seasons of 1874 and 1875, landing at the foot of Third Street, and carrying freight to Winnipeg which had been hauled in here by the branch line of the St. Paul & Pacific Railroad. During 1875 the railroad was built into Fisher's Landing, which was made the head of navigation until the railroad was built on to Grand Forks.

In 1877 and 1878 the heavy settlement of Polk County began. Pierre Bottineau and his son, John B., brought in a large number of French Canadians from Ramsey and Hennepin Counties, Minnesota, and also quite a number from the East, locating them along Red Lake River from Louisville to Red Lake Falls, and along Clearwater River from Red Lake Falls to Lambert. The Southern part of the State also furnished quite a number of settlers from Wabasha County and other points on the Mississippi River, and these newcomers settled around Crookston.

T. B. WALKER'S LUMBERING OPERATIONS IN POLK COUNTY.

(Contributed.)

In 1871 a firm of lumbermen, Jarvis & Berridge, of Winnipeg, purchased a lot of logs cut from Indian lands, under a permit from the Indian Department, for the sale of stumpage, the proceeds to go to the Indians. The logging was to be done just north of the White Earth Reservation, on the very upper waters of the Clearwater River, a tributary of Red Lake River, coming in at Red Lake Falls. The enterprise was in large part a failure, in consequence of the extraordinary expense of driving the logs, and the prosecutions by the Government of those who did the logging on the deal with the Indian Department, as not being authorized by Congress. This led to prosecutions by the Federal Department, and it was finally declared an unwarranted prosecution, as the authorization of the cutting was done by the Indian Department and parties to the contract, as purchasers of the timber, were legally authorized; therefore, for any violation of law pertaining to the operations, the Government officials should be held responsible. In this case the cutting was not held to be a criminal offense, as it was done in the interest of the Indians.

The work extended over two or three years, in efforts to get the logs over the difficult driving on Clearwater River.

These operations led the lumbermen of Winnipeg to investigating the timber on Rice River, which runs through the White Earth Reservation, and on the Red Lake and Clearwater Rivers, on the Red Lake Reservation. It was found that a considerable body of timber, belonging to the Pillsburys and to T. B. Walker, was lying around the northeast corner and easterly side of the White Earth Reservation. The most of this timber, by more or less of a long haul, could reach the Clearwater River (which, for the first ten or fifteen miles, runs eastward along the north boundary of the White Earth Reservation, and then farther east and north to Clearwater Lake), and made a considerable body of the pine mentioned, tributary to that river. The Winnipeg lumbermen, having found this timber available for driving to the Red River, undertook to purchase some of it for supplying their mills in Winnipeg, and their undertaking resulted in a contract to purchase logs of Mr. T. B. Walker, to be delivered at Winnipeg, at a rate which seemed to be sufficient to make the operations profitable, although at a large expense for hauling and driving the logs.

Tons of dynamite were used in clearing the boulders which were thickly strewn along the lower fifty miles of the Clearwater River, and expensive dams were built to hold the spring floods in Clearwater Lake and on the river above. Upon Mr. Walker's purchasing the timber owned by the Pillsburys, a number of years' logging was carried on and the logs driven to Winnipeg, where the difficulties of holding the logs, the high price which they had to pay for them, and the bad management of the lumber firm, made a practical failure of the enterprise, with the failure of the lumber company to meet their obliga-