as many as two hundred carts in a string. These vehicles were made entirely of wood, and often, when in motion, their squeaking could be heard for a long distance. A large amount of freight was also hauled by American freighters, using, mostly, oxen and wagons, and hauling from one ton to one and one-half tons to the wagon, and making on an average of twenty miles a day; but when the Northern Pacific Railway was completed and in operation to Moorhead, the Red River steamboats and barges superseded and put out of business the ox carts and wagons as freighters.

Describing his pioneer experiences in the great Valley, Mr. Walsh writes:

I left St. Paul, the forepart of September, in the year 1871, and went as far as Willmar on the passenger train of the old St. Paul & Pacific, now the Great Northern. At Willmar I boarded the construction train and rode to the end of the track, then walked thirty miles to Breckenridge, which was then composed of one shanty as a stopping place. I expected to overtake an ox train going to Fort Garry (which train was owned by friends of mine), and continue my trip with them as far as Grand Forks, North Dakota, where my father was in the lumber and mercantile business; but unfortunately for me the ox train had left Breckenridge, the day before I had gotten there, and so there was nothing left for me to do but to start out on foot and alone and overtake my friends; but this I accomplished that same day, after they had struck camp for the night. The next day we passed through Moorhead. This was a very busy place at that time, as the Northern Pacific crossing had just been located at that point, and every one was either building or seemed to be getting ready to build. There were also a number of tent stores and saloons; the only building of any importance was the Chapin House.

Georgetown was the next point of interest, being the Hudson's Bay trading post, having stores and buildings of good construction. Here we crossed the Red River to the Dakota side and continued our slow journey north. When we got to within twenty miles of Grand Forks, we had stopped at a creek to water the oxen; then the stage came along, and also stopped to water the stage horses. I induced the stage driver to take me into Grand Forks, where we arrived after dark at the stage and hotel station, which was kept by John Stewart. I asked him if that was Grand Forks, and he said "Well, yes; part of it." I then asked him where the rest of it was, and he told me around the corner of the building, and said "Do you see that light over there, about a mile away?" I said "yes." "Well," said he, "that is the rest of Grand Forks. Good night."

The next morning I discovered that Old Uncle John was about right, as in the town there were only the saw mill owned and operated by Griggs, Walsh & Co., their general store, their bunk and boarding house, and a small building occupied as a saloon by Romeo Whitney. There were also several other buildings under construction and which were completed that Fall, one being a residence for Capt. Alex. Griggs and a boarding house by Uncle John Fadden.

Not being much for me to do in Grank Forks, I boarded the stage November 1, 1871, and went to Fort Garry or Winnipeg where I found employment at my trade, as tinner, at good wages, and staying there until March 1, 1872, I then returned to Grand Forks. Winnipeg at that time had a population of about 1,000, mostly Scotch and French mixed bloods.

About that time there was considerable talk 'of a railroad being built through Northern Minnesota from Breckenridge to Pembina. From information that some of the leading men of Grand Forks had, it was said that the crossing of the Red Lake River by the railroad would be about ten or twelve miles east of Grand Forks, and that there would be a great city at that point some day; consequently there was much interest manifested by many in trying to strike the right point where the road would cross. Myself with Jake Eshelman (known as "Stripes"), Harry Farmer ("the dude"), and Harry Sheppard ("Shepp"), were sent up the Red Lake River to settle on four claims (the land not being surveyed at