At a later date they turned the much wanted Scottie over to the English at Winnipeg, Manitoba.

An English army report made in Manitoba in 1852 states that a Justin Benedict McConnell died of pneumonia during the winter of 1851, in an army hospital while waiting trial on several counts of illegal possession of army stores. His age was listed as fifty-five.

The late Judge William Watts of Crookston, Minnesota had papers taken from Honest Scottie's Trading Post, on which were recorded the birth date of a Justin Benedict McConnell as being October 11, 1796. It appears that the McConnell who died in Canada and is our "hero," were one and the same.

The fate of Scottie's wife is not known. It is believed she lived at the Post for several months, but later she returned to Red Lake with a band of her own people. Some of the early settlers claimed that she returned to her family living near Blackduck Lake.

The Post was abandoned, and was occupied by various tenants over a period of years that followed.

In the 1920's the property was occupied by the Moses Giller Hide and Metal Company and the old Post building was still standing at the back of the property. Giller used the old shack as a storage building for hides and metal.

During the 1940's this property was obtained by the city for the extension of Central Park. It was during this period that the old Post building was torn down and the land cleared for a road to connect Central Park to Riverside Avenue.

Just as Honest Scottie returned to the dust from which he came, so did one of Crookston's early establishments, and gone into dust of time is THE MC CASTLE TRADING POST, operated by HONEST SCOTTIE, whose real name appeared to be Justin Benedict McConnell.

STAGE COACHES IN THE RED RIVER VALLEY

by Albany Capistran

The first stage coach arrived at Fort Abercrombie in 1859 and carried the mail and passengers from St. Paul to the Fort.

The stage coach lines in Minnesota and North Dakota Territory were very well organized. They had a network of main lines that the company stages traveled and then a number of smaller and sometimes individual lines that connected up with almost all the small towns and settlements.

The stage coach and pony express had the government contracts for the United States Mail. Stamps and money orders could be purchased from almost any stage coach. The stage coaches would run out of stamps many times. One quotation from early Crookston history reads: "The stage coach came in but they are out of stamps."

The biggest lines in northwestern Minnesota and northeastern Dakota Territory were Burbank and Blakely and Company. Their lines and the lines that connected with them covered all of what we now call the Red River Valley and extended going north from Pembina to Fort Gary, now Winnipeg. The Burbank and Blakely Stage Coach Company had Concord coaches which were drawn by four horses. The stage coach weighed about 3,000 pounds and cost from $1,400 to $1,500. The coaches were made of seasoned oak and ash wood. Some of the coaches were made so that the wheels could be taken off and bobsled runners put on for use in winter. The coaches could carry from six to nine people inside and from five to nine could ride on top if there was no freight.

The stage coach main line went from St. Cloud to Breckenridge, to old Georgetown, and a trading post of the Hudson Bay Company at Frog Point (which is close to where Climax, Minnesota is today). Other main lines connected to go to the Grand Forks and points west to the fort and trading post where Valhalla, North Dakota is today. Stage coaches ran out of Crookston going east and north for a number of years until trains, buses, and cars took over the business. There was a stage that ran out of Crookston seven days a week carrying mail and passengers going to Gentilly, via Louisville, to Red Lake Falls on the east side of the Red Lake River. This route was made every day, weather permitting.

There are many heroic tales about stage coach drivers and about some of the wonderful horses that were on the stages. One such account is of a stage coming south from Pembina to Grand Forks in the winter. That stage was about five miles out of Grand Forks when a terrible blizzard caught them. The wind was at their backs but visibility was zero. The driver could not see where to go so he let the horses go by themselves. The horses would stop and the driver would clear the frozen ice from the horses' eyes and nostrils. Then the horses would go on again. This was done four times and the horses, by natural instinct, took the stage to its destination and stopped right at the barn.

Stage stations and rest stops were about 15 miles apart. It would take about 15 minutes at a stop to change horses. Mosquitoes and gnats were usually bad on stage coach runs north from Grand Forks to Pembina. The horses had to have their eyes, ears, and noses greased so they would not stampede and run away because of the bugs. Many of the stations had to keep smudges of smoke going to keep mosquitoes out.

The price of a meal at a stage coach station was about 50¢ to $1 per person. The menu consisted of bacon or side pork, corn bread, beans, dried apples or peaches, coffee or black tea. Some stations served good meals and others not so good. The Turtle River Station was noted for beans — morning, noon, and night. Going north, stations served Rababoo which is lean buffalo pemmican or dried venison cut into strips and boiled with salt and flour in water. Other stations served boiled, dried catfish every meal. Indian women manned most of the stations going north and all of the stations from Pembina to Fort Gary. They served a lot of fresh dog meat and most people liked it until they found out what they were eating. Stage coach passengers slept on the floor and paid 50¢ per night. In other places they were jammed five to a room.

The stage's speed of travel was about six miles per hour on dry ground or good sledding. The fastest time recorded for any stage was ten miles in one hour with a selected driver and specially picked horses.

Stage fare was 10¢ per mile per person with 50 pounds of baggage free. It was a spectacular sight to see a stage driver on his throne seat speed into a town with his galloping horses and cracking his whip. Sometimes the stage had an armed guard who would ride alongside the driver and carry a double-barreled shot gun or rifle. There were usually no armed guards unless a sum of money or other valuable was being carried on the stage. There are very few accounts of stage coaches being robbed of their strong box or having a shoot-out with robbers in Minnesota or Dakota Territory.

In 1864 the stage coach lines had 1,300 miles of stage lines in Minnesota and North Dakota Territory. The stage lines also had 300 miles of Pony Mail Express in the same territory. Over 300 men and women were employed in the stage service and they used over 700 horses.
The writer thinks it only proper to mention at least one instance of a stage station and coach being attacked. The stage coach station at Old Crossing along the Otter Tail River, which was located 16 miles south of Breckenridge, was attacked by the Sioux Indians August 24, 1862. The station agent was killed. The stage was bound for Fort Abercrombie from Old Georgetown when it was attacked. The driver was killed and the mail ransacked. Seven days later the mutilated bodies were found. The stage was found near Walhalla two years later and returned to the stage company at St. Cloud. That same day Fort Abercrombie was attacked by Sioux Indians. Some of the people who acted as escorts, getting messages in and out of the fort, were slain by Indians. Militia put down the Indian massacre but it took almost two months to do it.

There were two companies that had freight lines in the valley. They were Burbank and Company and the Columbus Freight Line.

Much of the freight was loaded, by both companies, at these steamboat landings on steamboats to be delivered down river to their destination. There were freight and dray lines that went out from most steamboat landings. There were freight and dray lines even after the railroad came that hailed the freight to the villages and towns that did not have railroad service. This continued until the trucks came and were used to haul freight.

**YESTERDAY IS THE MAKING OF TODAY**

*by Clara V. Berg*

With pride, joy and nostalgia, we are now celebrating the Bicentennial of the founding of our nation.

As women, we take pride in our heritage of household skills. Today men say sarcastically, "A woman's place is on the phone," but in pioneer times, a woman's place was in the home. Every little girl was taught: "The devil finds some mischief still for idle hands to do." As a result, skills in cooking, sewing, and handcraft were developed. Many ways of preparing fruits, vegetables, and bread were learned. Every part of a butchered animal was used. Butter and many kinds of cheese were made in the home. Out of wool, cotton, and flax, the women learned to spin thread, which in turn was woven into material for clothing and necessary household articles. Rugs were woven or crocheted at home.

Many skills were developed in weaving, sewing, embroidery, and painting things which are now considered collectors' items, and are almost priceless. Many of our modern women are interested in learning the skills which our colonial ancestors left for us to admire and copy.

Dressmaking and millinery were two of the chief occupations outside the home. We all know what gorgeous dresses and hats were created at that time.

However, there were many dark pages in the history of those times. But women, then as now, did much to create a better world, especially for women and children.

Human beings with white skins were buying and selling human beings with black skins, and using them as slaves. Harriet Beecher Stowe's book, "Uncle Tom's Cabin," did much to open people's eyes to this evil.

Child labor was common. Children 10 and 12 years of age worked in large factories 10 and 12 hours a day. A woman of that time wrote a poem which caused many to see how wrong this was. She described a golf course built near a factory, and wrote, "The factory had bright electric lights so the children working at the lawns could see the men at play."

Women worked for improved care of the insane, the sick, prisoners, and orphans. Clara Barton's name stands out as the one who organized the Red Cross in our country. Women brought to light the need for improved working conditions for both men and women.

Throughout the early history of our country, men made laws which stated "that children, imbeciles, convicts, and WOMEN could not vote." For 145 years, women worked hard — until 1920 — before they could convince men that they were intelligent enough to vote.

The National Organization of Business and Professional Women was founded in 1919 in St. Louis, with Gail Laughlin elected the first president. Though they could not vote at that time, thousands of women had been working for justice for all, especially for women and children. That was the basis for the purposes of this Federation, and they remain the same today as at the beginning of our Federation: The objectives are:

1. To elevate the standards for women in business and in the professions.
2. To promote the interests of business and professional women.
3. To bring about a spirit of cooperation among business and professional women of the United States.
4. To extend opportunities to business and professional women through education along lines of industrial, scientific and vocational activities.

The Minnesota State Federation was organized in St. Paul in 1920, with Katherine Wallace elected State President.

In Crookston, an organizational meeting was held on September 21, 1921, with 116 signing up for membership. Ida Tvedten, who had served as a Red Cross nurse in World War I, was elected president, and Mae Rideout was elected vice-president. The next year Mae Rideout was elected president. She has been a very, very valuable member since the time she joined. Mae Rideout and Pauline Lohn are the only two living charter members, and they are still on committees.

Speaking of our own club, we must remember that "Yesterday Is the Making of Today." Those first 116 members laid a good foundation on which to build. All members have had a part in carrying out the four objectives of our club.

Some of our members have gone on to hold state and national offices. Marian Olson served as local president, then as State Program Chairman, then Second Vice President, then First Vice President, and then to the pinnacle to become Minnesota State President. Following this she has served on the National Nominating Committee, and on the National Membership Committee.

Maybelle Anderson has served as Business Manager of the "Minnesota Bulletin." Gudveig Norseth has been State Treasurer. Doris Matzke has been State Corresponding Secretary. Betty Ohman has been State Parliamentarian for many years, as well as holding the same position locally. Our club benefits from the excellent representation by these members.

In 1954, and again in 1971, Mae Rideout was chosen "Crookston's Woman of the Year." In 1954 she was named by some State Committee as "One of the Outstanding Women of Minnesota." Many members who are still active have been honored throughout the years as "Women of Achievement,"