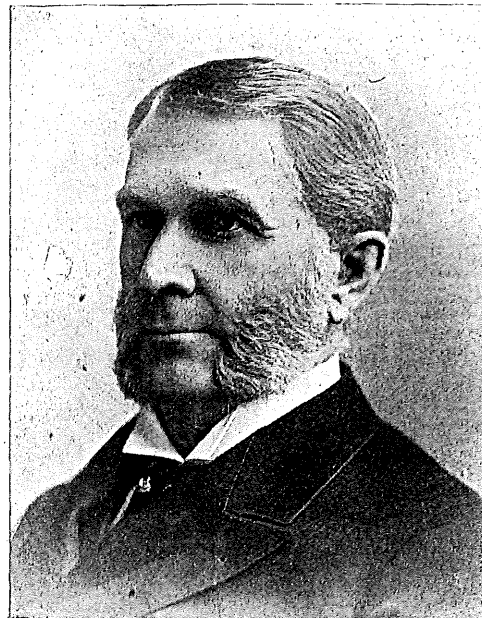


## WILLIAM DREW WASHBURN.

William Drew Washburn is a member of the celebrated Washburn family of Maine, a family whose members have included a secretary of state, two governors, four members of congress, a member of the United States senate, a major-general in the army, two foreign ministers, two state legislators, one surveyor general and one second in command in the United States navy—a family of which three members, from three different states, were in congress at the same time. But William Drew does not owe his claim to distinction to the attainments of his brothers. He has made his own record. His birthplace was Livermore, Androscoggin County, Maine, where he was born January 14, 1831. His early advantages, though limited compared with those enjoyed by the sons of parents in ordinary circumstances in these days, were after all favorable to his development along the line which he afterward followed. He attended the district school and had for his teachers Timothy O. Howe, afterwards United States senator from Wisconsin, and Leonard Swett, afterward a prominent lawyer in Chicago, and the man who nominated Lincoln for president in the convention of 1860. He also attended the high school in the village and finally prepared for college at Farmington, Maine. He entered Bowdoin College in the fall of 1850. Upon the completion of his college course he began the study of law in the office of his brother Israel, and from there he went into the office of Honorable John A. Peters, in Bangor, present chief justice of the supreme court of Maine. It was in the winter of 1856 and 1857 that Mr. Washburn determined to go West. He selected as his location St. Anthony Falls, and reached that village May 1, 1857. He opened a law office, but pursued his profession only about two years. In the meantime he had perceived that there were better opportunities in other lines of effort, and in the fall of 1857 he was elected agent of the Minneapolis Mill Company and began improving the Falls of St. Anthony on the west side of the river. He served in that capacity for ten years. About this time he engaged in the lumbering business and built the Lincoln saw mill on the falls, and also an extensive mill at Anoka. He also became interested extensively in the



manufacture of flour, and was the principal owner of flouring mills which were afterwards incorporated with the Pillsbury properties and consolidated under the name of the Pillsbury-Washburn Milling Company. Mr. Washburn has always been active in the promotion of important public enterprises, and it was due to his energy and enterprise that the Minneapolis & St. Louis Railroad was built, commencing in 1869. Mr. Washburn was made president of the road, and retained that position for a number of years. But, perhaps, the most conspicuous example of his services to the public in that direction was projecting and constructing the Minneapolis, St. Paul & Sault Ste. Marie Railroad, built originally from Minneapolis to Sault Ste. Marie, where it connected with the Canadian Pacific, forming an independent competitive line to New York and New England, and rendering a service of incalculable benefit to the whole Northwest by the great reduction in rates which it secured on all traffic between Minneapolis and the Atlantic Coast. This road was completed on the 1st of January, 1888. It has since been extended westward to a connection with the Canadian Pacific, near Regina, and constitutes an important link in the trans-continental Canadian Pacific system. Mr. Washburn has always been an active and consistent Republican, and has served his city and state

in various important positions. He was elected to the Minnesota state legislature in 1858 and again in 1871. President Lincoln selected him for surveyor general of the district of Minnesota in 1861. In 1878 he was elected to Congress, and again in 1880 and in 1882, serving six consecutive years. He took high rank in that body, and was regarded as one of its most influential and successful members. After his retirement from Congress he devoted his time for a number of years to the diligent prosecution of his extensive private business, and it was during this time that the road to the "Soo" was built, with Mr. Washburn serving as president of the company, and managing the finances of that important enterprise. In 1888 he was elected to the United States senate, and served six years in that capacity. His previous experience in national legislation, his wide acquaintance and his grasp of affairs soon secured for him recognition as one of the half dozen leading members of that body. He was made chairman of the committee on the improvement of the Mississippi river, and was thus enabled to exercise an important influence in the protection and completion of an important work undertaken by him when a member of the lower house. It was while he was a member of the house that he secured appropriations for the construction of reservoirs at the head of the Mississippi river, a piece of public work which has contributed enormously to the improvement of navigation and the prevention of the disastrous floods which, for many years, wrought such havoc along the line of that great river. Probably no man has served his state in a public capacity who has more to show for his efforts in the public behalf than has W. D. Washburn. Always among the foremost in the promotion of every kind of enterprise tending to benefit his city and state, the three most conspicuous monuments to his sagacity and public spirit are the Minneapolis & St. Louis Railroad, the Minneapolis, St. Paul & Sault Ste. Marie Railroad and the reservoirs at the head waters of the Mississippi. Another enterprise which promises to be of equal importance with any of these, if not greater, is the construction of government dams and locks at Meeker Island, between Minneapolis and St. Paul, by which the river is to be made navigable for the largest river boats to the Falls of St. An-

thony, and by which an enormous water power will be developed. The inauguration of this enterprise is due to Senator Washburn, the appropriations for the initial work having been obtained by him during his term in the senate. This important public work is now in progress of construction. Although well advanced in years, Mr. Washburn is a well preserved man, and is still in possession of all his faculties, and in the enjoyment of the most perfect physical health, with the prospect of many years of usefulness yet to come. Mr. Washburn was married April 19, 1859, to Miss Lizzie Muzzy, daughter of Hon. Franklin Muzzy, a prominent citizen of Maine. He has provided for his family of sons and daughters an elegant home in the city of Minneapolis. The house is one of the most stately and imposing in the country, and occupies a commanding site near the center of the city, where it is the pleasure and privilege of his hospitable wife to entertain, liberally and gracefully, their many friends. Mr. and Mrs. Washburn are members of the Church of the Redeemer, Universalist, and are liberal in their public and private charities.

#### CHARLES ARNETTE TOWNE.

Mr. Towne is the representative in Congress of the Sixth District of Minnesota. Until the adoption of the money plank of the platform at St. Louis, June 18, 1896, he was an ardent Republican, cherishing as one of the proudest events in his family history that his father cast his first ballot in 1856 for Fremont and Dayton, the first standard bearers of the Republican party. Mr. Towne was born November 21, 1858, on a farm in Oakland County, Michigan, the son of Charles Judson Towne and Laura Ann Fargo (Towne). His father was a farmer, whose life was uneventful and devoted to the rearing of his family and the faithful performance of his duties as a citizen. The American line of the Towne family is traced to John William and Joanna Blessing Towne, who landed at Salem, Massachusetts, in 1636. Among their numerous descendants have been Salem Towne, the author of school text books in general use a generation or two ago, and Henry M. and A. N. Towne, both of whom became prominent in the present generation as railroad men. On the mother's side the ancestry