Miss Laura Bardon who live in Superior.

## THE FIRST "JURY TRIAL" IN SUPERIOR

Thus says history:

A French courier de bois had been murdered at Lac Couterelle by an Indian and prompt punishment was determined upon so that the Indians might have respect for a white man's life. The commandant of the fort, (Old Fort Roy), John Baptiste Cadotte, sent for the murderer. Speckled Lynx, Chief of the Lac Couterelles sent him up to the fort. The trial was set for a certain day, and Indians and traders came in, out of curiosity from the Ojibway villages, all over the country. A jury of clerks from the trading posts was empanelled; guilt was proved and sentence passed on the manslayer, to die by stabbing, according to his own practice. This was the first jury trial in Douglas County. The jury of that day determined the guilt, and the punishment as well. Coulouse, the French trader whose servant had been killed, was appointed executioner. The guilty man's relations were disposed to buy him off with furs, and the commandant was inclined that way too. But the jury was obdurate, demanding an "eye for an eye," and "a tooth for a tooth". "With what measure ye measure, it shall be measured to you again". "As ye did to another, so shall it be done to you, and more".

This and the like was the simple Algonquin code of the wilderness, a hundred and fifty years ago, a code which in its sternness and severity resembled the Hebraic.

The condemned man was let out and addressed: "Look now upon the sun for the last time you shall behold it, for the man whom thou hast murdered is calling you home to the land of "spirits".

The fetters were knocked off his wrists and the sure thrust of the executioner did the rest. Horrid as this was, the horror had its mitigating circumstances.

FIRST. It was a speedy trial.

SECOND. There was no appeal, nor the agony and suspense of a second trial.

THIRD. The criminal's estate was not wasted and despoiled by costs of law and lawyers.

FOURTH. It was a way to the Happy Hunting Grounds by a short and sharp though primitive sort of electrocution, and not by slow torture of the rope or fagot.

From: Statements by Hiram Hayes.



"FIRST FOURTH OF JULY CELEBRATION IN SUPERIOR---  
A FINE EFFORT AND A FAT DINNER"

The above was the newspaper heading for an article about the July 4, 1854 celebration. Contemplating the holiday of 1944 causes one to wonder about celebrations of other 4th's of July in Superior.

Recorded in Achille H. Bertrand's "Recollections of Old Superior" we find many of our traditional ways and means of amusement.

"Minnesota Point was usually the scene of our community picnics and Fourth of July celebrations - events that happened too rarely, and finally died out about the close of the Civil War. The big noise for the latter occasion was limited to one or more anvils with liberal supplies of powder, and the speaker of the day. Col. Hiram Hayes was the usual oratorical dispenser, as well as on most occasions requiring public expression of community sentiment. Bombs, rockets and Roman candles were unknown, but there was plenty of powder and lung power, and the juveniles attended to the small noise by a scrupulous use of crackers. There were no metropolitan airs about these celebrations, because of the total absence of a brass band; but good old fashioned music and singing was provided by transporting someone's melodeon, and the volunteer services of a chorus of lusty voices. Lunches were sumptuous and vigorously laid away through proper channels. When the shadows began to lengthen a general stampede was started for the boats, and these were soon in radius formation for various points on the opposite shore. It is remembered that sometimes a scow was used for this purpose by the Lowertown contingent, because a sufficient number of boats were not available. But instead of being towed by a launch, it was poled across the Bay. That such events seemed most notable was the general indication - probably because they were becoming fewer than once a year, and the consequent long pent up joys and exuberance of spirits exercised greater expression as opportunities for their release.

grew less frequent."

Col. Hiram Hayes made note in his diary of the fact that he was to be included in the first celebration as orator. No research to date has uncovered a copy of that speech but it is evident that he gave it much thought and preparation. From his diary dated June 17, 1854, we find the following remarks----"reached Superior, overland from St. Paul, about 11 o'clock a.m....

"Coming now to the Fourth of July. It was the sense of the people, in substance, that 'we have an oration and a collation'. I was to be the orator, the ladies of the place, the collators, and the hotel, then under construction by August Zachau, the place of the celebration.

In preparation of my coming performance I tried to find some solitude, where the figures of speech, struck out in the heat of composition, might at the same time be practised in orotund and far reaching articulation."

The entry for the holiday reads literally as follows:

"Tuesday, the Fourth of July, 1854. Celebration of the Fourth at Superior. Oration by myself. Present, Mrs. G.E. Nettleton, Mrs. Hall, Miss Smith, Messrs. Hall, Post, Rice (six adult and three young females) and about forty white males, embracing W.H. Newton, Nettleton, Hall, Post, Rice, Carlton, George Nettleton, Markland, Deans (two), Holt, Nelson, Crawford. The frame of the Superior house being up, rough boards were thrown overhead to protect us against the sun.

An excellent dinner (cold) was prepared by Mistresses Nettleton, Hall and Post and Miss Smith, after which a yacht sail was had on the bay and lake. The day passed in perfect good cheer because no liquor was used."

This article was written by Miss Marjorie Langevin, Reference Librarian of the Superior Public Library. The material is from Achille H. Bertrand's "Recollections of Old Superior" and Hiram Hayes' Diary. Mr. Hayes had been in Superior just a month when he delivered the Fourth of July address.

## EARLY SUPERIOR

The site of the City of Superior in 1854 when I came here was a primitive, and as much in the wilderness, as when Radisson and Grosseilliers encamped upon it in 1654. And when I came back to Superior in 1865 from the wars, the town in point of improvement, and the country about, was not much changed from its original condition as found, two centuries before, by those French explorers. It was a quiet little hamlet with a handful of people, to be sure, but it was a question whether the isolated population that remained might not lose their feeble grip and be sent adrift upon some cake of Lake Superior ice, on which they eked out a precarious sustenance by fishing. Potatoes alone were slim living, and if that resource should fail and the fishing gave out, what would there be left? This was the condition of the town, down to the seventies', in substance.

As to the pioneers of the town, they were an average say, of the common people of the country in point of respectability and intelligence, and withal in humble circumstances as regards worldly gear. They made homes of ordinary comfort and sat down and waited. A steamboat came about once a fortnight, in 1854-5, and mails twice a week. Not for twenty-seven years did a railroad come, and the way out, landward, was by trails and a very bad road to St. Paul, one hundred and sixty miles, known as the Military Road. Four days was the average time over it, as I remember.

The townsite of Superior was owned by a lot of speculators, no better than aliens in point of residence and sympathy with, or helpfulness to, the town and its people. Enterprise; they had none of it. They did not even sow that they might reap. They builded nothing, but did pay, in fact, some taxes. We will spend no time in even attempting to recall the names of the townsite proprietors or projectors. They have all passed off (except perhaps two) of a stage whereon in lifetime they played no useful part. And the same, we think, may almost be said of the oc-

cupants of the place, fifty years ago. A few of the worthy remained. But most of them drifted away and left no sign.

The site of the town was perhaps the most conspicuous, geographically, of any, in the interior of North America. It was densely wooded and girt about with navigable waters. So that imagining all this, and knowing what little there is to know, you have Superior as it was in the fifties and sixties, as touching its material affairs and condition.

From: Statements of Hiram Hayes.  
Mr. Hayes came to Superior in  
1854.

## EARLY WATER CRAFT AT HEAD OF THE LAKES

The beginning of water craft at Superior is like the beginning of early water craft in every pioneer settlement---it began with the birch bark canoe. As every one knows the "Water Ways" provided the only means of extensive travel in any early community. The use of the Indian birch bark canoe did more to open up this country to the White Man than any other vehicle. It was used by the explorers, fur traders, voyageurs, missionaries, and pioneers. Soon after the larger bodies of water were somewhat better navigated by the White Man's batteaux and the mackinaw boat.

The early birch bark canoes for exploration were usually of a size that one or two men could carry over the portages from one body of water to another. The canoe business seemed to be an art handed down from one family to another, males and females alike. There were two families in Superior that did most of the building. The builders always kept a stock of raw materials on hand, the cedar strips for the bottom and tough ribs for the sides and gun whales and the many sheets of birch bark. The pieces were joined together by spruce roots, made pliable by soaking. Really not a single nail nor metal of any kind was used in their construction. An axe and a crooked knife were the only tools in evidence. The length of the canoe was measured by fathoms - the small ones were three fathoms long or eighteen feet. The larger freight canoes were thirty-six feet long. These were used in the lake trade from the Soo to the Head of the Lakes and could carry three tons of freight. The paddles were usually made of cedar. Thirty or forty miles a day could be made in one, barring accidents. Every one had his own canoe in the early days. They were like the Fords of today - they went everywhere.

The batteaux and the mackinaw boats were a slight improvement on the canoes and they were used for transportation and freight along the shores of Superior. The early mail carriers traveled by boat in the summer, using mackinaw boats.

which they claimed could beat every kind of weather. They went from the North Shore of Lake Superior to Grand Portage and from the South Shore to Ontonagon and the copper country. In the winter time, they sailed these routes on snow shoes or with dog teams.

One of the best known of the early mail carriers was John Chapelle, a French Canadian with an Irish wife. He came to Superior in 1853. He had one of the first schooners and carried on a commercial fishing and supply business around the head of the lakes, as well as being mail carrier. He operated by team in winter and boat in summer. His sons were experienced boat men and became captains and engineers on the Great Lakes.

After the canoes and batteaus came the first schooners. The first boat plying on Lake Superior that we have any definite knowledge of, is a sloop built by La Ronde, a Frenchman from Ottawa, Canada, in 1731. His boat had sails on it and was constructed by him. It was a bark of forty tons. He lived at La Pointe, on Madelaine Island, and was probably a person of some importance there. An old map made in Paris in 1745, shows Madelaine Island, listed under the name of "Isle de La Ronde". He had a monopoly of the fur trade at La Pointe. He undoubtedly had some help from the Catholic church, as it is shown that he gave missionaries free transportation to his islands.

The small thirty ton schoolers were developed in the early 1800's and were used by the various fur trading companies in this region. The North West, American and Hudson Bay companies, previous to the year 1829 had the following vessels in their employ; the Invincible, Otter, Mink, Recovery, and Discovery. These vessels were all built on Lake Superior and carried from 20 to 100 tons a piece.

After the abandonment of these the only vessels that navigated the waters for a few years were the batteaux and birch bark canoe until the coming of the Algonquin.

The Algonquin is the most important of the early schooners and every early settler in Superior has his memories of it and perhaps souvenirs, made of its wood. From time to time the Douglas County Historical Museum has various articles, such as canes, knives and so on, cut from wood of the Algonquin, brought in to the museum.

Because the Algonquin played such an important part in the trade and interest of Superior more should be told about her. The Algonquin was built in Black River, Ohio, in 1839 by the Ohio Fishing and Mining Co. She could carry sixty tons, had two boom sails, two top sails and two jibs. She was considered a fast sailer as well as being a staunch and seaworthy craft. She was built for one of the fishing and fur trading posts for the express purpose of the coasting trade and, of course, built to withstand all weather. She carried a four man crew.

In 1845 she was portaged around the Soo Rapids - the process was on timbers and rollers, block and tackle and ox teams - it took three weeks before she was launched into Lake Superior. In the spring of 1845 she arrived at La Pointe with a load of supplies for the trading posts at the present site of Superior. She then went up the St. Louis River to the Astor Fur Trading Post at the village of Fond du Lac. On her return voyage she carried furs, wild rice, maple sugar, spruce and salt fish. For some time she was the only schooner on the lake. She was also used by the early Lake Superior copper companies in explorations on Isle Royale, she carried the first mass copper to the Soo and the first test samples of iron ore from the Range. At one time she rescued the marooned and starving copper miners on Mott's Island, but that is a story in itself.

One of her best known captains in the 50's was Captain Albert Angus of Superior. She was laid up in 1884, for after the Soo locks were open and steam boats could come up, the old schooners were not much used. She lay in the harbor

rotting for many years, although she was later bought by John Bardon for use as a pleasure yacht.

Another very well known captain of this period was Captain E.C. Smith. He was born between Superior and Bayfield in 1859. His mother was a Chippewa and his father a white man. He became a competent civil engineer and an expert canoeist and boatman, serving on boats in all capacities, until he finally became a boat captain. He commanded boats for the Booth Fisheries Company down the North Shore of Lake Superior and knew every inlet and shoal. He was in command of the Steam ship America when it was sunk, but due to his prompt action no lives were lost. No other boat captain was ever better known.

A history of the boats of Superior is a history of ship wrecks and disasters, as is true of all shipping ports in an early day --to tell of them would be a paper in itself. But mention should be made of some of the worst disasters as the ill-fated Lady Elgin, the side wheeler, in 1860. This was an excursion steamer that was lost in 1860 near Milwaukee, with many well known Superior citizens on board. Other well known ship wrecks were the Propellor Sunbeam, the Stranger, a trading schooner, and many others.

After the Soo was opened many steam boats were seen at the Head of the Lakes. The first one to go through the locks to Superior was the Illinois in 1854, an old side wheel steamer. Many of these steamers were very luxurious. The side wheeler Manhattan was the first to ascend the St. Louis River from Superior to Fond du Lac in 1856.

The first steam boat dock to be built in Superior was built in 1854, called Quebec Pier and the first in Duluth was at the end of Rice's Point on St. Louis Bay in 1870, the Da Costa Dock. Previous to the building of these docks, boats landed on the banks of the Nemadji at the foot of 2nd Street in Superior. It might be interesting to mention at this point that really the first ship yards



of sorts was on the banks of this river. That was the shipyard owned and operated by R.G. Coburn. Here in his crude little shacks he launched several scows for use in the harbor and here he kept the first harbor tug, the Agate. At this landing was unloaded the first cow to be brought to the Head of the Lakes.

A short description should be made of the other various types of early water craft seen up here in the latter half of the 19th century. There was the first tug, "The Agate" and its twin sister "The Amethyst". Then there was the Upham dredge tug, "Red and Bill" and many other harbor and fishing tugs and the sturdy ice breaker, "Record". In the early 80's there were also tow barges, freight, coal and iron ore carriers, too numerous to mention. In the first days of steam craft, cord wood was used for fuel. There was no iron construction in the boats, their being made generally of oak with natural-crook, tamarack knees, tough as a whale bone.

At this time on the lakes could also be seen the many pleasure yachts, owned by the prominent citizens of town, the many excursion boats and the Duluth ferries. The Minnie La Monte was one of the best known of the ferries. The Mary Martini, The Hattie Lloyd and later the Christopher Columbus are all names to be remembered by our early residents.

The Christopher Columbus was one of the many whale backs built by Alexander McDougal. The story of his building of these whale backs and of their colorful launchings belongs in the golden age of Superior history, but they are a long way from the early water craft of this region and have no place in this paper.

As I look at the large frigates and cargo boats being built in this harbor at the present time and see the majestic boats sail out of the harbor, I think of the early pioneers in this region and their surprise and amazement could they only see what boats are now sailing our lakes.

Vivien G. Dube, Curator  
Douglas County Historical  
Museum

## THE OLD STOCKADE

The old Indian Stockade, or Fort, built at Superior during the winter of 1862-63 was for protection against the Chippewa and Sioux Indians, the latter of which in 1862-63 were then on the war-path against the whites in Northern Minnesota and Wisconsin.

Several pictures of the old fort, a painting and pencil sketch, show just exactly what this old Stockade looked like, the unique type of construction of its fortified sides and block-houses, and the number of buildings within the enclosure.

These pictures were made by a French half-breed Chippewa Indian woman whose mother lived within the fort during its construction and for several years after, and when an old lady had her daughter paint the picture from sketches and the description she gave.

It is hard to realize that this Indian Scare occurred only 78 years ago in Wisconsin. At that time the Civil War between the states, which began with the battle of Fort Sumpter in the harbor of Charleston on April 12, 1861, was in progress a little over a year when the Sioux outbreak started, August 18, 1862, in Minnesota.

The uprising was caused by the belief of the Indians that they were unjustly treated by the Government, Indian Agents and Traders.

The Minnesota Sioux on August 18, 1862, perpetuated one of the worst massacres on record in American History---that of New Ulm---in which over 800 men, women and children were killed or wounded.

General Sibly was sent out from Fort Snelling at St. Paul with a force of 400 men of the 6th Regiment Minnesota Volunteers, on August 20th to combat the Indians and to put them back on the reservation.

In the meantime when the residents of Superior and vicinity heard the first inaccurate reports of the massacre they were plunged into a state of fear---great excitement and dire apprehension. Town meetings were held to discuss the situation and devise ways and means to meet it.

For many days knots of excited men hung around the streets discussing the grave situation their community was then in because of the serious uprising. They were afraid that the Sioux would cross the Mississippi and attack the Head of the Lakes Region, because of its unprotected state. At this time many of the young men had left for the Civil War and they keenly regretted the loss of important fighting men.

News of the Civil War was scanty in this far flung community and the distant repercussions of the war seemed of lesser importance than the vital issue at stake---adequate protection of their community.

To make matters much worse, "Little Crow", Chief of the Minnesota Sioux, sent emissaries to Chief Hole-in-the-Bay of the Chippewa Tribe in the vicinity of Superior, and tried to patch up the old enmity between the nations in order to bring warfare against the White with their combined forces.

In the early 1600's the Chippewa Indians were driven to Wisconsin from a point in the Northwest by eastern Indian Tribes. Arriving at the Head of the Lakes region they found the Sioux in possession and for many years fierce battles took place for supremacy of the country. Several battles were fought on the present site of the city of Superior. After many years of bitter warfare, lasting up in the 1840's, the Chippewas finally drove the Sioux to the west bank of the Mississippi River.

When the people of Superior found out that the Sioux were making overtures of friendship to their hated enemies, they became very panicky and clamored for immediate means of protection.

After several days of consideration and discussion the men of Superior eliminated all plans for the defense of the town except two. One plan was to plank up the warehouses on the Quebec pier and make them as nearly fireproof as possible, to serve as places of immediate resort in case of alarm. The other plan was to enclose one square of the town in a stockade with block houses at the angles. Within such an inclosure if stocked with provisions, it would be possible for the people to remain for a longer time. It was estimated that the first project would cost eight hundred and fifty dollars, the second twenty-five hundred dollars. The committee of Safety decided to fortify Quebec Pier and the work went forward with all speed. As soon as they had been made a safe deposit for property and a refuge for all the citizens, Thomas Clark gave notice to the people that at the tap of the bell by day or by night all women were to betake themselves thither.

To assuage any fear of immediate attack that such action might arouse and also to inform the Chippewa Indians that citizens of Superior had full confidence in them, a suggestive and politic statement was published in the "Chronicle", saying, "The Chippewa of Wisconsin have always been the white man's friend, and are not feared now. We have no question of their fidelity, and have no doubt they are in equal and more immediate danger than we."

When the newspapers arrived from St. Paul, giving accurate accounts of the destruction of New Ulm, the fears of the people in Superior were not lessened. The attack had been made by six hundred and fifty Indians, mounted, armed with rifles and double barreled shot-guns, whose balls would carry three hundred yards, ---guns provided by the Government for them to shoot buffalo. As all the able-bodied young men of New Ulm were serving in the war, only two hundred and fifty men were left to defend the place.

As soon as the facts of the Sioux uprisings were definitely known in Superior

the leading citizens took steps to defend the town and quiet the fears of the apprehensive. A public meeting was called, a committee of safety was chosen, and Mr. E.C. Clarke was dispatched to Madison to procure arms. Inasmuch as Superior had no means of speedy communication with other settlements, the committee of safety deemed it wise to be unceasingly on the lookout, and to forestall as far as possible any overt act of hostility on the part of an Indian. In furtherance of those ends they issued on Sunday, August 31,

PUBLIC ORDER NUMBER ONE

1st. There will be a regularly organized Guard detailed each day, who will go on duty at nine o'clock each evening, and remain on until five o'clock the following morning, which guard will act under the orders of an officer to be appointed by the Committee of Safety. To the furtherance of this regulation, every male person residing within the limits of the Town, between the ages of eighteen and sixty years, will be called upon in their turn to stand guard, and if not able to perform the service personally, they will be required to furnish a substitute.

2nd. All families are requested to sleep each night, within the following prescribed limits, namely: between St. John and Thompson Avenues and Fourth Street and the Bay.

3rd. All vendors of ammunition are prohibited selling or disposing of the same to any Indian, under penalty of confiscation and having their place of business closed.

4th. Any person who shall sell or give liquor to any Indian or Squaw will be arrested, his stock taken possession of, and a guard placed over his or her premises, until a proper disposition of the same shall be determined upon."

The Kimball home was in the zone set apart, and from that time on for months

to come, people went there to spend the night. In the rooms below stairs they laid their mattresses on the floor so that, if Indians should come and fire through the windows, there would be a chance of the bullets passing over the sleepers.

In the period of uncertainty as to whether any troops whatever would be available for the protection of Superior, the men of the town had conceived the idea of making soldiers of themselves. They organized a military company, giving it the dignified name of the Douglas County Home Guards. Washington Ashton, the former young editor of the "Chronicle", Superior's first newspaper, was Captain, Dan Waterman was First Lieutenant, and August Zachau, the town handy-man and carpenter was Second Lieutenant. There were five sergeants and eight corporals, also a drummer and fifer and sixty-five privates.

They met for drill three evenings in the week and were supplied with arms from the store obtained by Mr. Clarke. Later when the soldiers came they were aided in drill by Lieutenant Curtice.

On the 20th of September Mr. Clarke returned from Madison and he had obtained the promise of 200 stands of arms and five thousand cartridges, which were to be sent up on the next steamer. A full month elapsed before the arms were received, one hundred and ninety-two rifles muskets and five thousand cartridges.

The people of Superior began to fear that no soldiers would come to them, that winter would close in, isolating them with barriers of ice and snow, insurmountable for escape, but not effective to prevent an Indian attack. They were almost in despair, then, in this, their darkest hour, they were notified that paroled prisoners were to take the place of the soldiers released for service at the front, and that General Pope had assigned to Superior a company composed of troops that had been captured the preceding spring at the Battle of Shiloh by the Confederates and traded for some of their own prisoners. This was Company B of the 18th Wisconsin.

Governor Salomon made requisition of warm clothing for those men, and embarked them on the steamer "Sea Bird." They reached Superior in November, 1862, and the soldiers were quartered in homes and boarding houses.

In the meantime General Sibley conquered a band of the Sioux in the battle of Wood Lake, Minnesota, September 25, 1862, releasing 250 captives and capturing 2,000 prisoners. General Sibley was ordered to execute 38 Indians that had committed murder and outrage and they were hung from one scaffold, December 26, 1862, at Mankato, Minnesota. After this he took his men and pursued the rest of the Indians and it was not till the following year that he finally made them surrender.

A great many Indians were still on the war-path and the Chippewas were very unfriendly so it was finally decided to build a stockade and discontinue the project of fortifying Quebec Pier. The chief activity in Superior during the late winter and early spring of 1862-63 was the building of this stockade, for protection against the Indians and for the proper housing of the soldiers.

The War Department was promptly responsive to the needs of Superior, and gave orders for the building of a stockade, the entire expense to be borne by the United States Government, and the labor to be performed by the soldiers. The supervisors of Douglas County engaged Charles Kimball to plan, direct and superintend that work.

For the location of the stockade a level space was selected in the most densely populated part of the town, extending from the bay shore back to Third Street, and lying between Carlton (18th Avenue East) and Walbridge (17th Avenue East) Avenues. Three frame buildings were already standing on the land, two occupied by half breeds.

These buildings were retained for the use of the soldiers. The stockade was to be large enough not only to accommodate the troops, but in addition to furnish a refuge for the entire population of the town in time of danger. Provisions and

ammunition for use in case of a siege were to be kept in the inclosure at all times, sufficient to last until re-enforcements could be received.

The first work was the digging of a trench four feet deep to mark the four sides of the square. Poles were then set closely in the trench to a height of twelve feet above the ground, each sharpened to a point at the top. The poles were logs of cedar, tamarack and spruce, from eight to twelve inches thick, cut in the neighborhood as as to clear the land as suggested by Captain Samuls.

There was a gate on Carlton Avenue and on Walbridge Avenue. A little creek ran through the stockade, passing near the small houses and several Indian wigwams within the enclosure.

On the front, or bay side was an opening of twenty feet, on each side of which the stockade was projected into the bay for about thirty yards, thus insuring access to water and a free passage for boats. At each of the farther corners on the land side was a block house of logs, from which the garrison could direct an enfilading fire along all sides except the bay side. Altogether it was a very substantial, bulletproof structure, strongly resembling its colonial prototype. Several large pines were left standing in the inclosure, as towers from which to make observations, and a large house, forty feet by sixty, was erected for use as a community house in case of necessity.

There the original stockade was speedily completed, and the people did not venture beyond the clearings. They rounded up the cows for milking before sunset. Men who had never used firearms for self-protection were equipped with muskets and bayonets, and thus armed they daily and nightly patrolled the streets and approaches. When it was necessary to go out after dark, they carried their guns cocked for every stump suggested crouching redskin ready to spring with a whoop and a tomahawk.

Rumors were always in the air, and one day came a report so alarming that a



stampede to the stockade was barely averted.

The following was taken from the written description by James S. Ritchie who was one of the members of the home guard:

"May 20, 1863. This week an Indian Scare. Bungoes Boys reported they were frightened at barking of a fox; thought the Sioux were coming. Soldiers put out guards, people were aroused in the middle of the night.

Excitement and fear was at fever pitch and one fatal accident occurred because of the too-alertness of the men on guard.

The home of August Schaar, was located some way from the Stockade and was considered in an isolated and dangerous position. However, the Schaar family would not give up the home to live in the stockade and continued to supply the soldiers and town's people with small fruits and vegetables.

During the period of greatest alarm when the soldiers thought the Sioux were going to attack, young Godfrey Schaar, aged 14, in company with his folks was on his way to the Stockade. It was just at dusk and Godfrey, in advance of the others was carrying a short fishpole and paddle in his hand.

In the semi-darkness, as the arrangement of his dress made him look somewhat strange, and the fishpole resembled a gun, a soldier on guard called out to him to "Halt". But the young boy knowing the soldiers so well, did not heed the summons, whereupon the soldier fired, and the boy fell.

The young lieutenant who fired the shot went to the body, and found to his amazement and grief that he had killed a boy whom he knew, one of a family that had shown him friendly kindness in their home.

On examination it was found that a lead slug or bullet and a load of duck shot went through the boy's chest, and the bundle on his back kept it from killing his grandmother who was directly behind the boy.

The young lieutenant was so shocked by his terrible mistake in killing a boy with whom he had talked and played so often, soon died afterward of a broken heart.

This sad accident cast a gloom over the entire community. Mr. Schaar grieved so much and so continuously, that it eventually unsettled his mind. He gave up all public activities and became practically a recluse.

The drum which Mr. Schaar used in the Home Guards and which his son used to play with, eventually came into the hands of Mr. John A. Bardon, early Superior resident and he in turn gave it to the Douglas County Historical Museum. This is now on display at the Museum along with several rifles which were used by the Home Guard.

The Chippewa Indians finally decided to remain friendly to the whites and General Sibley in 1863 drove the Sioux to the West out of danger to the settlements around the Head of Lake Superior.

News that the Sioux were effectually quieted was not long in reaching Superior. It brought inexpressible relief. Men shook hands and treated each other. Women wept, and opened their long closed windows. The news came also to the Chippewa and they gradually renewed their visits to the settlement, with the same stolid, harmless demeanor that had been their wont before they were mistreated and feared.

As there was no longer any need of soldiers at Superior, most of them departed on the Planet early in August, 1863, but thirteen remained in charge of the post for a few months more, then Lieutenant Curtice sold off the community stores, and the stockade was abandoned.

The steamer that took the soldiers away in August brought on its return trip to Superior the piece of artillery that had been applied for the year before. It was a twelve pound brass howitzer, accompanied with one hundred rounds of ammunition, consisting of round shot, shell and canister. Although the occasion for

for its use was over, the people could not refrain from firing it. Several times they gratified their desire to see and hear it work. The din and shivering of glass in the vicinity of the Stockade made up in a measure for the lack of a noisy demonstration on the Fourth of July.

Years later after the War, General W.F. Sherman came from St. Paul over the stage line, and the boys about Superior built bon-fires in honor of him. They took the old brass cannon and loaded it up and attempted to fire it when they heard the rattle of the coach coming up second street; but it refused to go off, so they removed the charge and reloaded it and attempted to fire it again. This time it exploded just as the coach drove up to the hotel, scattering fragments in all directions. Fortunately nobody was hurt, but it broke several windows in the Avery House ( Superior's first hotel).

The cannon was later borrowed by the Duluth "Tilden and Hendricks" Club. An envious club stole it and dumped it in the lake, near 3rd Avenue East. It has never been found but in the near future some public spirited and historical minded person will see that it is raised and placed in the Museum.

The old Stockade stood for several years and was finally cut down to be used for fire-wood by Superior residents. The site is now occupied by the Filtration plant of the Superior Water, Light, and Power Company.

Gerald C. Stowe, Curator  
Douglas County Historical Museum  
1827 John Avenue  
Superior, Wisconsin

## SUPERIOR TOURIST SEASON OF 1854

From "A Pioneer Of Old Superior" by Lillian Kimball Stewart.

"In the summer of '54 the Sam Ward, plying between the Sault and any port on Lake Superior, brought on every trip a goodly number of emigrants, speculators, and tourists, bent on seeing the new "city" of Superior. Stuntz's dock was located near an Indian village, so that every traveler as well as every piece of freight or baggage was subject to inspection by braves, squaws, and papooses before receiving a passport to the shore across the bay. Provision for that trip had been made by several of the settlers, who operated mackinaw boats as ferries for both passengers and freight. Such boats, designed originally for fur traders, were deep and capacious, and had the additional feature of being equipped with two sails and three pairs of oars.

Travel to Superior by way of the lake began as soon as the ice went out in the spring. Visitors were numerous. Some had provided themselves with tents to serve as sleeping quarters while they made up their minds whether they would stay or seek farther for an Eldorado. Others were desirous of a comfortable lodging place.

The Proprietors, all men of wealth as well as of political and social influence, advanced large sums of money for various improvements, including a hotel. The work of building began in March and progressed rapidly. As soon as the roof was on, the Superior House was opened to guests. Its walls were of logs dove-tailed together at the corners like the walls of a block house. The shingles were shaved by hand, and the lumber whip-sawed, by August Zachau, who operated four saw pits.

Guests arrived long before the hotel was finished, but none were turned away.

They slept in blankets on beds of shavings with mosquito netting for screens. There were all sorts of fortune hunters, from gold diggers of California looking for a prospect or a lead, to seedy politicians in black broadcloth and soiled linen looking for town office. Emigrants who intended to be permanent settlers did not patronize the hotel. They staked a claim, built a log house, and went to clearing land and raising potatoes between stumps.

The town site of Superior as platted by the Proprietors was laid out in streets eighty feet wide running parallel with the bay, crossed by avenues one hundred feet wide. The streets were numbered, whereas the avenues bore the names of the distinguished proprietors. Second street, extending all the way from the Uppertown to the Namadji, was cleared its entire length, and bridges were built across intersecting ravines and sloughs. Clearing a street meant only chopping down trees, mostly tamarack, spruce, and poplar. Stumps were left to be grubbed out or burned, and for many a summer the air was blue with the smoke of brush fires or smouldering stumps. Looking to the future, the Proprietors reserved twenty lots for churches, thirty-two for schools, a half block for county buildings two blocks for a public park and two for a cemetery.

The house lots were small, twenty-five feet by one hundred and fifty. Settlers purchasing such lots bound themselves to erect buildings at a cost equal to that of the lot. Thus they were tied to Superior. During the year 1854 three hundred lots were sold in the Lowertown. In the Uppertown there were forty dwelling houses, besides a boarding house forty feet by sixty built by the men from Ontonagon. All the houses were made of logs, and most of them were roofed with logs instead of cedar staves. Slender logs, eight or ten inches in diameter, were split in two lengthwise, hollowed out in troughs, and laid from ridge to eaves hollow

side up. Then similar pieces were inverted over the joints and on the ridge, making a fairly good protection against rain or snow.

Lillian Kimball Stewart was the daughter of Charles Kimball, an older brother of William Kimball, who was the father of Miss Edna Kimball and Mrs. W.W. Strickland, who are both living in Superior.

The story of the schools in the early days of Superior can best be told by quoting the chapter on "Schools" contained in "Recollections of Old Superior" written by my eldest brother, A.H. Bertrand, who will be remembered by many of our old timers.

He writes: "Considering the settlement's isolation from all civilizing influences and the rigid economies imposed to maintain existence, it would seem that what was accomplished for the education of its children was a supreme achievement. The educational system was simple compared to our present code. There was that element of educated and refined citizens from the East and South, rarely found in small pioneer communities, that, by example, stimulated a desire in the less favored, to do everything possible for the mental development of their children.

Teachers had to be entirely self-reliant because there were no principals or even fellow-teachers to direct, advise or consult. Fortunately, the teachers were not only well fitted academically, but also their heredity and culture, as well as experience, made them capable of understanding and training these children of the forest with wisdom and efficiency.

It has been truly said that I.W. Gates was the patriarch of schools in Old Superior. About every youth of those times passed under the kind and able teachings of this man of venerated memory. He was not only a successful teacher, but without direct effort on his part, every boy and girl that came under his influence faced the future with the highest ideals of manhood and womanhood, instilled by his personality only.

It might be interesting to note here that in the early days the western extremity of Superior was about where the present gas plant is located. This part was called "Uppertown," the east end was "Lowertown", and a section of a few blocks

in between was "Middletown." As nearly as I can remember, there were schools in Lowertown and Uppertown, but none in Middletown.

To continue: The first teacher recalled to mind was William H. Connor, (there may have been others before this) the son of a jovial, down-east black-smith, who had settled in Uppertown. His home was later purchased and enlarged by Judge S. H. Clough, and was always known as the Clough home. Young Connor was clerk of The Town of Pokegama about the close of the boom days.

Mrs. Samuel Smith was one of the earliest teachers, and was a neighbor of the Gates family. Miss Holbrook, a niece of Mr. Gates taught for a couple of terms and returned to her home back east. Both were able and popular teachers.

Lorenzo Palmer, a son of the light-house keeper, served a term of two. About the time of Mr. Palmer's regime, the school was given a taste of the real "Hoosier school master." A short, husky fellow of the home-spun variety by the name of Cobb, who would have made a good ball player in our time, stepped into the scene and his name is recorded on the roll. His achievements are not among surviving recollections, but his personality and methods of punishment are. The angry scowl the set jaws and determined strides to the culprit when the bounds of patience were reached, was an experience that the interval of a life-time have not effaced from memory.

A teacher remembered for many excellent qualities was Miss Sallie Syer, daughter of James Syer, a prominent settler. Her natural attractiveness and genial relations with her pupils made her popular. Another tie of their affections was her interest in their out-door sports, probably due to her English ancestry, and above all, she was a splendid teacher. It was a shock and a great regret to her pupils when she terminated her teaching career to marry Mr. Peter E. Bradshaw, a leading merchant.

Among the last teachers of the old regime were the Misses Lottie and Fannie



Myers, pupils of Mr. Gates and daughters of Joseph Myers, a well-known settler.

The Lowertown school of early days had a very similar experience. Thomas Clark, a civil engineer, prominent in laying out the first town-site and land surveys, was among the first teachers. Mrs. Sarah B. Newton, a member of the Dalby family having left the culture and luxuries of Philadelphia for the wilds of the Northwest, and who was the mother of Louis Newton (the father of the present Mr. Ernest Liuk) taught several terms and is probably the best remembered of the teachers. She was noted for her strict discipline and excellent teaching qualifications. It is vaguely recalled that Richard Relf, a son-in-law of Thomas Clark, and also a civil engineer, taught for a short time. Miss McNecker was another teacher. She married James Newton, and they were the parents of Captain Harry Newton whom many of us remember.

When it became apparent that a number of the older scholars in both schools should have more advanced opportunities, Mr. Gates established a school in the Presbyterian church, which was virtually the first high school in Superior. It was afterward transferred to a vacant building near the corner of Becker Avenue and Bay Street. With a few exceptions, this was where Superior's home-grown youth completed their education. Among the attendants of this school are remembered Benjamin and Cora Howard, Geo. L. Brooks, Geo. M. Smith, Thomas Bardon and sisters, Ross Palmer, Chas. and Maggie Dewar, Will, Julia and Belle Calverly, Frances Gouley, Clara Clough, Lottie and Fannie Meyers and the writer.

When the grade system was established, the old order passed into history, but not without having left a remarkable impression upon its beneficiaries and community at large. There was a degree of enthusiasm and interest in school work, instilled by the character of teachers and cooperation of the parents, beyond the ordinary.

So far, I have written what is contained in "Recollections of Old Superior,"

but a story of Superior schools would not be complete without mentioning Mrs. A.G. Brown. During my school days, she was the Primary teacher in the Uppertown school. Her pupils, up to the 3rd Reader, occupied the ground floor room, while Mr. Gates had the higher grades in the up-stairs room. Mrs. Brown lived in Middletown and used to walk the distance to the school in all kinds of weather. When a northeaster developed to such a degree that she could not battle the wind and drifts, Mr. Gates would send one of the older girls from his room to carry on.

Mr. Gates taught higher mathematics, (even trigonometry to a few of the older students), physics, music, chemistry, and a high/grade of grammar than any of our high school students of today have. I just cannot imagine one of Mr. Gate's students using the incorrect English that is used by our high school pupils. Spelling was also a "must" subject, and it was taught thoroughly, both oral and written.

It seems to me that the school children of Old Superior had a real love for knowledge, and didn't have to be lured with sororities, fraternities and clubs of many kinds.

Antoinette Bertrand Fee  
(Mrs. A.G. Fee is a daughter  
of Mr. and Mrs. A.G. Bertrand  
who came to Superior in the  
late 1850's. Mrs. Fee was  
born in Superior.)

## HISTORIC SPOTS

The most historic spot in Superior, in point of time, is the site upon which the first trading post was erected. According to the records, "This post was located on what is now called Superior Bay near the intersection of Winter and Second Streets at the base of Connor's Point." The location was ideal, easily accessible by canoe and mackinaw. (A mackinaw is a large, sharp-ended bateau used extensively by traders and explorers). All of the territory which we now call "The Head of the Lakes" was, in the old French fur trading days, called Fond du Lac which meant "Foot (or end) of the Lakes". This first trading post was also known by the name of Fort St. Louis. It was the headquarters for the original Northwest Fur Company which was privileged to trade as far north as the Hudson Bay, west to Lake Winnipeg and south to the Ouesconsin (Wisconsin) River. This company was taken over in 1812 by the American Fur Company and later moved up the St. Louis River twenty miles and located where the village of Fond du Lac now stands.

The most historic spot in the city as it affected the future development of the town is, without question, the west bank of the Nemadji River at Second Street. On this bold promontory overlooking the river, bay and lake there was a Chippewa Indian village; again an ideal spot where, to paraphrase a bit, trails and water met; later roads and trails converged at this point.

George R. Stuntz, a government surveyor who had been sent to survey this territory, discovered this village in 1852; the following year advance agents for the Townsite Companies were sent out, J.A. Bullen and John T. Morgan. They built a log building of generous size and the activities accompanying the development of the town were soon under way. This same building was the home of Superior's first newspaper, The Chronicle, whose publication dated from 1855.

The red clay seemed to have possibilities for brick making and a brick yard was established a short distance up the bank of the river; R.G. Coburn also had a "shipyard" at the foot of Fourth Street where he carried on a considerable business in making scows which were used by the government in constructing the piers at the entry. The first harbor tug, The Agate, was kept at this yard; this staunch little tug was twice rebuilt and re-named The John J. Jeffery, Jr. and continued in service until a few years ago. The first saw-mill was also located near this point.

In 1855 Congress appropriated \$15,000 for the erection of a lighthouse on Minnesota Point at the natural entry. It was completed three years later and was used until 1878 when a new lighthouse was built out at the end of the pier. The old house was dismantled and partially torn down but fortunately, before the work was completed a request came from the Geodetic Department of Washington to discontinue the work of destruction as it marked the zero point, the beginning of the original lake surveys, and so a portion of the town stands, an imposing marker for this historic spot.

The Military Road, built jointly by Wisconsin and Minnesota to facilitate transportation of soldiers and supplies in the event of Indian uprisings, ended at the foot of Second Street. This road was used a great deal during the sixties and was the connecting link between Lake Superior and the Mississippi. When soldiers were sent here at the time of the New Ulm massacre in 1862 they built an outpost overlooking the river and bay and the cleared land back of the village was used as a training and parade ground.

In this same year, in view of the restlessness of the Indians, the residents of the town deemed it advisable to build a stockade where the people would be safe in case of trouble and this was built on the site of the present filtering plant of the Water, Light & Power Co., running from Third Street to the bay.

Isura Andrus Juneau

Mrs. Juneau is the daughter of  
Dewitt Andrus, who came to Super-  
ior in the early days.