were three others in this region, viz.: (1) The military, stage, and early Red River steamboat route, from St. Paul to Breckenridge and Georgetown, and then down the Red River to Fort Garry. (2) The Breckenridge Flats route, which skirted the west bank of the Red River from Pembina to the junction of the Sioux Wood and the Red, crossing the latter either at Georgetown or Fort Abercrombie (McCauleyville), and then across the Breckenridge Flats to Otter Tail Ford, and entered the rolling, lake-dotted country intervening between that ford and St. Cloud. (3) The mail-carriers, dog-train route, used only during the winter months. It crossed the Red River at Pembina, passed on to Red Lake, which it crossed on the ice; then from this big lake it went south, over the ice of many other lakes, to and across Leech Lake; then, by way of sundry other lakes, all of which were crossed on the ice, to Crow Wing; thence down the Mississippi to Fort Ripley, Sank Rapids, and St. Anthony to St. Paul. Of the "old" Crow Wing trail, Gov. Schultz says:

It was opened in 1844 by Wm. Hallett for the trader, Norman Kittson, whose trains having been attacked by the Sioux when on their way to St. Paul via Lake Traverse and Traverse des Sioux, sought safety by thereafter taking the new route. Many miles of this trail had to be cut through the Big Woods country.

As stated, in 1844, when the first cart train was composed of six carts, it carried $2,000 worth of furs. In 1850 the carts brought down to St. Paul $15,000 worth and carried back $10,000 worth of goods. In 1851 there came to St. Paul 102 carts, but in 1857 there came about 500. In 1858 there were 612 and nearly all were from the Red River Valley. When St. Paul was laid out, in 1849, the destination of the carts and their loads was changed from Mendota to St. Paul, which had been made the capital of the new Minnesota Territory, and then had stores and shops and a big warehouse built by the Fur Company, which then belonged to Pierre Chouteau, Jr., & Company, of St. Louis. In 1859 the steamer Anson Northup was running on the Red River between Georgetown and Fort Garry and it carried tons of furs for the Red River traders as far as to its southern terminus. Not all of the Polk County traders patronized the cart lines, for some of them were in the Hudson's Bay Company's service and were forced to ship their furs to the markets of the world by the way of Hudson's Bay.

In 1858 the value of furs received at St. Paul from all sources was $161,022, but in 1863, when the Sioux in Dakota were hostile, the value increased to $250,000 and half of the amount received came from the Red River Valley. (See Williams' Hist. of St. Paul, pp. 304 et seq.) The trade was of great advantage to St. Paul. Nearly all of the money paid for the furs on their arrival in St. Paul would be spent in the town, and the supply of circulating medium would be, at least for a time, abundant and of great value. And there was a valuable feature about this medium. The Red River men sold and bought for coin only, gold and silver, nearly all of American coinage, with occasionally English sovereigns which were in demand on Red River.

It is much to be regretted that we cannot now present the names of the traders then living in what is now Polk County that were interested in the Red River cart trains. One fact may be derived from this circumstance—they did not grow rich from the trade or famous in any way. There is a great deal of misinformation extant concerning the profits made by the Minnesota fur traders from their transactions. It has been often asserted that they swindled the "poor Indians" shamefully out of their skins and pelts and made enormous profits. And yet only three or four of the old Minnesota traders grew wealthy. We well know who these men were. Norman W. Kittson was one, Henry M. Rice, Gov. H. H. Sibley, and Louis Robert were the others that made respectable accumulations. Yet these men made but very little comparatively out of the fur business. By far the greater part of their holdings came from their profits in real estate transactions. They bought Minnesota