

BIBLIOGRAPHY

The sources upon which this study of Minnesota roads is based are divided into the following classifications: manuscripts and archives, printed documents, newspapers and periodicals, printed articles and books, and maps. This bibliography is not a complete list of all materials consulted in the course of the study. It is, rather, a list of the items which yielded information about Minnesota roads.

Manuscripts and Archives

In the study of the development of Minnesota roads, the information derived from manuscript and archival materials is invaluable. The personal papers of the men who loom large in the public affairs of Minnesota, the diaries and letters of men and women who occupy a less elevated position in the story of the state, the reminiscences of leaders and others, and the archival material stored away in obscure vaults in state and county buildings in Minnesota and in offices of the federal government in Washington all contribute to the information necessary to an understanding of the development of the road system. It is characteristic of these raw resources of historical research that, with relatively few exceptions, the in-

formation relating to special subjects is hidden away in a mass of other material, and, because of the difficulties involved, they seldom have been adequately calendared. The investigator may experience a feeling of disappointment at the meager results which apparently are obtained from a lengthy search through extensive collections of such manuscript materials, but the aggregate results of his search will more than justify the time so spent. At the Minnesota Historical Society the student will find the personal papers of hundreds of Minnesota men and women. He will find that the task of using these papers is made simpler because of the Guide to the Personal Papers in the Manuscript Collections of the Minnesota Historical Society, compiled by Grace Lee Nute and Gertrude W. Ackermann, and published by the society in 1935 as number 1 of its Special Bulletins. Four hundred and fifty-five collections of personal papers, diaries, reminiscences, and autobiographical sketches have been listed, and they are so well described that the user of manuscripts at once can eliminate those which have no bearing on his particular subject.

Manuscripts

Personal Papers

Bailly, Alexis, Papers, 1820-68. Minnesota Historical Society. Contain some information about Bailly's Journey to the Red River settlement in 1821. A card calendar of these papers is available at the Minnesota Historical Society.

- Brown, Joseph R., Papers, 1838-70. Minnesota Historical Society. Contain an account of Brown's experiment with steam tractors in Minnesota and Nebraska.
- Carpenter, Cephas W., Papers, ca. 1868-83. Minnesota Historical Society. Account books and records of the Northwestern Express, Stage, and Transportation Company during the sixties and seventies, of which Carpenter was secretary.
- Crowe, Isaac, Papers, 1843-75. Minnesota Historical Society.
- Cummins, John R., Papers, 1850-1916. Minnesota Historical Society. Cummins' diary, which covers the years from 1855 to 1916, is valuable for information on local road conditions and methods of building roads.
- Donnelly, Ignatius, Papers, 1850-1909. Minnesota Historical Society. Contain little information about roads, although Donnelly traveled extensively. A good description of a steam propelled ferry boat for which Donnelly was bargaining in the late fifties is to be found in the papers. There is a card calendar of items in these papers covering the periods from 1850 to 1859 and from 1864 to 1878 in the Minnesota Historical Society.
- Drew, Edward B., Papers, 1848-93. Minnesota Historical Society. The diary of a farmer living near Winona from 1852 to 1893.
- Dunn, Andrew C., Reminiscences, 1916. Minnesota Historical Society. Contain information about St. Paul and Sauk Rapids in the fifties, and the Red River cart trains.
- Folwell, William W., Papers, 1769-1933. Minnesota Historical Society. A voluminous collection of family and personal papers. Of particular interest in the preparation of this work were the notes and papers collected by Folwell in the course of the preparation of his four-volume History of Minnesota, published by the Minnesota Historical Society from 1921 to 1930. Included among them are two folders entitled "J. R. Brown" and "Steam Engine" which are of particular value in tracing the development of Joseph R. Brown's steam tractor for hauling freight on the prairie roads.
- Grout, Jane M., Diary, 1873. An account of a journey by covered wagon from central Wisconsin to Luverne,

Minnesota. Contains a considerable amount of information about the roads over which the Grout party traveled. The Minnesota Historical Society has a copy of the diary.

Hill, Alfred J., Papers, 1855-95. Minnesota Historical Society. These papers are exceptionally full of material relating to early roads, particularly military roads. The papers include field notes of Simpson in his surveys of the Point Douglas-Lake Superior and Point Douglas-Fort Ripley roads made in 1851 and 1852, the field notes made by Reno when he surveyed the Mendota-Big Sioux road in 1853, notes by Potter and Emerson in their surveys of the Swan River-Winnebago agency road in 1851, and the notes of a reconnaissance of the Fort Ripley-Red River road made in 1857. In addition, there are surveyor's notes for the different roads, and tracings of maps showing their routes. A feature of the papers is a notebook containing exquisitely drawn and colored sketch maps of sections of the different roads which Hill prepared.

Jackson, Mitchell Y., Papers, 1852-62. Minnesota Historical Society. A diary of a farmer in Washington County for the years indicated.

Koll, Mathias N., Papers, 1916-26. Minnesota Historical Society. Koll, a resident of Cass Lake, was secretary of the Minnesota Scenic Highway Association, secretary of the Cass Lake Commercial Club, secretary of the Cass County Co-operative Creamery Association, president of the Minnesota division of the Theodore Roosevelt International Highway Association, and held various offices in the Northern Minnesota Development Association, a corporation designed to develop the agricultural and recreational facilities of the region. Included in these papers are several thousand letters which contain valuable information about the development of trail associations and the movement for better roads. They are particularly valuable for the period from 1916 to 1920.

Lea, Albert M., Papers, 1833-79. An autobiographical sketch of Lea as an officer in the United States army. Also contain sketch of route followed by a detachment of troops in southern Minnesota in 1835.

Long, Stephen H., Diary, 1823. Minnesota Historical Society. Account of the Long expedition to the Red River in 1823, contained in three small volumes.

McCormick Harvesting Company Papers, 1853-86. Originals

in the possession of the McCormick Historical Association, Chicago. Filmstrips of material relating to Minnesota at the Minnesota Historical Society. The reports of agents of the company in Minnesota, and correspondence with the home office. Throw light on road and travel conditions in Minnesota and on the relation of roads to business. A card calendar of the materials in the Minnesota Historical Society is available at the society.

Murray, William P., Papers, 1836-1929. Contain some information about the development of the road system during the early fifties.

Ramsey, Alexander, Papers, 1849-69. Minnesota Historical Society. The papers of the first governor of the territory and second governor of the state contain considerable material relating to the government roads in Minnesota. An incomplete card calendar of these papers is available at the Minnesota Historical Society.

Rice, Henry M., Papers, 1848-99. Minnesota Historical Society. There are only stray items in the papers, and they do not throw much light on Rice's activities.

Robertson, Daniel A., and family, Papers, 1814-1933. Minnesota Historical Society. Contain an agreement, dated in 1859, for the completion of a road from Superior, Wisconsin, to St. Paul.

Sibley, Henry H., Papers, 1815-91. Minnesota Historical Society. Include letters received by Sibley from 1815 to 1891 and four volumes of letter books covering the years from 1849 to 1854. The papers examined extend over the period from 1834 -- the year Sibley came to Mendota -- to 1891. They contain a great deal of valuable information about travel conditions to the Red River country, and about the struggle to gain appropriations for military roads in Minnesota. A card calendar covering the years from 1815 to 1849 is available at the Minnesota Historical Society.

Steele, Franklin, Papers, 1839-88. Minnesota Historical Society. Contain correspondence relating to the financial affairs of the Mississippi Bridge Company organized in 1854.

Stevens, John H., Papers, 1839-89. Minnesota Historical Society. Contain some material about early Minnesota roads.

Theses, Term Papers, and Addresses

- Allen, Marion, "Travel and Transportation in Minnesota in 1850." A term paper prepared for a seminar class in American history at the University of Minnesota in 1923. A copy is in the possession of the Minnesota Historical Society.
- Frost, Thyra E., "Routes and Modes of Travel in Minnesota in 1815." A term paper prepared for a seminar class in American history at the University of Minnesota in 1924. A copy is in the possession of the Minnesota Historical Society.
- Goetzinger, William, "Traffic on the East Plains Trail." A paper written by a student at Macalester College in 1932. Gives an account of the Red River trade. A copy is in the possession of the Minnesota Historical Society.
- Hartwig, Florence A., "Earliest Political Activity and Organization in the Upper Mississippi Country." A master's thesis, submitted at the University of Minnesota in 1926. A copy is in the possession of the Minnesota Historical Society.
- Hempel, Wilhelm F., "Postal Service in Minnesota to 1858." A term paper prepared for a course in Minnesota history at Macalester College in 1927. A copy is in the possession of the Minnesota Historical Society.
- Kirchner, William H., "Transportation in the St. Croix Valley, 1865-1880." A term paper written for a seminar class in American history at the University of Minnesota in 1931. Concerned chiefly with railroads. A copy is in the possession of the Minnesota Historical Society.
- Merritt, T. H., "Recollections of the Swan Lake Road and Other Roads." A paper read before a session of the St. Louis County Historical Society in July, 1937. Deals with roads in St. Louis County. A copy is in the possession of the Minnesota Historical Society.
- Read, Donald E., "The Development of a Northern Route to the Pacific." A master's thesis submitted at the University of Minnesota in 1931. Contains a chapter on the Fort Ridgely-South Pass wagon road. A copy is in the possession of the Minnesota Historical Society.

- Rosenwald, W. F., "Minnesota Highway Laws & History." A valuable chronological table of important events in the history of Minnesota roads from 1851 to 1931. In the possession of Mr. Rosenwald, Minnesota Highway Department, St. Paul.
- Rossmann, L. A., "A Romance of Transportation." An abstract of an address delivered before the Traffic Club of Minneapolis, February 25, 1937. Deals with the development of automobile bus transportation. A copy is in the possession of the Minnesota Historical Society.
- Samuelson, H. E., "History of the Minnesota Highway Department for Incorporation into the History of Road Building in the United States." A very brief summary of the development of the state highway department. In 1930, when this was written, Samuelson was head of the publicity department of the highway department. The article is in the possession of the Minnesota Historical Society.
- Shurtleff, Malcolm C., "Road Legislation in Minnesota's First Legislature, 1857-1858." A term paper submitted in a course in American history at the University of Minnesota in 1922. A copy is in the possession of the Minnesota Historical Society.
- Swenson, Luella, "Stage Coaching Days in Minnesota." A term paper prepared in 1927 for a course in Minnesota history at Hamline University. A copy is in the possession of the Minnesota Historical Society.
- Wilkerson, Le Roy, "History of the Mesabe Transportation Company." A paper given at a meeting of the St. Louis County Historical Society in April, 1930. An account of the development of a pioneer automobile bus company. A copy is in the possession of the Minnesota Historical Society.

United States Government Archives

The "Calendar of Materials of Upper Mississippi Valley Interest in Federal Archives," compiled by Dr. Newton D. Mereness, is an invaluable guide to the student of federal activities in road making. It is a card calendar of the materials in the archives of the state, interior,

war, and post-office departments, and of the United States Senate. The calendar is not yet complete for all departments of the federal government, and includes no report on the materials in the archives of the House of Representatives, the Supreme Court, the attorney general, or the departments of commerce, labor, navy, treasury, and agriculture. A master copy of the calendar is available in the National Archives at Washington, D. C., and a complete copy is to be found at the Illinois State Historical Society. For the period before 1850, the Minnesota Historical Society possesses copies of all items relating to Minnesota and contiguous regions, and most of the other items as well. For the later period, only those relating to Minnesota and contiguous regions are filed in the society's manuscript division. The society has photostatic or typewritten copies of many of the documents and letters calendared. The following materials in the war and interior departments proved especially valuable for this work:

Interior Department

Indian Office, Letter Books, 1855-56.
Wagon Roads, Letter Books, 1857-61.

War Department

Adjutant General's Office, Miscellaneous Collection,
Letter Books, 1820-65.
Chief of Topographical Engineers to the Secretary of
War, Letter Books, 1850-65.
Secretary of War, Letter Books, 1820-65.
Topographical Engineers, Letter Books, 1850-65.
Topographical Engineers, Letters Received, 1850-65.

Minnesota Archives

Noncurrent material in the state archives has been transferred to the Minnesota Historical Society from the offices of the governor, secretary of state, adjutant general, attorney general, surveyor of logs and lumber, surveyor general, and from the Supreme Court. Other archives are stored in the vaults of the various departments. For a study of roads the most important of the archives are those of the offices of the governor, the secretary of state, and the highway department. In using the material in these archives it is helpful to consult Herbert A. Keller's "Preliminary Survey of the More Important Archives of the Territory and State of Minnesota," in the American Historical Association, Reports, 1914, vol. 1, p. 385-476 (Washington, 1916). In 1929 a supplementary survey of the archives of the state departments was made by Donald E. Van Koughnet. Because of the repeated moving about of state records during the past few years, both surveys are now out of date. However, under WPA auspices, a survey of the archives was made during 1935 and 1936. The results of this survey are as yet unpublished, but the inventory may be used at the Minnesota Historical Society. A card calendar of the materials in the Governors' Archives for the period from 1849 to 1874 is available at the Minnesota Historical Society.

County and Town Archives

It is in the archives of the counties, towns, and villages that detailed information about local procedure in the construction, maintenance, and financing of roads can best be traced. In a general study of roads, such records are of value chiefly for determining the extent of local activity and for illustrative purposes. It is inconceivable, however, that any study of road development in a localized area could be made without extensive use of such records. The minutes of the boards of county commissioners, usually found in the office of the county auditor, record official action on county roads. The surveys and plats are registered in the office of the register of deeds, and the amounts levied for road and bridge taxation are recorded in the office of the county auditor. In the offices of the county highway engineers are to be found survey notes and maps of roads made since the creation of the offices. For townships, the records of the town clerk contain the information about town activities in road matters. In most Minnesota counties, these local records are comparatively complete, and are available for consultation in most cases. The Minnesota Historical Society began a survey of county records almost two decades ago, but was forced to discontinue it because of a lack of funds. During 1933 the project was resumed under the auspices of CWA. The inventory was continued under FERA, and,

when the federal government set up the WPA in 1935, a nation-wide survey of local records was carried on under the general supervision of the National Archives. In Minnesota the project functioned in close co-operation with the Minnesota Historical Society. To date it has resulted in a complete inventory of the records of most of the Minnesota counties, most of the townships, and many of the villages and cities of the state. The results show how surprisingly fortunate Minnesota has been in the preservation of local records. An inventory of the records in Minnesota is now being published, in county units, by the WPA.

Printed Documents

The documents used have been of three kinds: documents published by the United States government; those published by the territory and state of Minnesota and other governmental units; and the official, printed records of municipalities and organizations. From the national documents the official records relating to the government roads in Minnesota, and the activities of the government in the good roads movement were obtained, as well as the record of the legislative struggle to obtain appropriations for roads in Minnesota. The state documents -- consisting of laws, the journals of the two branches of the legislature, and the executive documents of the state -- furnish the official records

of territorial and state road making. From the third set of documents, information concerning the activities of various organizations interested in the promotion of road building was obtained.

United States Government Documents

American State Papers: Military Affairs, vols. 1-7.

Congressional Globe, 23 Congress, 1 session - 42 Congress, 3 session.

Congressional Record, 43 Congress, 1 session - 65 Congress, 3 session.

- Department of Agriculture, Office of Road Inquiry, Bulletins, no. 1-20 (Washington, 1894-98); Public Road Inquiries, Bulletins, no. 21-23 (Washington, 1901-02); Office of Public Road Inquiries, Bulletins, no. 24-26 (Washington, 1902-03); Office of Public Roads, Bulletins, no. 27-48 (Washington, 1906-13). Certain of these Bulletins are of special Minnesota interest:
- No. 2. Proceedings of the Minnesota Good Roads Convention Held at St. Paul, Minn., January 25, 26, 1894 (1894). The official account of the first state-wide good roads convention. The date mistakenly appears as 1894 throughout the publication instead of as 1893.
- No. 10. Proceedings of the National Road Conference Held at Westminster Church, Asbury Park, N. J., July 5 and 6, 1894 (1894). Contains information on the status of the good roads movement in Minnesota.
- No. 21. Proceedings of the International Good Roads Congress, Held at Buffalo, N. Y., September 16 to 21, 1901 (1901). Contains an article by George W. Cooley entitled "Method of Construction and Cost of Gravel Roads in Hennepin County, Minn." This is a technical analysis of road construction in the county.
- No. 26. Proceedings of the National Good Roads Convention Held at St. Louis, Mo., April 27 to 29, 1903 (1903). Contains information on the status of the Minnesota good roads movement.
- No. 32. Maurice O. Eldridge, Public-road Mileage, Revenues, and Expenditures in the United States in 1904 (1907). Contains road statistics, part of which were taken from the 1906 report of the state highway commission.

- No. 40. George W. Cooley, The Road Material Resources of Minnesota (1911).
- No. 41. J. E. Pennybacker, Jr., and Maurice O. Eldridge, Mileage and Cost of Public Roads in the United States in 1909 (1912). Contains road statistics.

Department of Agriculture, Office of Road Inquiry, Circulars, no. 14-33 (Washington, 1894-99); Office of Public Road Inquiries, Circulars, no. 34-37 (Washington, 1900-04); Office of Public Roads, Circulars, no. 38-100 (Washington, 1904-13). Those of Minnesota interest include:

- No. 31. A. B. Choate, State Aid to Road Building in Minnesota (1898).
- No. 36. List of National, State, and Local Road Associations and Kindred Organizations in the United States.
- No. 80. Maurice O. Eldridge, Public Roads of Minnesota: Mileage and Expenditures in 1904 (1907).

Department of Agriculture, Reports, 1893-1923, containing the reports of the officials of the bureau of public roads.

Department of the Interior, Reports, 1856-75, containing the following special reports:

- Report of George W. Manypenny to the secretary of the interior, November 22, 1856, in 34 Congress, 3 session, Senate Executive Documents, no. 5, p. 554-575 (serial 875).
- Report of Samuel Medary to William H. Nobles, December, 1857, in 35 Congress, 2 session, Senate Executive Documents, no. 36, p. 17-29 (serial 984).
- Report of William H. Nobles to the secretary of the interior, January 18, 1858, in 35 Congress, 2 session, Senate Executive Documents, no. 36, p. 13-16 (serial 984).
- Reports of the commissioner of Indian affairs to the secretary of the interior, October 22, 1866, in 39 Congress, 2 session, House Executive Documents, no. 1, part 3, p. 25-362 (serial 1284); December 23, 1869, in 41 Congress, 2 session, House Executive Documents, no. 1, part 3, p. 446-1058 (serial 1414); October 31, 1870, in 41 Congress, 3 session, House Executive Documents, no. 1, part 4, p. 467-859 (serial 1449); November 15, 1871, in 42 Congress, 2 session, House Executive Documents, no. 1, part 5, p. 417-1122 (serial 1505); November 1, 1874, in 43 Congress, 2 session, House Executive Documents, no. 1, part 5, p. 313-648 (serial 1639);

November 1, 1875, in 44 Congress, 1 session, House Executive Documents, no. 1, part 5, p. 505-879 (serial 1680).

Donaldson, Thomas, The Public Domain (46 Congress, 3 session, House Executive Documents, no. 47, part 4 -- serial 1975).

Featherstonhaugh, George W., Report of a Geological Reconnaissance Made in 1835, from the Seat of Government, by Way of Green Bay and the Wisconsin Territory, to the Coteau de Prairie, an Elevated Ridge Dividing the Missouri from the St. Peter's River (24 Congress, 1 session, Senate Executive Documents, no. 333 -- serial 282).

House Committee Reports, 31 Congress, 1 session, no. 172 (serial 583), and 34 Congress, 1 session, no. 191 (serial 868).

Pembina Settlement (31 Congress, 1 session, House Executive Documents, no. 51 -- serial 577).

Pope, John, Report of an Exploration of the Territory of Minnesota (31 Congress, 1 session, Senate Executive Documents, no. 42 -- serial 558).

Post-Office Department, Reports, 1896-1920.

Statement of Appropriations and Expenditures for Public Buildings, Rivers and Harbors, Forts, Arsenals, Armories, and Other Public Works, from March 4, 1789, to June 30, 1882 (47 Congress, 1 session, Senate Executive Documents, no. 196 -- serial 1992).

Statutes at Large, vols. 5-41.

Stevens, Isaac I., Report of Explorations for a Route for the Pacific Railroad (33 Congress, 2 session, House Executive Documents, no. 91 -- serial 791).

War Department, Reports, 1839-81, containing the following special reports:

Report of the quartermaster general to the secretary of war, November 29, 1839, in 26 Congress, 1 session, Senate Executive Documents, no. 1, p. 112-115 (serial 354).

Reports of J. J. Abert to the secretary of war, November 14, 1850, in 31 Congress, 2 session, Senate Executive Documents, no. 1, part 2, p. 385-451 (serial 537); December 22, 1851, in 32 Congress, 1 session, House Executive Documents, no. 12 (serial 637); November 18, 1852, in 32 Congress,

- 2 session, Senate Executive Documents, no. 1, p. 217-229 (serial 659).
- Reports of James H. Simpson to J. J. Abert, September 15, 1851, in 32 Congress, 1 session, House Executive Documents, no. 12, p. 7-12 (serial 637); September 17, 1853, in 33 Congress, 1 session, House Executive Documents, no. 1, p. 28 (serial 712); September 15, 1854, in 33 Congress, 2 session, Senate Executive Documents, no. 1, p. 344-349 (serial 747); September 20, 1855, in 34 Congress, 1 session, Senate Executive Documents, no. 1, p. 468-501 (serial 811).
- Report of George Thom to J. J. Abert, September 5, 1857, in 35 Congress, 1 session, Senate Executive Documents, no. 11, p. 348-355 (serial 920).
- Reports of Howard Stansbury to J. J. Abert, October 15, 1858, in 35 Congress, 2 session, Senate Executive Documents, no. 1, p. 1193-1202 (serial 976); September 30, 1859, in 36 Congress, 1 session, Senate Executive Documents, no. 2, p. 857-866 (serial 1025); November 5, 1860, in 36 Congress, 2 session, Senate Executive Documents, no. 1, p. 532-540 (serial 1079).
- Report of Howard Stansbury to Hartman Bache, October 22, 1861, in 37 Congress, 2 session, Senate Executive Documents, no. 1, p. 546 (serial 1118).

Minnesota Documents

- Auditor, Reports, 1850-1921. In Council Journals, 1850-56; in Executive Documents, 1860-1921.
- Bureau of Statistics, Minnesota: Its Place among the States. Being the First Annual Report of the Commissioner of Statistics, for the Year Ending Jan. 1st, 1860 (Hartford, Connecticut, 1860).
- Bureau of Statistics, Minnesota: Its Progress and Capabilities. Being the Second Annual Report of the Commissioner of Statistics for the Years 1860 and 1861 (St. Paul, 1862).
- Bureau of Statistics, Minnesota: Its Resources and Progress; Its Beauty, Healthfulness and Fertility (St. Paul, 1870).
- Bureau of Statistics, Minnesota: Its Resources and Progress; Its Beauty, Healthfulness and Fertility; And Its Attractions and Advantages as a Home for Immigrants (St. Paul, 1871).
- Bureau of Statistics, Minnesota: Its Resources and Pro-

gress; Its Beauty, Healthfulness and Fertility; And Its Attractions and Advantages as a Home for Immigrants (Minneapolis, 1872).

Commissioner of Highways, Reports, 1917-37.

Council Journals, 1849-57.

Governors' messages to the legislatures, 1849-1921.

Highway Commission of Minnesota, Bulletins, no. 1-16 (St. Paul, 1906-16).

Highway Commission of Minnesota, Reports, 1906-16.

Highway Department, Bulletins, no. 17-19 (St. Paul, 1918).

House Journals, 1849-1921.

Laws, 1849-1921. From 1858 to 1891 these were divided into General Laws and Special Laws.

Minnesota Reports, vols. 35, 105, 108.

Railroad and Warehouse Commission, Reports, 1900.

Railroad Commissioner, Reports, 1872.

Secretary of State, Reports, 1858-1921.

Senate Journals, 1858-1921.

Statutes. These constitute the codified laws of Minnesota. Editions were published under varying titles in 1849, 1851, 1858, 1866, 1873, 1878, 1891, 1894, 1905, 1913, and 1923.

Wisconsin Territory, Statutes, 1839.

Miscellaneous Documents

American Association for Highway Improvement, Official Good Roads Year Book of the United States (Washington, 1912, 1914, 1915, 1916).

American Highway Association and American Automobile Association, Proceedings of the Third American Road Congress (Baltimore, 1914).

American Highway Association and American Automobile Association, Proceedings of the Fourth American Road Congress (Baltimore, 1915).

Articles of Incorporation and By-Laws of the Minnesota Scenic Highway Association (n.p., n.d.).

Automobile Club of Minneapolis, Reports, 1914.

Automobile Club of Saint Paul, Year Books, 1919-21.

Common Council of the City of St. Paul, Proceedings, 1860.

Dawson, S. J., Report on the Line of Route between Lake Superior and the Red River Settlement (Ottawa, 1869).

Minnesota Automobile Guide Book . . . Descriptive Routes, Mileage and Maps of Best Roads between All Principal Points in Minnesota and to Many Points in Other States . . . Synopsis of Motor Vehicle Laws of the Various States and Territories (St. Paul, 1912).

Minnesota Highway Improvement Association, Proceedings of the Good Roads Convention of County Commissioners and Auditors, St. Paul and Minneapolis, Minnesota, April 8th and 9th, 1920 (n.p., n.d.).

Minnesota Scenic Highway Association, Minnesota Scenic Highway (n.p., n.d.). Official information about the route of the highway. Published in the latter part of 1917 or early 1918.

Nelson Trail (Glenwood, Minnesota, 1917). "Minutes of organization meeting of the Iowa-Minnesota-Itasca Park Highway Association held at Glenwood, Minnesota, Wednesday, February 28th, 1917."

Theodore Roosevelt International Highway, Minnesota Edition (n.p., n.d.). Information on the Minnesota portion of the highway.

University of Minnesota, Catalogues, 1893-94.

Newspapers and Periodicals

In many respects, the newspapers and periodicals have constituted the richest source of information for this study. They serve not only as distributors of information, but as barometers of public and political opinion as well. The opening of roads during the frontier period was almost inevitably chronicled in the

newspapers, and the part of the roads in the political activity during that phase of Minnesota's development is no less marked in their columns. Sometimes editors may have erred on the side of overstatement in the description of local road conditions during the period from 1860 to 1900, but few other contemporary observers recorded their impressions of roads. In the good roads movement, the newspapers and periodicals often became frankly propaganda instruments -- either for or against the good roads crusade -- but they also recorded the rise and fall of sentiment to which they personally may have been opposed. The files listed below have been consulted. They are by no means all the newspapers which could have been used, but they are representative from the point of geographical distribution, time, and the attitudes toward the road problem. Unless otherwise specified they are in the possession of the Minnesota Historical Society.

Aitkin Age, 1882-1906. Weekly. The file for the period for 1882-90 is incomplete.

Alexandria Post, 1868-94. Weekly.

Anoka County Union (Anoka), 1893-1900. Weekly.

Bear River Journal, 1913-18. Weekly.

Bemidji Daily Pioneer, 1904-35.

Blue Earth City Post, 1869-1900. Weekly.

Brown County Journal (New Ulm), 1918-21. Weekly.

Carver Weekly Free Press, 1884-97.

- Cass County Pioneer (Walker), 1918-21. Weekly.
- Chatfield Democrat, 1857-62. Weekly.
- Chatfield Republican, 1856-61. Weekly.
- Crow Bar (Minneapolis), 1894-1919. Monthly. A trade journal published for the blacksmiths of the Northwest.
- Daily Minnesota Pioneer (St. Paul), 1854-55. Followed by the Daily Pioneer and Democrat.
- Daily Minnesotian (St. Paul), 1854-61.
- Daily Pioneer and Democrat (St. Paul), 1855-60. Followed the Daily Minnesota Pioneer. Followed by the Pioneer and Democrat.
- Daily Pioneer Press (St. Paul), 1879-1909. Followed the Pioneer Press. Followed by the St. Paul Pioneer Press.
- Dakota County Tribune (Farmington), 1894-99. Weekly.
- Delano Eagle, 1881-1900. Weekly.
- Detroit Record (Detroit Lakes), 1872-75, 1877, 1891-1916. Weekly.
- Dodge County Record (Dodge Center), 1885-88, 1890-1920. Weekly.
- Duluth Minnesotian, 1869-75. Weekly.
- Engineering News and American Railway Journal (Chicago and New York), 1890-96. Hill Reference Library, St. Paul.
- Evening Tribune (Minneapolis), 1890-1907. Daily.
- Faribault Republican, 1870-1920. Weekly.
- Farm, Stock and Home (Minneapolis), 1886-1910. Weekly. During the nineties, edited by Sidney M. Owen, twice candidate for governor on the Populist ticket. Hence it shows the attitude of Populists toward the good roads movement.
- Farm Students' Review (St. Anthony Park), 1896-1905. Monthly during the school year. Published by the students of the college of agriculture of the University of Minnesota. One number, that for May, 1896, was devoted entirely to good roads.

- Farmers' Tribune (Minneapolis), 1897-1904. Weekly.
- Fergus Falls Advocate, 1871-76. Weekly.
- Fergus Falls Journal, 1876-80, 1889-1917. Weekly.
- Fillmore County Republican (Preston), 1870-75. Weekly.
See also the Preston Republican.
- Fisher Bulletin, 1880-84. Weekly. For part of this period, called Fisher's Landing Bulletin or Fisher Landing Bulletin.
- Freeborn County Standard (Albert Lea), 1860-62, 1868-1920. Weekly.
- Glencoe Register, 1857-63, 1868-1907. Weekly. Called McLeod County Register, April 9-July 2, 1868.
- Goodhue County Republican (Red Wing), 1859-80. Weekly.
- Great West (St. Paul), 1889-94. Weekly. A Farmers' Alliance publication.
- Harmony News, 1928. Weekly.
- Hastings Independent, 1857-66. Weekly. The file for 1857 and 1858 is incomplete.
- Hector Mirror, 1889-1900. Weekly. The file for 1889 and 1890 is incomplete.
- Hokah Chief, 1858-62. Weekly. The file for 1858 and 1859 is incomplete.
- Hubbard County Enterprise (Park Rapids), 1883-95, 1916-20. Weekly. Followed the Park Rapids Enterorise.
- Hutchinson Leader, 1886-1900. Weekly. The file for the period from 1886-89 is incomplete.
- Jackson Republic, 1870-80. Weekly.
- Jefferson Highway Declaration (Des Moines), 1916-19. Monthly. Followed by Modern Highway.
- Lac qui Parle County Press (Lac qui Parle), 1873-78. Weekly.
- Lake City Republican, 1900-16. Weekly.
- Lake Crystal Union, 1889-1906. Weekly.
- Mankato Daily Free Press, 1888-90.
- Mankato Free Press, 1879-80, 1887-88, 1890-1918. Weekly.

- Mankato Weekly Union, 1863-79.
- Mapleton Enterprise, 1885-1900. Monthly to May, 1888; then weekly. The Minnesota Historical Society's file begins with 1890. A file for the earlier years is in the possession of the publisher.
- Martin County Sentinel (Fairmont), 1892-98. Weekly.
- Mesabe Ore (Hibbing), 1910-20. Weekly.
- Minneapolis Journal, 1886-1920. Daily.
- Minneapolis Times, 1891-1905. Daily.
- Minneapolis Tribune, 1886-1921. Daily.
- Minnesota Chronicle and Register (St. Paul), 1849-51. Weekly.
- Minnesota Democrat (St. Paul), 1850-55. Weekly.
- Minnesota Leader (St. Paul), 1918-21. Weekly. The official organ of the Nonpartisan League in Minnesota.
- Minnesota Pioneer (St. Paul), 1849-55. Weekly.
- Minnesota Republican (St. Anthony and Minneapolis), 1854-58. Weekly.
- Minnesota Scenic Highway Fixer (Cass Lake), August, 1920. Only one number was issued. Devoted to news about the Minnesota Scenic Highway and conditions of travel.
- Minnesota Wheelman (Minneapolis), September, 1885. Monthly. The official publication of the Minnesota division of the League of American Wheelmen. So far as is known, this is the only number in existence, and perhaps was the only one published.
- Minnesotian (St. Paul), 1851-52. Weekly. Followed by the Weekly Minnesotian.
- Modern Highway (Des Moines), 1919-23. Monthly. Followed Jefferson Highway Declaration.
- National Republican (Preston), 1881-87. Weekly.
- New Era (Sauk Rapids), 1860. Weekly.
- Northern Tier (Crookston), 1879-80. Weekly.
- Northfield Independent, 1891-1921. Weekly.

Northfield News, 1887-1920. Weekly.

Northwestern Agriculturist (Minneapolis), 1889-1914.
Monthly to December, 1893; then semimonthly. Edited
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Otter Tail City Record, 1871-72. Weekly.

Park Rapids Enterprise, 1882-83. Weekly. Followed by
the Hubbard County Enterprise.

Pioneer and Democrat (St. Paul), 1860-62. Daily. Fol-
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79. Daily. Followed the Pioneer-Press and Tribune.
Followed by the Daily Pioneer Press.

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May-October, 1876. Daily. Followed the St. Paul
Daily Pioneer Press. Followed by the Pioneer Press.

Prairie Schooner (Marshall), 1873-75. Weekly.

Preston Democrat, 1884-86. Weekly.

Preston Republican, 1867-70, 1875-84. Weekly. See also
the Fillmore County Republican.

Preston Times, 1891-1920. Weekly.

Princeton Union, 1890-1920. Weekly. Edited by Robert
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advocates, until his death in 1918, and thereafter
by his daughter, Grace Dunn.

Public Roads (Washington), 1918-21. Monthly. Published
by the national bureau of public roads.

Red Wing Daily Republican, 1888-1900.

Red Wing Republican, 1857-58. Weekly.

Renville Star Farmer, 1893-1920. Weekly. Established
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good roads movement.

Representative (St. Paul), 1893-98. Weekly. A Populist
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Review (Mankato), 1878-1900. Weekly.

Rochester City Post, 1859-64. Weekly.

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Rock County Herald (Luverne), 1877-80, 1892-98. Weekly.

Rock County Weekly Herald (Luverne), 1883-92.

St. Anthony Express, 1851-56, 1860-61. Weekly.

St. Cloud Democrat, 1858-66. Weekly.

St. Cloud Journal, 1866-76. Weekly.

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St. Cloud Visiter, 1857-58. Weekly.

Saint Croix Union (Stillwater), 1854-56. Weekly.

St. Paul Daily Dispatch, 1868-80. See also the St. Paul Dispatch.

St. Paul Daily Globe, 1884-99.

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St. Paul Daily Pioneer Press, January-May, 1876. Followed the Saint Paul Daily Pioneer. Followed by the Pioneer-Press and Tribune.

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St. Paul Dispatch, 1890-1920. Daily. See also the St. Paul Daily Dispatch.

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Saint Peter Tribune, 1860-1920. Weekly.

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Saturday Evening Spectator (Minneapolis), 1879-95. Weekly.

Sauk Centre Herald, 1868-80. Weekly.

Sauk Rapids Frontiersman, 1855-59. Weekly. Incomplete file.

Scientific American (New York), 1890-1905. Weekly. Hill Reference Library, St. Paul.

Sherburne County Star News (Elk River), 1909-20. Weekly.

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Stillwater Daily Gazette, 1892-1920.

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Wadena Tribune, 1877-78. Weekly.

Waseca Radical, 1890-1901. Weekly.

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Weekly Minnesotian and Times (St. Paul), 1859-61. Followed the St. Paul Weekly Minnesotian.

Wells Advocate, 1885-93. Weekly.

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Wheelman (Boston), 1882-83. Monthly. The national publication of the League of American Wheelmen.

Windom Reporter, 1871-1900. Weekly.

Winona Daily Republican, 1890-95.

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Wisconsin Argus (Madison), 1844-51. Weekly.

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County and Regional Histories

During the closing years of the nineteenth century and the opening years of the twentieth, Minnesota, as well as most other states, was flooded with county and regional histories, written and published as purely commercial ventures. In most respects, they are dishearteningly mediocre and monotonously similar in the method of organization and treatment. They have several redeeming features, however, which make it impracticable for the student to neglect them. Almost all of them, for

example, contain excerpts from the minutes of the meetings of the boards of county commissioners of the various counties, and these excerpts are of aid in determining the action of the localities in laying out roads. They also contain chapters relating to the different townships, which, in turn, throw light on the activity of these units of government in dealing with their communication problems. Some of the county histories, however, have a far greater value than this, for, because of the early dates at which they were published, they partake of the nature of contemporary documents. In some of the counties, moreover, the official records have been destroyed by fire, the elements, or careless officials, and in such cases the county histories become almost invaluable, inaccurate and unsatisfactory as they may be in other respects. Another valuable feature of the county histories is the fact that they invariably contain biographical sketches of pioneers and prominent businessmen. In spite of the fact that these biographies were paid for by the men or women whose lives are described, and are colored or amplified in accordance with the means of the individual or his position in the community, they nevertheless are of importance in tracing the routes of travel in pioneer regions, and in studying the development of an ever increasing network of roads. A list of such histories used in this study follows.

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Maps, Plats, and Atlases

The use of maps in a study of the development of a road system of any given region is necessary, for they serve not only to delineate the lines of travel, but also to demonstrate the progressive development of the system of communication. Maps and plats of Minnesota and its component parts consulted in the preparation of this study, range, from the standpoint of time of preparation, from about 1820 to 1921. They have included fine lithographs, blueprints, photographs and photostats, and originals. Some of them are carefully and artistically drawn by competent draftsmen according to scale; some are the rough field sketches of the engineers or sur-

veyors who laid out the roads.

The officers of the corps of topographical engineers of the United States army who laid out and superintended the construction of the military roads in Minnesota made accurate plats of the roads under their supervision. These were filed in the office of the topographical engineers in St. Paul, and copies of them were forwarded to the office of the colonel of topographical engineers in Washington. The field notes and rough sketches or plats of many of these roads, and of other roads as well, are to be found in the Alfred J. Hill Papers in the possession of the Minnesota Historical Society. Hill, employed as a draftsman in the St. Paul office for a time in the late fifties, drew sketches from these notes, and in 1859 prepared a complete map of the government roads in Minnesota which is on file in the War Department Archives in Washington. A photostatic copy is in the possession of the Minnesota Historical Society. The plat of the military road from Duluth to Vermillion Lake may be found in the St. Louis County Historical Society at Duluth, and a copy of it is in the possession of the Minnesota Historical Society. When the federal government undertook the survey of the public lands in Minnesota, the surveyors were instructed to record upon their plats the locations of all roads and trails that they found as well as the natural features of the land. As a result, the earliest

trails in the Minnesota country often can be traced through the land survey plats. As a part of a WPA project sponsored by the Minnesota Historical Society, the routes of the series of trails which led to the Red River settlements are being traced from the land survey plats in the office of the secretary of state of Minnesota. The printed reports of United States and Minnesota officials in charge of roads in the state usually were accompanied by maps showing the condition of the government roads. Since these documents are cited elsewhere, they are not repeated here. They may be located by consulting the reports for the years indicated.

Territorial law required the engineers or surveyors who laid out territorial roads to deposit copies in the office of the territorial secretary, and copies of the portions extending through the various counties of the territory in the office of the county clerk of the respective counties. Similarly, plats of county roads were to be deposited in the office of the county clerk by the county surveyors. The same system was followed after statehood was attained in Minnesota, and plats of the roads laid out, whether by the county or state, had to be deposited in the office of the county auditor. In many cases, these plats are in existence today, and the recent inventory of county archives conducted as a WPA project has disclosed the whereabouts of many thought

to have been lost.

The printed maps which were distributed by commercial publishers were based on these plats. Those which were found to be most useful in the study of road development are listed below. This list is by no means complete, for literally hundreds of maps have been published. County atlases have been published for most Minnesota counties, showing in detail the routes of roads within the counties at the time the atlas was published. Similarly, the trail associations which were organized in Minnesota during the second decade of the twentieth century published road maps to show the course of the trails, and numerous civic organizations interested in the development of particular localities or regions followed a similar practice of publishing maps of the region. The listing is chronological.

John Pope, Map of the Territory of Minnesota (1849). Shows route of expedition to the Red River by Pope in 1849, two of the Red River trails, and routes of military explorations in Minnesota.

Minnesota (J. H. Colton and Company, publishers, New York, 1855). Shows in some detail the Mendota-Wabasha road, the Point Douglas-Fort Ripley road, the Point Douglas-St. Louis River road, the Swan River road, and the Read's Landing-Mankato road. The map is distorted, but graphic.

J. Knauer, Sectional Map of the Territory of Minnesota (J. H. Colton and Company, publishers, New York, 1855). Shows roads but the scale is somewhat distorted.

Chapman's New Sectional Map of Minnesota (Silas Chapman, publisher, Milwaukee, 1856). Shows many of the roads. There is some disagreement, however, with the Chapman map published by Kempshall in the same year.

Chapman's New Sectional Map of Minnesota (Dyer and Pasmore, publishers, Milwaukee, 1856). Better than any of the other maps of 1856, particularly with regard to the roads from St. Cloud and Little Falls to Mille Lacs and thence to Superior. Roads in southeastern Minnesota are very clearly shown.

Chapman's New Sectional Map of Minnesota (Henry Kempshall, publisher, Milwaukee, 1856). Shows most of traveled routes in Minnesota in 1856, although not always accurately.

C. Meyer and H. Von Minden, Map of Minnesota Compiled from the United States Surveys (1856). Excellent map, but not all roads are shown.

J. H. Young, Map of Minnesota Territory (Charles Desilver, publisher, Philadelphia, 1857). Shows many of the most important roads, but only one Red River trail -- the Crow Wing route.

Sectional Map of the Surveyed Portion of Minnesota and the North Western Part of Wisconsin (J. S. Sewall, publisher, St. Paul, 1857). Excellent for roads in southeastern Minnesota.

Map of Freeborn County (1860). Published in the Freeborn County Standard (Albert Lea), March 20, 1861. Shows the trails in the county.

Sectional Map of the Surveyed Portion of Minnesota and the North Western Part of Wisconsin (J. S. Sewall and C. W. Iddings, publishers, St. Paul, 1860).

J. S. Sewall, Sectional Map of the Surveyed Portion of Minnesota and the North Western Part of Wisconsin (Ensign, Bridgman and Fanning, publishers, New York, 1860). Same as the map published by Sewall and Iddings.

Minnesota (J. H. Colton and Company, publishers, New York, 1864). Shows roads, but not according to scale.

J. S. Sewall, Sectional Map of the Surveyed Portion of Minnesota and the North Western Part of Wisconsin (St. Paul, 1864). Based on Sewall's map of 1857 but has additions. Very good.

Chapman's Sectional Map of the Surveyed Part of Minnesota (Silas Chapman, publisher, Milwaukee, 1865). The foreword to the map contains this statement: "The common and post roads have been entirely omitted from the map. The routes of inland travel in a new State

are so constantly changing that no permanent reliance can be placed upon them. . . . Which road will be best for him [a traveler] to take, must be learned at the place itself. No map can possibly give this information for him."

J. S. Sewall, Sectional Map of the Surveyed Portion of Minnesota and the North Western Part of Wisconsin (D. D. Merrill and Company, agents, St. Paul, 1866). Good. Shows most of the roads. Based on 1857 map.

J. S. Sewall, Sectional Map of the Surveyed Portion of Minnesota and the North Western Part of Wisconsin (St. Paul, 1869). Good and up to date.

Chapman's Sectional Map of the Surveyed Part of Minnesota (Silas Chapman, publisher, Milwaukee, 1871). Shows the roads in the western frontier region.

Chapman's Sectional Map of the Surveyed Part of Minnesota (Silas Chapman, publisher, Milwaukee, 1872). Good for frontier regions of western part of the state.

Illustrated Historical Atlas of the State of Minnesota (A. T. Andreas, publisher, Chicago, 1874). Contains county maps which show roads in detail.

New Sectional Map of Northern Minnesota (Jewett and Son, publishers, St. Paul, 1894). Based on government surveys. Shows in detail the principal roads in area north of a line drawn due east and west along the southern boundary of Grant and Douglas counties. Excellent for the period.

Department of the Interior, Office of Indian Affairs, Map of White Earth Indian Reservation, Minnesota (1911). Shows roads in reservation very clearly.

Mendenhall's Guide and Road Map of Minnesota (C. S. Mendenhall, publisher, Cincinnati, 1914). Shows automobile roads.

Minnesota Highway Improvement Association, Inc., Map of Babcock Plan for a Trunk Highway System in Minnesota (1919). Illustrates roads which were included in the trunk highway system.

Clason's Guide Map of Minnesota (Clason Map Company, publishers, Denver, 1920). Shows roads marked by trail associations, together with the emblems of the different groups.

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