

asha, Read's Landing, Red Wing, Frontenac, and Hastings stood on the banks, waving the steamboat crews on to St. Paul.

Beyond the rapidly growing towns of St. Cloud and Sauk Rapids, St. Anthony and its sister city, Minneapolis, snapped with importance as the logging industry stretched its enterprising fingers into the white pine forests of the north country. Along the Minnesota River, villages such as Shakopee, St. Peter, Mankato, and New Ulm attracted families of immigrants who transplanted their traditions and ethics of hard work into the Minnesota prairie.

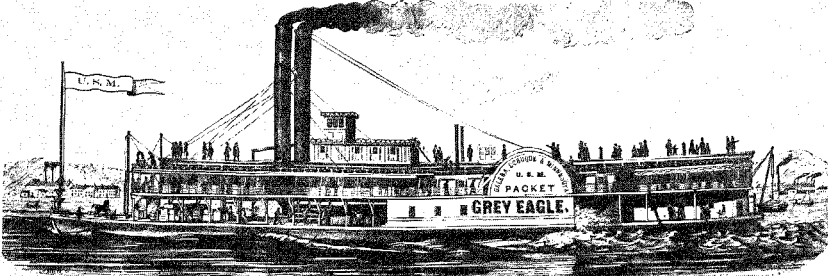
The Minnesota Territory was fast becoming a land of business opportunities. Minnesota could offer water power for milling and manufacturing, pine for lumbering, waterways for inexpensive transportation, and rich soil for farming.

In the 1850s, breweries, tanneries, and foundries grew up alongside shops, hotels, physicians' offices, and lawyers' firms. Underpinning the growth was capital, brought upriver by the financiers whose banks soon marked the main street of every town and village. Building towns became a favorite occupation of land speculators who were willing to gamble that they had the formula that would attract enough people to make their town a successful venture. Between 1855 and 1857, 700 towns were laid out, with platted lots for many thousands more people than were actually living in the territory at the time.

SEALED FATE

While young farming families unloaded their baggage from the steamboats, policymakers in St. Paul were busy authorizing and designing a seal that would signify the territory's potential. In 1849 Territorial Governor Alexander Ramsey and congressional delegate Henry Sibley supervised the selection of the design. After considerable thought they agreed that the best drawing was offered by Seth Eastman, an Army cap-

COMFORT, SPEED AND SAFETY!
 Galena, Dubuque, Dunleith and Steamboat Packet Company
FOR GALENA, DUNLEITH, AND DUBUQUE!
 THE ELEGANT PASSENGER STEAMER



GREY EAGLE
 CAPTAIN D. SMITH HARRIS,
 Will leave on _____ at _____ o'clock _____ M.
 FOR FREIGHT OR PASSAGE, APPLY ON BOARD, OR TO _____ AGENT

PUBLISHED BY THE FRONTIER AND DEMOCRAT STEAM JOB PRINT, ST. PAUL.

Steamboats linked Minnesota and the rest of the country until after the Civil War. The winter freeze, however, halted the flow of goods and people for several months, and by March supplies ran low. So, a bonus was offered to the first boat that would brave the thawing river in the spring. Courtesy, Minnesota Historical Society

tain stationed at Fort Snelling whose illustrations of contemporary Indian life were well regarded.

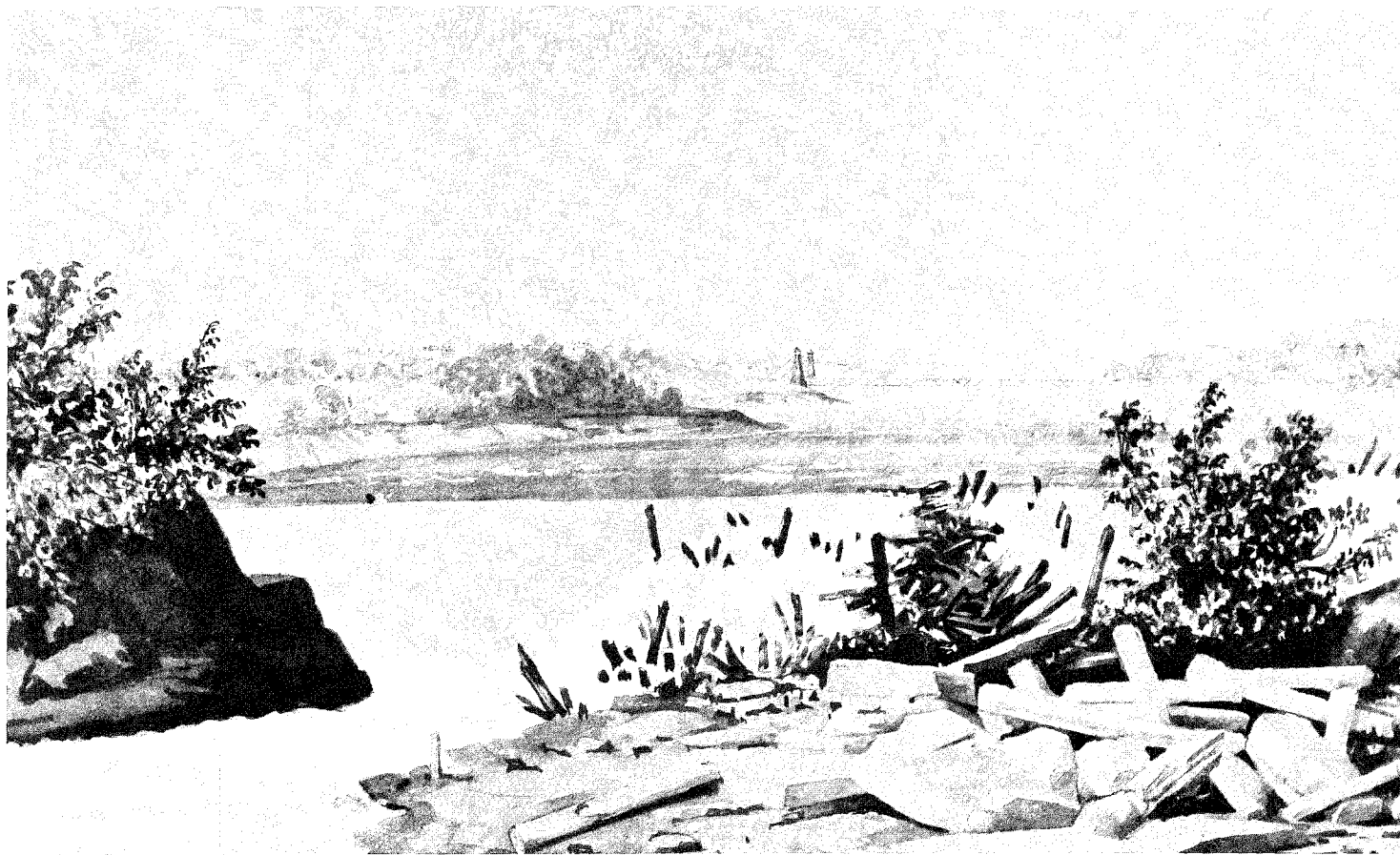
What Eastman's penwork communicated was that the white man's civilization was pressing the Indian into obscurity. Against a distant background of Minnehaha Falls, an Indian brave on a horse is seen turning away from a settler who has cut into the soil with his plow and into a tree with his ax. Eastman's drawing, later incorporated into the state's seal, forecast the heavy price the Sioux and Chippewa nations would pay throughout the nineteenth century. Mary Henderson Eastman, the artist's wife, wrote a poem reflecting her husband's work. Her words are poignant, not because she crafted her thoughts well but because they represent the zealotry of the new arrivals that doomed the two proud Indian nations.

Give way! Give way young warrior!
Thou and thy steed give way!
Rest not, though lingers on the hills,
The red sun's parting ray.

The spread of civilization across the face of Minnesota was sure and steady. Lured by promotional pieces such as the small book called *Minnesota and Its Resources*, families from Maine to Ohio joined the steady flow of immigrants from western Europe. What they wanted was land—land on which they could build farms and homes for themselves and as a heritage for their children. What they brought with them were energy and determination, qualities that fostered Minnesota's entrepreneurial spirit.

Having conquered the hardships of their westward adventures, the new arrivals felt increasingly hemmed in by the Indian lands that surrounded them. They complained ruefully to their territorial leaders that more land should be tamed for farming. The public and the press argued that too many dollars were leaving with the steamboats in payment for foodstuffs which could be better and less expensively grown by Minne-

The pastoral image of St. Anthony Falls attracted Southern gentry seeking summer vacations in the north, and their patronage supported riverfront hotels. Courtesy, Minnesota Historical Society





Against a distant background of Minnehaha Falls, an Indian brave on a horse is seen turning away from a settler who has cut into the soil with his plow and into a tree with his ax. Seth Eastman, an Army captain stationed at Fort Snelling, submitted this watercolor in 1849 as the basis for the Minnesota State Seal. Courtesy, Minnesota Historical Society

sota farmers. In the 1850s, almost everyone believed that farmlands were the key to Minnesota's long-term economic solvency.

Two treaties were signed with the Sioux in 1851, expanding the agricultural potential of the territory west from the Mississippi River. For a little more than \$1.6 million, the federal government bought 24 million acres of land, reaching across the lower half of Minnesota from the Mississippi on the east to the Bois des Sioux and Big Sioux rivers on the west.

With such a wide expanse of rich agricultural land available, many farmers began planting more than their own families or animals could eat, and selling the rest. As transportation to markets grew better, agriculture fostered new spinoff industries. Within the decade twenty-two meat-packing plants were opened to handle a growing livestock business down on the farms. In 1854 a mill opened at St. Anthony to commercially process local wheat. The mill's owners had a difficult time when it first opened, but only four years later eighty-five flour mills were thriving across the state in such places as Marine, Northfield, Winona, and Hastings, as well as St. Anthony, Minneapolis, and St. Paul.

In 1855 the first agricultural fair was held in Minneapolis to celebrate a diverse and strong agricultural base. Families from the surrounding countryside hauled their best crops and livestock to town. Shanghai and Chittagong chickens, Leicester sheep, yellow dent corn, butter and cheese, squash, pumpkins, and potatoes were admired as if they were the crown jewels of England.

Indian land holdings were also hemming in another infant industry. Ancient white pines—so big, legend says, that it took sixteen grown men standing fingertip to fingertip

to reach around one of them at the base—crashed to the earth as teams of loggers moved north on the St. Croix and Rum rivers. Demand for Minnesota pine was on the upswing. Wood was needed for houses, shops, schools, and churches in the brand-new towns, but more titillating to the businessmen paying the loggers' wages was the profit to be made downriver from their white gold.

No one doubted that the lumber industry needed elbowroom. The industry itched for the pine in Lake Superior country. The federal government accommodated by tempting the Chippewa with offers of payments and trading credits in exchange for



The Falls of St. Anthony gave Minnesota great industrial potential, and by 1863 mills flanked these Mississippi River falls. Courtesy, Minnesota Historical Society

the land east of the St. Louis River. In 1854 the first of a number of treaties was signed in the north country to secure land for Minnesota settlers and speculators. By the end of 1855 the Indians had signed away their rights to most of the land in Minnesota Territory.

Traveling up nearly any river in the 1850s, it was common to see smoke rising from the chimneys of settlements. Too impatient to wait for the federal land surveys that followed treaty signings, homesteaders marked their property lines by blazing trees or building small fences. Under the 1841 Preemption Act, families could choose 160 acres of land, build a home and begin farming, and not pay for the land until the government got around to putting it up for sale. Then the family living on the land had first claim to it and could buy it at the lowest price.