that time), and to hold them for the town syndicate. We located our claims about two or three miles west of where Fisher is now located, and commenced to make improvements in the way of shanty building, etc.

Along about May 1, 1872, we were informed that the railroad had located the crossing at Crookston, so we then abandoned our claims and joined in the rush to the crossing, afterwards named Crookston, after the chief engineer of the railroad, Col. Wm. Crooks, of St. Paul. We were too late to secure any land on the town site, as it was all taken up or squatted on by parties following the railroad engineers. Bob Houston was one of the first, with W. H. Stewart, Leo Peigonote, E. C. Davies, Joseph Barrett, B. Sampson, John Darkow, Dick Hussey close seconds. Soon a very lively little town was born, and it grew quite rapidly. Stewart started a saloon and hotel; Davis, who had a large grading contract, had supply stores, and other stores and saloons—principally saloons—grew up in a night. Among others of the first settlers whom I call to mind are J. R. Barb, Charles Wentzel, Frank Jerome, P. Gervais, Paschal and Mrs. Lachapelle, Jake Meyers, Jim Turner, and Henry Sheppard. There were a great many men employed in railroad work, in steel and grading gangs, and business was very brisk, gamblers and others of that ilk reaping part of the prosperity. During the summer of 1872 Bruns & Finkle, of Moorhead, put up a large store, which was managed by Wm. Ross. E. Lariviere also put up a large store and had a large Indian trade, and about that time I put up a frame tar-paper shack and started a tin shop and hardware store on a small scale. There were also a few settlers that came in and settled on land near Crookston. James Greenhalgh, Sr., Christ Sathre, Peter Cornelius, David Wilkins, and Sam Honeywell, with their families, were among the first to settle.

Prosperity was in the air all during the summer and up to the middle of October in the year 1872, when word came from railroad headquarters to stop all work at once; consequently several hundred men were thrown out of work. As winter was coming on most of the men left and winter closed in on the few that remained. Fortunately the stores and others had large stocks of goods on hand. Money being plenty (apparently), everybody lived high, anticipating the resumption of railroad work in the early spring of 1873; but we were doomed to disappointment, and for four years it might be said we hung on by our eyelashes waiting for the operation of the railroad.

A part of this period is what we used to call “catfish-or-no-breakfast” times, and what the inhabitants didn’t know about cooking cat-fish was not worth knowing. We had them stewed, fried, baked, boiled, scalloped, and in bouillon. The winter months constituted the social season of the year, and were spent in dancing, surprise parties, theatrical entertainments with all local talent, and other social doings. During these years, were added to our numbers K. D. Chase, John McLean, W. G. Woodruff, D. Jacobus, E. H. Shaw, H. G. Palmer, Munroe Palmer, and their families. Mrs. Munroe Palmer was our first school mistress, and taught the few children in a small log cabin that was built by the railroad engineers. The Indians were very numerous during the early years of settlement. Particularly in the summer time they would come in, in large numbers, and they usually camped where the High School buildings now are. They were peaceable enough and we had very little trouble with them, except when they got liquor from some of the traders, and this happened often enough to cause the U. S. Government to send U. S. Marshal Nichols here to investigate. He evidently found evidence enough to convince himself that there was good cause for complaints, for a short time after his third visit here he returned with a squad of soldiers from Fort Pembina and seized the entire stock of goods of E. Lariviere’s store and later sold the same at public auction. Mr. W. D. Bailey was the successful bidder, and he continued the business until he sold out to Fontain & Anglim in 1876.

The Red River steam boats ran up here part of the