

Exploring Historical Brickmaking in Minnesota

Minnesota Bricks

September 2021

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Chaska Brick

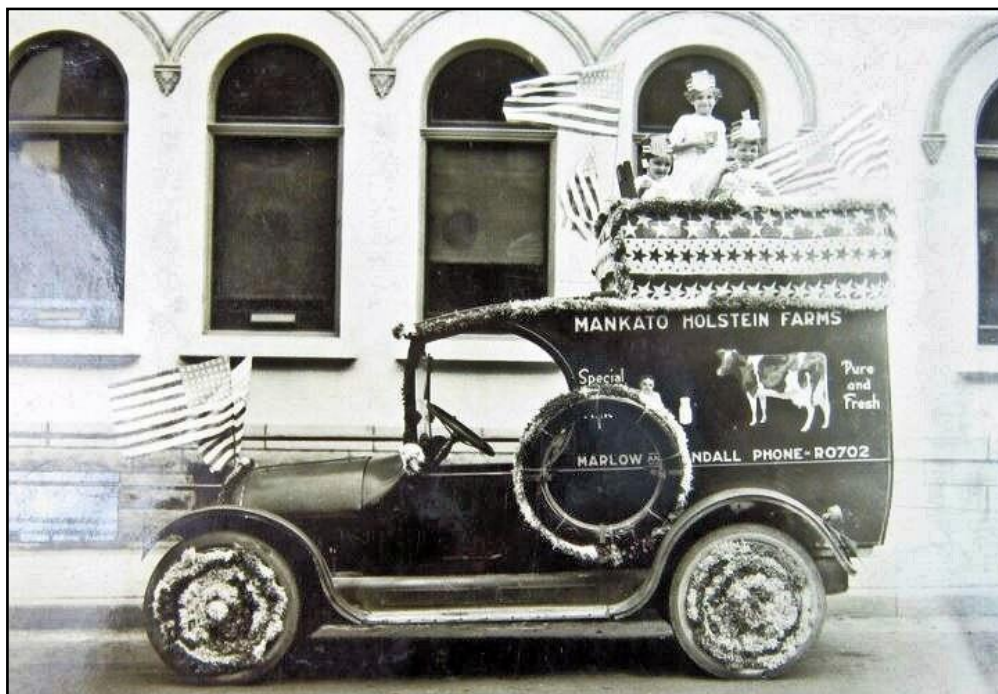
Brickmaking in Chaska Minnesota



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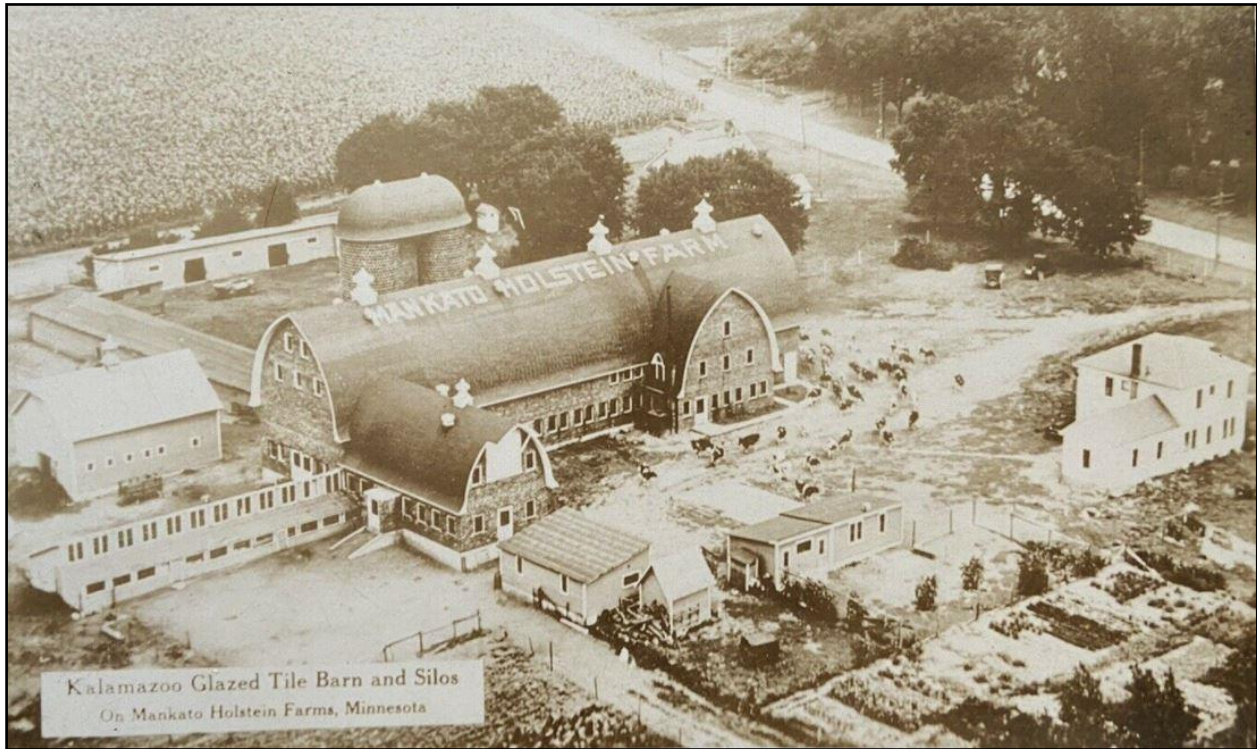
This is an old photo of a vehicle elaborately decorated for a parade. The vehicle advertised for the Mankato Holstein Farms.

1. What's New?

- I only received one inquiry over the past month, so it has been pretty quiet. A gentleman from Kansas who has an interest in old elevators asked if I knew of any maps which show where these structures are located. I didn't know of any, but I do know they are becoming more rare all the time.
- It is always refreshing to get out and travel the back roads of Minnesota. This past month, I traveled through quite a few areas across southern Minnesota. It always amazes me that some portions of the state are more untouched than others. You can drive along some stretches of highway and not see one old building, while other roads are full of them.
- Feel free to send me new information. History is something that takes a lot of work. I'm unable to read every book, or visit every historical society in Minnesota, so I appreciate whenever people send me tips or information.
- You can sign up to automatically receive this newsletter at www.mnbricks.com
- If there is something you would like to see added, send me an email at mnbricks@gmail.com. If you like what you see, tell a friend about it. I am always looking for more readers!

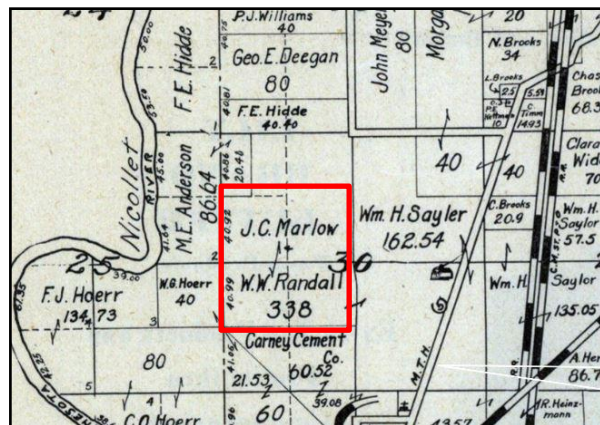


2. Photo of the Month



Page 2 showed a parade vehicle that advertised the Mankato Holstein Farms. This photo shows what a portion of the farm looked like in the early 1920s. It had an amazing barn and silo, made from Kalamazoo (Michigan) Glazed Tile.

J. C. Marlow and W. W. Randall were two of the main operators of the farm, which was located in Lime Township, Blue Earth County, Minnesota (shown below). The complex was demolished in 2006.



3. Biography

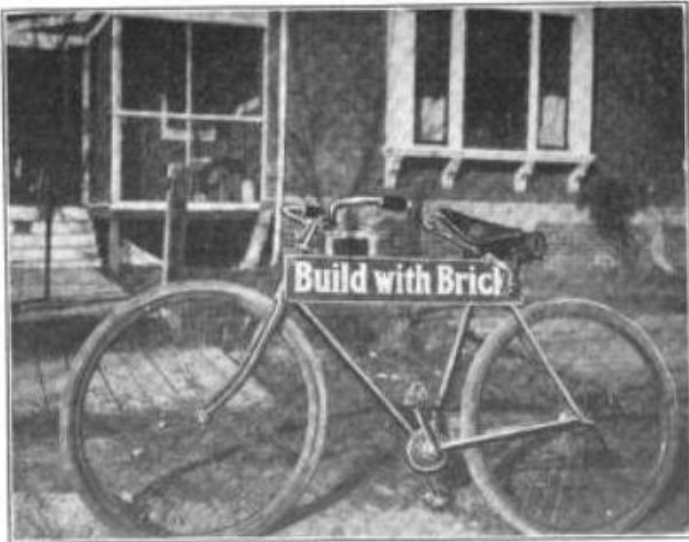
Alexander Doig Winona, Minnesota

Alexander Doig. I was born in Dundee, Scotland, of Scotch parentage, on June 19, 1839. In 1855 I came to the United States settling at Rockford, Ill., where I followed the profession of a hod car-carrier for a year, when I went to Dodge county, Minnesota. Train service in those days somewhat differed from now, and I made the trip by water on the "Lady Franklin" as far as Red Wing, Minn., and from there to Dodge county we had to team it. Soon after my arrival I found work as a builder. I followed that occupation until October, 1865, when I entered the service of the Winona & St. Peter Railway, now a part of the C. & N. W. system. In 1868 I built the Rochester engine house, and in the following year I laid out the timber for the east approach of the bridge over the Mississippi river at Winona, and in 1870 and 1871 acted as foreman on the construction of the cofferdam and pier; also built the first depot at Mankato and laid out and had charge of the rebuilding of the high trestles in the Stockton Bluffs. In July, 1874, I was appointed assistant superintendent of B. & B. over the territory from Mankato to Marshall, Minn., and continued as such for several years, when I was appointed superintendent of B. [Buildings] & B. [Bridges] During my term of service I have worked under the orders of eleven division engineers and thirteen division superintendents, and the following work has been accomplished under my supervision: The construction of the St. Peter and Red Stone bridges, the Winona passenger depot, the Waseca round house and water plant, the Winona round house and car shops that were rebuilt after the fire of '83, the construction of all the depots on the main line with the exception of five that were built by contract, the construction of all water tanks, some of them three times, with five exceptions where contracts were made, all stock yards with a few exceptions where contracts were given, all wooden turn tables, some twice, all wooden trestles, some of them two and three times, and I made all contracts and had charge of the sinking of all the deep wells. (*The Post and Record*, Rochester, April 1, 1910, Page 1)

As heretofore announced in these columns this week Alexander Doig, veteran superintendent of buildings and bridges, at the age of seventy years withdrew from active service of the Chicago & North-Western road and became a pensioner. (*Winona Republican-Herald*, July 3, 1909, Page 8)

Alexander Doig, 77 years old, one of the most prominent and well known citizens of Winona and an important figure among railroad pioneers of this section died early this morning at 12:30 o'clock after an illness of several weeks. (*Winona Republican-Herald*, July 22, 1916, Page 7)

4. Old Advertisements



A "Build With Brick" Two l. p. Locomotive

Carl F. Kneisel, secretary and treasurer of the Sheridan Press Brick & Tile Company of Sheridan, Wyo., has found a new use for the "Build with Brick" signs, which is shown in the accompanying illustration. Not alone does this bring the subject to the notice of the adult population but also of the children, who stop on the street to read the sign. Another feature which seems to be a good one is the fact that no matter where the rider stops, the wheel continues to boost for brick to all passersby while the rider has, perhaps, gone inside the house to boost brick to the man who lives within.



Attractive Sign of the American Clay Machinery Co.

"Safety First. A brick house means safety of investment." Building with fire proof materials was a huge advertising campaign for brick producers.

5. A Look Back

Building a Brick House by Mail - Using One Brick from Every Brickyard in America

Minnesota History Segment

Brick House Goes by Mail. Uncle Sam's Parcels Post Carries Complete Brick House to Chicago. St. Cloud brick yard sent one brick to be put in place in building. Henry Hess & Son of St. Cloud, Minn., sent a brick of their manufacture to be used in building a brick house at the Coliseum, Chicago, during the Clay Products exposition which is to be held February 26 to March 8. This brick will be one of 25,000 sent by parcel post from every brickyard in the United States to be used in the construction of this house, which will be given away and re-erected after the exposition. The idea was originated to test the merits of the parcel post system and it is certainly a novel one. A record will be kept of each brick from the time the brick is mailed until it is delivered in Chicago in order to see how speedily Uncle Sam can deliver a brick house by mail. It is probable that Uncle Sam's mail carriers in Chicago will not be overly enthusiastic for this method of delivery of a brick house. Other mail carriers throughout the country will watch the experiment with interest and fear and trembling. At any rate St. Cloud will have a brick in the first brick house ever sent by mail. (*St. Cloud newspaper*, February 27, 1913, unknown page)

St. Cloud – Henry Hess & Son of this city, shipped by parcel post three bricks made at their brick yards to the Clay Products Exposition company at Chicago. (*The Duluth Herald*, February 25, 1913, Page 12)

The Hydraulic Pressed Brick Co. here in the city (**Minneapolis**) **sent three bricks** on Friday. (*Svenska Amerikanska Posten*, Minneapolis & St. Paul, February 26, 1913, Page 16)

Clay Products Exposition

at the
COLISEUM
16th Street and Wabash Avenue
☞ See \$2,000,000 in exhibits.
☞ See the \$2,000 house built in 6 days
☞ Hear Hand's Grand Band.
Every Day From 11 to 11
Admission: } Adults, 50c
 } Children, 25c

An advertisement that appeared in a Chicago newspaper for the brick show.



U. S. Postal Clerks Pressed Into Service as Hod Carriers Delivering Parcel Post Brick to Exposition.

POSTAL CLERKS THREATEN STRIKE ON HOD CARRIERS



Postal Clerks Demurring at Being Forced to Deliver Parcel Post Brick in Large Quantities.

Page 531. A Brick House Sent by Mail. Uncle Sam Does Biggest Job of "Toting" He Ever Tackled. When the American Company originated the idea of sending a brick house by parcel post to the Clay Show it hit upon a winner. The exposition management took up the matter enthusiastically and when it was put up to the clay workers of the country they were quick to respond. As a conse-

quence thousands of brick were mailed and for a week the mail carriers of Chicago were working as hod carriers without a union card. The delivery of the brick was well handled and the work of building a house from the parcel post brick was begun. The labels were left on the brick and they were built in the wall with tags attached. The accompanying cut shows the house with the first story almost completed. One of the best features of the scheme was the publicity it developed. The idea was so novel that newspapers and magazines took it up and an amount of free publicity was given clay products, the extent of which cannot be estimated. The house was the center of attraction and will probably remain for all time as the only brick house ever sent by mail. (*American Clay Magazine*, American Clay Machinery Company, Bucyrus, Ohio, Volume 7, Number 4, April 1913)

Page 253. Send Brick House to Clay Show by Parcel Post. Sending a brick house by parcel post is about the last thing in Yankee enterprise, but that is just what the readers of "Brick and Clay Record" have done the past week, and for as much of it as has been constructed, stands in the Coliseum at the Clay Products Exposition as proof positive of the statement. For several days, or ever since the first appeal was made to the 7,000 readers of "Brick and Clay Record" to respond to the request of the Show management, Uncle Sam's letter carriers have been overworked and the route between the Chicago post office and the Coliseum building, nearly two miles away, has been lined with grey-garbed messengers loaded with brick. Bricks were dumped into the Coliseum by the bagful, by the cartful and by the wagonload. So great became the deluge of parcel post packages it congested the regular mails of the Chicago post office, tied up the outgoing mails and caused the Postmaster Campbell serious alarm for a while. The scheme originated with Secretary Hopley of the Clay Show. Always "on the job" and full of ideas, Secretary Hopley took advantage of the new department of Uncle Sam's mail service to not only get the material cheaply for a brick house to be erected at the Show, but to do it in such a novel way as to attract universal attention to the Exposition. Taking "Brick and Clay Record" into his confidence and asking for the assistance of its readers, Secretary Hopley "started something." Circular letters were prepared stating for what purpose the brick were required and when. The recipient was asked to respond promptly, sending one brick and addressing it care the Coliseum; he also was asked to call the attention of his local paper to the scheme.

Page 254. That the idea, a most original one, appealed to the nation at large, is shown by the great publicity that was obtained in every State in the Union. Within twenty-four hours after the first letter was mailed to the 7,000 subscribers of "Brick and Clay Record" the brick began to arrive. At the same time, the news was being printed in papers all over the country. Thousands have attended the Show just to see the "Parcel Post House." When they arrived they found workmen busy laying the brick – all still in their original package with their tags and stamps intact. These workmen expect to complete the house before the Exposition has grown many days old, although there have been threats by the labor unions to stop the work as the Exposition management, they charge, is using Uncle Sam's mail carriers as hodcarriers. The carriers, too, taking the matter as a joke at first, now wearied by the tons of brick they have been forced to take into the Coliseum, are grumbling, and it is predicted that work may yet be stopped. (*Brick and Clay Record*, March 1, 1913, Volume XLII, Number 5)



**Bricks sent parcel post from all parts of the United States being built
into the Parcel Post Brick House at the
Clay Show**

6. Brick Structure of the Month



Martin Luther College New Ulm, Minnesota



This is a photograph of Luther College in the late 1800s.

Those persons interested in the new college to be built somewhere in this State, under the auspices of the Lutheran synod, feel confident of securing the location of said college in this city. Three thousand dollars and a site for the building are required to secure the location at this place, and over \$18,000 have already been subscribed. (*New Ulm Weekly Review*, January 24, 1883, Page 3)

The German Lutheran congregations of Shakopee and New Ulm have got by the ear, and all on account of the rivalry between the two cities for the Lutheran college, about to be built by the synod of Minnesota. Shakopee insists that New Ulm is not a fit place for the location of a religio-educational institution on account of its many saloons, but the Shakopee people admit having seventeen themselves. (*New Ulm Weekly Review*, October 31, 1883, Page 3)

At a meeting of the board of directors and building committee of the German Lutheran synod of Minnesota last Thursday, at Shakopee, the votes of the several congregations for the location of the proposed college were canvassed, with the following result: For New Ulm, 19; for Shakopee, 5. The plan and specifications presented by Herman Shapekahm of this city were adopted. The building will be of brick, ground space 60x90 feet, three stories and mansard roof, with steeple. The height of the building from the foundation to the top of the steeple will be about 90 feet. The first story, or basement, will be used for cooking and dining purposes, the second for school rooms and living rooms for the faculty, the third for dormitory and lecture room. Mr. E. G. Koch of this city was appointed assistant treasurer, and all funds appropriated for the college will pass through his hands. Although a resolution was adopted at the synod meeting in this city last summer that ground should not be broken until \$7,000 had been paid in and an additional \$7,000 subscribed, the resident members of the building committee propose to go right ahead and commence excavating and hauling stone. It is proposed to have everything in readiness for the masonry at the opening of the season next spring. (*New Ulm Weekly Review*, November 21, 1883, Page 3)

The German Lutherans of this city and vicinity turned out in full force last Wednesday, it being the occasion of laying the corner stone of the Lutheran College now being under construction on the high bluff overlooking the city from the south-west. A number of clergymen from neighboring towns, Milwaukee, St. Paul and Stillwater were present and participated in the ceremonies. The Courtland cornet band furnished the music for the occasion. In the forenoon there was divine services in the Lutheran church, Rev. Mr. Boss of Courtland offering a beautiful and appropriate discourse. Promptly at 1:30 p. m. a procession was formed at the church and the march to the college grounds was taken up. Arriving at the grounds the ceremonies commenced with an appropriate song by the choir, which, by the way, is the best church choir in the city. Prayer by Rev. Mr. Termstein of St. Paul was then offered, after which Prof. Grebner of Milwaukee delivered an address. Rev. Mr. Albrecht of New Ulm then read a brief sketch of the workings of the Lutheran Synod of Minnesota, and referred to the agitation which finally culminated in the location of the college in New Ulm. Mr. H. Henschen, the contractor, then laid the corner stone in place, and the same was consecrated by Rev. Mr. Albrecht. In the receptacle of the corner stone was placed the symbol of the Lutheran church, bible, hymn book, catechism, minutes of the Synod proceedings and various coins of the United States. A song by the choir and prayer by Rev. Mr. Schultz of Mankato concluded the ceremonies and the people returned to the city. The work on the college will now be pushed to completion as rapidly as possible and it is expected that the building will be ready for occupancy before snow flies. (*New Ulm Weekly Review*, July 2, 1884, Page 3)

There was a narrow escape from a serious accident at the Lutheran College last Thursday. Just as two laborers were in the act of stepping out of the building at the main entrance, a scaffolding overhead gave way and several hundred bricks were hurled to the ground, immediately in front of the two laborers above referred to. (*New Ulm Weekly Review*, August 20, 1884, Page 3)

The Lutheran college shows off grandly. The more is the pity that the college was not erected on the site first selected. (*New Ulm Weekly Review*, September 3, 1884, Page 3)



Luther College in 1884 (top) and in 2021 (below).



The work at the Dr. M. Luther College, which has been in progress during nearly the entire summer is now near its completion, and the board of trustees has determined upon the 9th day of Nov. as the day of the dedication. (*New Ulm Weekly Review*, November 5, 1884, Page 3)

The dedication of the Dr. Martin Luther College last Sunday drew an immense crowd to the city. Arrangements had been made with the Chicago & Northwestern and Chicago, St. Paul, Minneapolis & Omaha railways whereby all persons attending the dedication festivities secured excursion rates, and as a result a great many strangers were present from all parts of the State. The largest delegations came from Mankato, Nicollet and Courtland, the latter being accompanied by the Courtland Cornet Band. The following were the order of exercises: Service in the chapel of the college at 10 o'clock a. m. ...The service being over, the assembly partook of a splendid dinner in the dining room of the college. In the afternoon services were held in the church by the Rev. K. F. Schulze of Mankato. In the evening there was a concert in Union Hall, and never before was the hall so densely packed with people. The net proceeds of the concert are about \$300. (*New Ulm Weekly Review*, November 12, 1884, Page 3)



7. News Nuggets

News Nuggets

Our friend E. F. Krellwitz, Esq., informs us that it is his intention to open a Skating Park on the Bay, near Munger & Grey's Lumber Yard, if he can have enough patronage guaranteed to warrant him in the undertaking. (*The Duluth Minnesotian*, November 13, 1869, Page 3)

The elaborate Plat of Duluth and its surroundings, including Rice's Point and Oneota, and the two Bays, upon which Engineer A. D. McSweeney has been engaged for the past several months, was finished on Saturday last, and has been forwarded to Philadelphia to be lithographed. This is certainly a model of the draughtsman's art; and Mr. McSweeney might rest his well earned fame in that regard upon this one production alone, did he not have a lifetime of such works to fall back upon to secure his reputation. (*The Duluth Minnesotian*, November 13, 1869, Page 3)

It is understood, that on thanksgiving night, next Thursday night, the 18th inst., the celebration of the opening of the Telegraph Line between Duluth and St. Paul, will come off under the direction of the Committee appointed two months since, at the Bay-View House with a supper and addresses, and sentiments, to be followed by a Ball. (*The Duluth Minnesotian*, November 13, 1869, Page 3)

The beautiful dark blue ice on the Bay has tempted a great many of our adult population of both sexes from places of business and quiet home-fires to enjoy the exhilarating recreation of skating, during the past week, and our juvenile friends have made the welkin ring [made loud noise] and the very ice crack for joy at the merry peals of their youthful voices as they engage in their favorite game of "tag," "base" and "foot-ball." About fifty gentlemen and ladies availed themselves of the beautiful moonlight last night for a skating frolic on our bay. It was a lovely scene, and the exercise was very invigorating. (*The Duluth Minnesotian*, November 20, 1869, Page 3)

The congregation of a great many Railroad hands, and liquor ad libitum at Fond-du-lac, makes, we hear, a rather rowdy state of affairs at present in that village. Rows and personal injuries are not unfrequent. Last week three men returning from the town at night to their camp by the narrow path over the bluffs, were too much imbued with liquor to keep their balance, and rolled from top to bottom, about thirty-five feet. They were a good deal hurt and not a little sobered by the shock. (*The Duluth Minnesotian*, December 11, 1869, Page 3)

Three tons of Lake Fish were brought to market this week. They are retailing at ten cents per pound – rather a steep price all things considered! When the Lake freezes we shall expect a good supply of fish at much lower prices. (*The Duluth Minnesotian*, December 18, 1869, Page 3)

Deputy U. S. Marshall Brackett reached here from St. Paul during the past week, and gobbled up quite a number of prisoners along the line of the Railroad – fellows who had been selling liquor without U. S. license. The Railroad Company are determined to use every effort to stop the illicit liquor traffic on the line of their work. (*The Duluth Minnesotian*, January 8, 1870, Page 3)

The wages paid on the Mississippi River steamboats average: For captains \$175 per month; pilots \$200 to \$250; first engineers, \$110, and deck hands, \$30 to \$60. (*The Duluth Minnesotian*, January 15, 1870, Page 3)

The new Restaurant of Farrel, Finkle and Stone, corner of Superior Street and Lake Avenue, is going up rapidly, winter to the contrary notwithstanding. The foundation has been set by burning wood upon the ground, and working down the trenches by degrees, now thawing by a bonfire, then excavating the dirt, and so on, repeating until the bottom level was attained. (*The Duluth Minnesotian*, February 5, 1870, Page 3)

Nettleton & Sawyer are building an ice house on the Point between Buchanan and Morse street, to be 30x50, 14 feet high – single wall. It is calculated to put up 500 tons. That should be sufficient to keep the people cool next summer. (*The Duluth Minnesotian*, March 12, 1870, Page 3)

R. H. Pendegrast, Esq., whom we remember as the early settler of Hutchinson, Minnesota, and subsequently as United State Land officer under Lincoln at Henderson, Minnesota, called upon us the past week – having come on snow shoes from his new home on Michigan Island, near the South Shore of Lake Superior, where he runs the new light house, and has established a nursery of apple and other fruit trees. He comes to this end of the Lake to take orders for young fruit trees for planting in Duluth and vicinity, and has already been quite successful. (*The Duluth Minnesotian*, March 12, 1870, Page 3)

A female quadruped of the cattle persuasion caused a great deal of amusement to the juveniles a few days since, by running along First Street with a ladder on her neck. The combined efforts of three men set the cow at liberty, and relieved the youthful lungs of a healthy exercise. (*The Duluth Minnesotian*, March 26, 1870, Page 3)

Large and numerous flocks of Wild Geese and Ducks have been observed in this vicinity the past week. (*The Duluth Minnesotian*, April 16, 1870, Page 3)

Many well-dressed strangers with capital, are in town examining the situation with a view to settlement and investment. (*The Duluth Minnesotian*, April 23, 1870, Page 3)

The suddenness with which the ice moved out upon the Lake yesterday caught a considerable quantity of the breakwater and crib timbers yet resting upon its breast. The contractors followed the ice with boats and men; and after several hours exertion succeeded in getting the principal portion of the timbers into the water and in towing them into the harbor. (*The Duluth Minnesotian*, April 23, 1870, Page 3)

Our old citizen, Hermann Oswald, of the Duluth Cigar Factory, reached home on the Steamer St. Paul. ...Since spring opened, Mr. Oswald has had constructed, in the rear of his store, the first brick and stone fire-proof warehouse ever constructed in Duluth – the first brick building in fact. (*The Duluth Minnesotian*, May 14, 1870, Page 3)

Duluth Granite, as the stone trimmings for the Milwaukee brick block of Branch Luce & Ray, has, we understand, been finally determined upon. A fine granite quarry is being opened at the junction of Superior Street and Piedmont Avenue, near Rice's Point, under the direction of N. Nilson. The door-sills, steps, water-tables, &c., are to be of this granite; which is of as fine grain as that used in the St. Paul Custom House, but of a more bluish cast. (*The Duluth Minnesotian*, June 11, 1870, Page 3)

The new Light House was lighted up for the first time on the 23d inst. The light is a locomotive head light, placed in a substantial wooden tower about 58 feet above the level of the water, and is visible 10 miles lakeward. There is a large red lantern displayed on the end of the breakwater. (*The Duluth Minnesotian*, June 25, 1870, Page 3)

Some petty thief or thieves stole a barrel of pork from Mr. J. C. Hunter's store on Wednesday night or Thursday morning. The pork was on the platform in front of his store. (*The Duluth Minnesotian*, July 2, 1870, Page 3)

Bottled Milwaukee Beer for Families, is the latest novelty in Duluth. (*The Duluth Minnesotian*, July 2, 1870, Page 3)

The famous Stump Pulling Machine of J. Hitchcock, which has been in operation in Duluth for sometime past, has been doing some fine work in clearing the lots of our citizens. It operated this last week upon the two lots of Dr. McCormick, corner of East First Avenue and Fourth streets; and on the alley in the rear and side-walks in front; and has made the surface as clear of stumps and roots as a prairie field. There were some high old stumps, with roots through to China – yet they had to come! (*The Duluth Minnesotian*, July 2, 1870, Page 3)

There are too many stove-pipes stuck through buildings as substitutes for brick chimneys. This should be changed immediately. Brick are now plenty and reasonable in price, and a Fire Warden should be appointed to compel the erection of brick flues. (*The Duluth Minnesotian*, July 9, 1870, Page 3)

Fond-du-Lac [MN]. A few days ago some fine specimens of slate was brought here from the Dalles – taken from land owned by Mr. Wheeler of this place. It is situated about one and a half miles on the St. Louis river above the railroad bridge. The specimens were split out of the surface rock with a common chopping axe, and were without a flaw or blemish, and said to be finer than that reached by the slate company. (*The Duluth Minnesotian*, July 9, 1870, Page 3)

Frank McWhorter and fresh vegetables from St. Paul will, for the next few weeks, be almost synonymous to the people of Duluth – as he has made arrangements for a constant and regular supply, fresh every night and for sale daily at his depot on Superior Street near our office. This regular arrangement is what our people have been hoping some one would make. We have a good vegetable region around Duluth, but unfortunately it is developed yet, and until it is Mr. McWhorter's vegetable garden of St. Paul transferred to Duluth must be our great resource of supply. Vegetables brought on the steamboats did well enough, when we could get no better; but these are "flat, stale and unpalatable compared with those brought daily by the cars from St. Paul; which last, besides, are more wholesome, and full as cheap if not cheaper. (*The Duluth Minnesotian*, August 13, 1870, Page 3)

Wild Pigeons. These birds have been flying over and around the city during the past ten days in large flocks, and our sportsmen have had jolly times shooting them. (*The Duluth Minnesotian*, September 3, 1870, Page 3)

One never tires of examining those beautiful stereoscopic views of Gaylord & Thompson. They are all scenes in and around Duluth, the Dalles and St. Louis River. Few artists have worked so hard and faithfully with such success in getting good views as these gentlemen, and we were glad to learn that their views are so well appreciated by both citizens and visitors as to enable them to print such large numbers as they do. Call at their rooms on East Superior street and examine for yourselves. (*The Duluth Minnesotian*, September 3, 1870, Page 3)

We understand that Engineer Hungerford has decided to locate the ship canal through Minnesota Point at Portage Avenue, just beyond the bay docks, and between Shaw & Ingalls' store and Louis Kichlii's boarding house. We are afraid there was a good deal of foregone conclusion and "arrangement" in fixing this location; but, we are so anxious to see the Canal commenced and put through at once, that we accept the situation and cry "go ahead anyhow, and give us the canal anywhere." The dredge will commence work next week. P. S. Since the above was in type, we observed Engineer Sheldon yesterday engaged in surveying out the line of the Canal. It will be 150 feet in the clear, cribbed on each side with perpendicular cribs of twenty feet width, making the top and bottom width the same. The excavation reaches on the south side to within a foot of Mr. Maher's property, and on the north side to the very edge of the lean to of Shaw & Ingalls' store. Of course, Kichlii's building will be swept entirely away by the improvement. It is proposed that the city immediately commences moving the top gravel of the canal space down to the water level, and haul it to fill up Lake Avenue to Superior Street. (*The Duluth Minnesotian*, September 3, 1870, Page 3)

On Wednesday last the engineer on a gravel train, coming down from Rice's Point, when near the Minnesota Point crossing, discovered two small children playing on the track a short distance ahead of him. Quick as thought he reversed his engine, whistled down brakes, and succeeded in bringing the train to a stand still when within two or three feet of the urchins, and their lives were saved, much to the delight of their parents, who were soon on the ground. (*The Duluth Minnesotian*, September 10, 1870, Page 3)