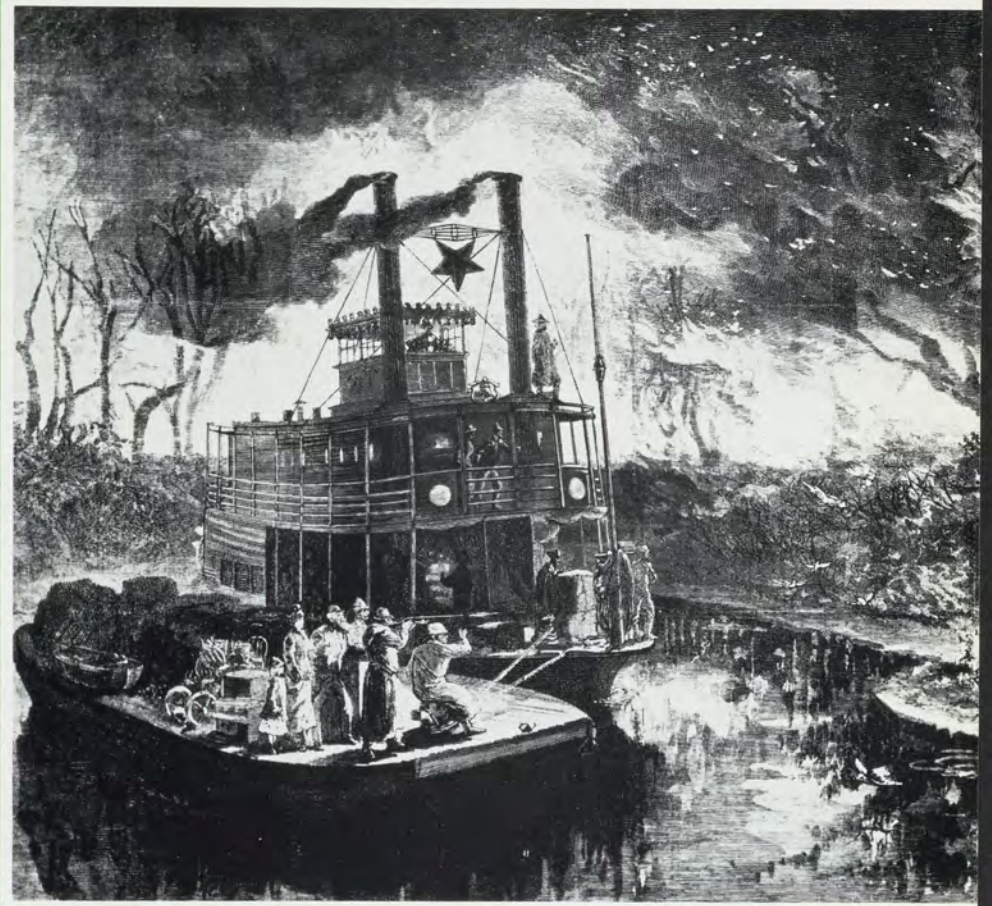


RAMSEY COUNTY HISTORY



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ON THE COVER: This lithograph which originally appeared in Harper's Weekly December 7, 1878, shows the hazards, such as forest fires along the banks, which faced James C. Burbank's steamboats as they traveled the Red River.

ACKNOWLEDGEMENTS: The photograph on page 3 is from the private collection of Winfield R. Stephens, Sr., Anoka, founder of the Motor Corps of the Minnesota Home Guard during World War I. All other pictures in this issue are from the audio-visual department of the Minnesota Historical Society.



Burbank's mansion, completed in 1863 at a cost of \$22,000.

Forgotten Pioneers... XIII

James C. Burbank, The Man Who Used Coach and Boat

To Link the Northwest to St. Paul

BY ROBERT ORR BAKER

Two events within the same decade 120 years ago helped change the history of St. Paul.

One was the opening up of the Suland, under the terms of the 1851 treaties of Traverse Des Sioux and Mendota. The new settlers of this area — more than 24 million acres — would be dependent upon St. Paul, as the port of entry, for the necessities of life.

The other event, the opening up of the Red River country, was the direct result of the first. But bringing this far-flung territory, as well as the entire Hudson Bay country this side of the Rocky Mountains, into immediate communication with St. Paul was the work of one man, James Crawford Burbank, today virtually a forgotten pioneer. His feat caused the *St. Paul Daily Pioneer and Democrat* of May, 1860, to rhapsodize:

"On the first day of June next, a new era will open for St. Paul and the Northwest. On that day will commence the regular trips of Burbank and Company's express coach, wagon, and steamboat lines between St. Paul and Fort Garry on the Red River of the North, in the Hudson Bay territory. The magnitude of this enterprise illustrates the wonderful growth of the great Northwest, the admirable geographical position of St. Paul as a commercial point of the first order, and the readiness of our citizens to fulfill their mission. Thus has the successful enterprise of one man produced an entire change in the channels of communication between England and the vast Hudson Bay possessions east of the Rocky Mountains, and we may add that Mr. Burbank has actually started the mail and coach line soon to be completed to the North Pacific. With this success, the old channel of transportation from England via the Hudson Bay and the Nelson River becomes obsolete, and the line of travel by way of Rainy River will be abandoned. Henceforth, the whole Hudson Bay country will look to St. Paul as their commercial port and point d'Appui. This is the only one of the many demonstrations of the fact that our city is the key of the great Northwest, which in our day and generation will team with busy and prosperous populations, building up at this point the peer of Chicago and St. Louis."

ABOUT THE AUTHOR: Robert Orr Baker, insurance company executive and historian, is the author of The Muster Role, a history of Fort Ripley, Minnesota, published in 1971. A member of the Twin Cities Civil War Roundtable, he is president-elect of the Ramsey County Historical Society.

Who was James Crawford Burbank? He was born in 1822 in Ludlow, Vermont, and was first reported in Minnesota territory in 1849. A lumberjack, Burbank hewed the timbers for the Indian school the Reverend Frederick Ayer, missionary to the Chippewa, built near the present site of Belle Prairie, a few miles from Fort Ripley.²

In 1851, the *Minnesota Pioneer* carried two items of interest. The first reported that, "A careful and accurate enumeration of the inhabitants of our town is one thousand nine hundred and thirty-four."³ The second, a list of letters remaining in the St. Paul post office included one for J. C. Burbank. As his name was missing from the next list, one can assume that he was in St. Paul in March of 1851, at least to pick up his mail.⁴

Burbank's introduction to the business community came when he, as general agent, made available to the frontier the blessings of the Graefenberg Line of Patent Medicines, advertised to cure all ills. He had a large market. This is not to suggest, however, that Burbank was a flim flam man.⁵ We must remember that 120 years ago, the sale of patent medicines was a legitimate business, and drug stores were far in the future. However, after a short time he left patent medicines to start the express business that was to be his important contribution to the history of the city and the state.⁶

IN 1851 St. Paul residents received but one mail each week. The mails were dependent upon the Mississippi for half the year, and upon a system of coaches to Galena, Illinois, the rest of the year. But boats would burn or sink, coaches would overturn in swollen streams, horses would run away, bridges would collapse, mail bags would be lost, so that the arrival of the mail was, indeed, an event. To make sure, against such hazards, that one could send and receive mail with some degree of certainty, the express system was used. This meant entrusting mail, valuables, packages, and shopping lists to one person who was paid by each client to see that his business was attended to in La Crosse, Prairie du Chien, or Galena, and that whatever he sent forward had a reasonable chance of reaching its destination.

Burbank began business in a small way and without capital. He himself carried his express. He began his first overland trip



James C. Burbank

from St. Paul on November 24, 1851, after the close of navigation on the Upper Mississippi, and he traveled on foot to Hudson, Black River Falls, Prairie du Chien, and Galena. He carried the material entrusted to him in his pocket. Later he took on a sub-mail route and carried one bag of mail.

He continued these trips through the winter and, although he made them regularly, his entire receipts that winter would have not paid one messenger's board. During the summer he traveled up and down the Mississippi on the St. Paul and Galena packets, paying for passage by serving as clerk on the steamers.

MUCH OF Burbank's early business consisted of filling orders for St. Paul merchants. His various partners found the business too difficult and the pay too poor, but Burbank pressed on, running the express himself and increasing it in the principal river towns.

To handle his increasing trade, he brought out the St. Paul wharf boat, which he docked at the now-vanished Upper Landing near the foot of what is now Chestnut Street, and he converted the boat into a general wholesale, retail, and commission store.⁷ He advertised that he would handle everything from a harmonica to a steamboat engine — eventually, even McCormick's reaper.⁸ The success of his venture was assured when he arranged a freight-forwarding agreement with the American Express Company.⁹

While he intended at first to carry only

express matter, the condition of the Walker Lines coaches was so deplorable and the service so unreliable that Burbank came to the rescue of a despairing public by adding passenger coaches to his line. Although he did not have mail contracts, he pushed the Walker passenger coaches off the route on the run to Dubuque.¹⁰ Burbank used a Concord express wagon, which he advertised as a handsome addition to his line.¹¹

In 1857, a year of financial panic, the express business became an index of St. Paul's commercial growth. Burbank's published figures revealed a \$1,510,283 increase in money and goods transported.¹²

BY THIS TIME Burbank had formed the Northwestern Express Company, and arrangements for the winter of 1857-1858 were far superior to those of previous seasons. New covered vehicles, got up at great expense, were to carry a limited number of passengers on the Prairie du Chien route. The inference is that previous travel had been in open wagons.¹³

In 1858, the Postmaster General awarded Burbank a four-year contract to carry a daily mail from Prairie du Chien to St. Paul between November 15 and April 15. Commenting on this arrangement, *The Pioneer and Democrat* noted,

"The mail contractor generally possesses a monopoly of the passenger business, and we have satisfactory assurance that under Mr. Burbank's charge next winter our citizens

*can visit the East with legs, arms, and collar bones unbroken. This is a luxury which has been denied us here-to-fore."*¹⁴

The stagecoaches were responsible for the construction of many roads and the improvement of many more. In some instances, companies suggested to communities along the route that better service would be possible with better roads.¹⁵ In others, the companies did the work. Such was the case with the Burbank line, which also had the contract for carrying mail from La Crosse to St. Paul.¹⁶ To hold to the three-and-one-half day driving schedule required by the contract, Burbank improved existing roads and spent \$3,000 to repair or build bridges. On the Prairie du Chien route, where only three days were allotted for the trip to St. Paul, Burbank spent \$2,000 to fix one stretch of road. As Burbank's express and transportation system grew throughout the territory, the company also cut new roads through to the communities which sprang up along the routes.

WHILE HIS stagecoaches and express wagons were bringing immigrants and visitors to St. Paul, Burbank did not neglect the city itself. He established an omnibus line on which two buses made punctual half-hour trips.¹⁷ He also provided a number of omni-

A coach labeled "St. Paul Omnibus Lines" stands at the corner of Third and Sibley Streets, St. Paul. Behind it is McQuillan's store.



buses for theater-goers and, later, for church-goers. Perhaps as a result of some of these activities, Burbank was elected the first president of the St. Paul Chamber of Commerce. He also was one of the incorporators and first president of the Minnesota Telegraph Company.¹⁸

The Minnesota Stage Company, a consolidation of the Allen and Chase line with Burbank's Northwestern Express, was formed in anticipation of steamboat travel on the Red River of the North.¹⁹ The plan was to set up a stage line to St. Joseph, Alexandria, and Fort Abercrombie, then connect with a steamboat on the Red River. Next came the second phase of what was an ambitious scheme. Burbank had a hand in this, also. The plan was to have Anson Northrup move his boat, "The Governor Ramsey," from Crow Wing, near Fort Ripley, some 80 miles overland to Sheyenne or Georgetown, and build there a hull to carry passengers down the Red River to Fort Garry, near what is now Winnipeg, Canada.²⁰

The first trip was made in June, 1859, with two horse-drawn post coaches owned by Burbank. These connected with the "Anson Northrup," as the new steamboat was called, at Breckenridge and bound for Pembina and Fort Garry. To add romance to the venture, two Scottish ladies were among the passengers who paid \$25 for the first trip. They were en route to Lake Athabasca, 1,700 miles north of St. Paul.²¹

THE TRIP also accomplished the resupply of the British Army — six British officers belonging to the Royal Canadian Rifles took the trip to Fort Garry.²² The success of this route resulted in a \$40,000 contract with Burbank to ship all Hudson Bay Company stores.

In April, 1860, Burbank led the ticket in the county commissioner election. This was the first of his political posts; later he was to serve as a member of the state legislature's house of representatives.²³

St. Paul's major effort in the summer of 1860 was the organization of wagon trains to travel to and from the Red River country. A hundred yoke of oxen and hundreds of covered wagons were required. Burbank's firm, as well as other companies, were liberally patronized by the Red River traders, and a new industry was created by this effort.²⁴



Anson Northrup

"The wagons were manufactured in St. Paul,"²⁵ it was reported and, further, "When the avenues of trade in this state shall have become more fixed, and the manufactories, which are sure to exist in a country by nature and education so admirably fitted to introduce and sustain them established, it is obvious that the whole western and northern commerce of the vast country now set down, as the British possessions extending to the Hudson Bay and the Pacific, will pour itself into the paths which will radiate from the center of St. Paul."²⁶

Heretofore buffalo robes, for instance, had been shipped to Montreal. Now this important trade found a new channel when Burbank's company forwarded to New York 500 bales at a value of \$50 each.²⁷

During the election of 1860, Burbank and Alexander Wilkin were nominated for the state senate from Ramsey County.²⁸ In support of Burbank's campaign, *The Pioneer and Democrat* had this to say:

"If any citizen was called upon today to name the most prominent, zealous, and influential citizen in advancing the material interest of this city, he would unquestionably name J. C. Burbank. His far sighted business policy, his enterprise and indomitable energy have proved a positive benefit to every merchant, trader, and mechanic in St. Paul. Of whom can so much be said?"

Despite this lavish endorsement, Burbank lost and so did Wilkin.²⁹



Stagecoach passes through Alexandria, Minnesota.

By late 1860 Burbank had recovered from his political loss through a business gain. He now had all the mail contracts on stage lines throughout Minnesota, amounting to about 1,300 miles of stagecoach routes and an additional 300 miles or so of pony routes. St. Paul was the hub of his operations, and to its citizens he advertised on January 1, 1861, the ultimate luxury for a frontier community: fresh oysters, available at his express office.³⁰

* * * * *

Quite a number of teams left St. Paul early in April of 1861 in order to arrive at the Red River in time for the opening of navigation. In the midst of all this, the Civil War broke out, and Fort Snelling, which had been in private ownership, was reopened by the state government to serve the Minnesota Volunteer Regiments. Burbank enlarged his omnibus line to provide transportation from the Fort to St. Paul³¹ and offered to carry, free of charge, small packages and mail from the express office in St. Paul.³² In addition, he was given the contract for the supplying of the frontier forts, and he was named agent for the quartermaster general of the army.³³

THE ONSET of the war did not lessen the amount of express for the Hudson Bay Company. During that spring and summer,

the newspapers reported immense quantities of goods transported by land to St. Anthony, thence to St. Cloud by steamboat, by wagons again to Georgetown, finally by steamboat down the Red River to Fort Garry.³⁴ All this activity gave employment to the men of the 200 teams hauling for the English Company as well as creating business for Minnesota's merchants and settlements. The return freight — part of it 300 bales of buffalo robes — raised the question of how the war would affect the Red River trade.³⁵ Burbank had a ready answer:

"The single article of buffalo robes is found to be indispensable to the American Army. As in the Crimean Campaign, the dividends of the Hudson Bay Company were immensely increased by the demands for these skins by the British Army. So the best market for this great staple of the fur trade is the supply of the army of the American Union."³⁶

In the fall of 1861, Hudson Bay Company made its first shipment of furs to London through Burbank and Company in St. Paul, thus giving the company an international status.³⁷

Many problems were created by the war, however, and the need to transport troops from Fort Snelling to La Crosse, and then east to "The Seat of the War." The situation worsened with the Sioux dwelling on the Minnesota prairies and, to further complicate matters, it was reported from London that the British intended to send 300 troops to Fort Garry in case of trouble with the United States.³⁸ My research yielded no information as to whether or not they were transported north by Burbank.

To cope with the Indian problem, Governor Ramsey ordered one company stationed at Georgetown in 1861.³⁹ Burbank, with 20 men to protect the steamboat company, was to provide winter quarters for the soldiers.⁴⁰ He was quick to see the international advantage this would give him, and he advertised thusly:

"Perhaps the most important reason why settlers should prefer our mode of transportation is that the steamboat will be engaged in service of the United States, carrying her mail, and our Government will protect her against the threatened depredations of Indians. As evidence of this, a company of troops are now stationed in Georgetown to protect the boat and property."

However, perhaps because of increased costs in the care and feeding of the soldiers, the fare was increased from \$25 to \$30.⁴¹

Burbank was interested in other phases of the war effort. He advertised a bounty of \$10 at enlistment and \$10 for the next two months for the first 10 men to enlist in the McClellan Guards, the Sigel Guards or the Union Guards.⁴² Later he was to serve as chairman of the Central War Committee⁴³ and also as chairman of the committee to honor the dead of the Minnesota First Volunteer Regiment.⁴⁴

The Indian Uprising of 1862 destroyed the station at Breckenridge, killed several Burbank employees, and temporarily suspended operations beyond St. Cloud. Interestingly enough, the appeal of Quartermaster Smith, under siege at Fort Abercrombie during the Uprising, was not to the military authorities but to Burbank to send him 200 troops and extra arms.⁴⁵

THE SIOUX UPRISING, and its interruption of Burbank's operation produced an interesting exchange between Governor Ramsey and Henry H. Sibley, commander

of the troops against the Sioux.⁴⁶ Ramsey asked if Sibley had enough troops to protect the trade from St. Paul to the Red River, as well as deal with the Sioux, and that if he did, to give at once the most ample protection possible to business and trade from St. Cloud to Fort Abercrombie and along the Red River to the international boundary. This action — providing an armed convoy to the Hudson Bay territory to make sure Fort Garry and its settlers would receive supplies — did much to create a favorable attitude toward the North in Great Britain when she was being pressured to recognize the Confederacy.

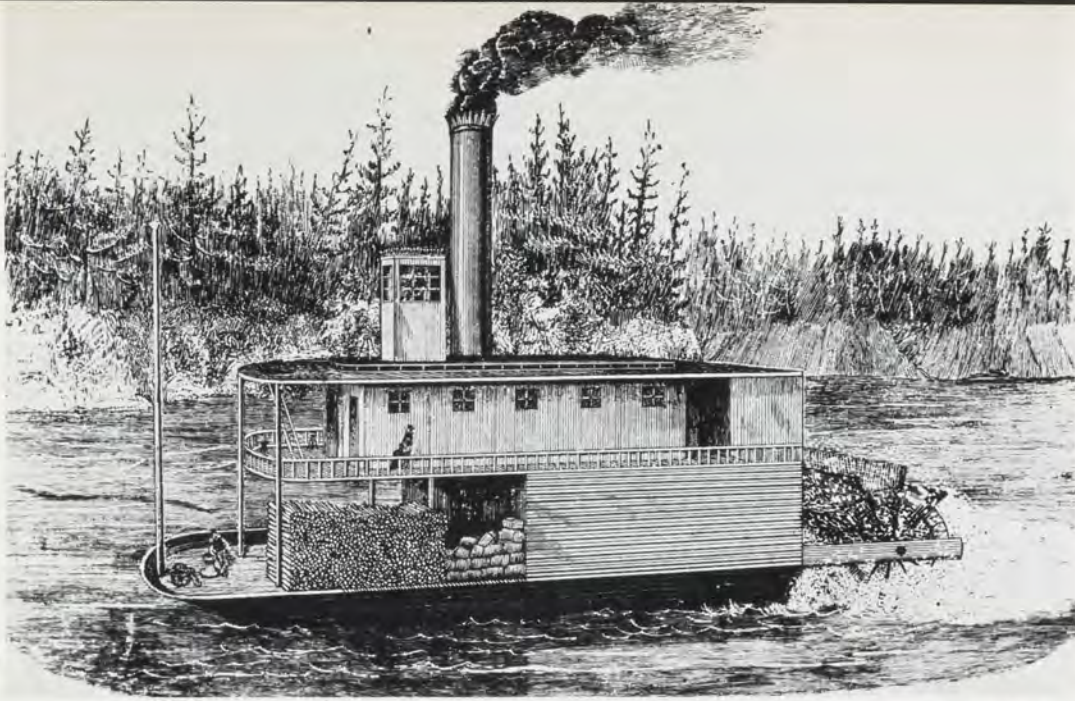
Secure under this protection, Burbank sent out from St. Paul early in May, 1863, the first shipment of goods for Idaho. The *Pioneer* commented:

*"This is evidence, if any were wanting, that this city is destined at no distant period to be the great emporium from which that entire region of country will eventually derive their supplies."*⁴⁷

In 1862 Minnesota's adjutant general had furnished Burbank and Company with 100 Prussian muskets to protect the transportation system;⁴⁸ in contrast, the protection of this great train of 1863 was enormous. The train was made up of 160 wagons, drawn by two and four horses, and nearly 70 wagons drawn by oxen. Each wagon carried approximately a ton of freight, including army stores, as well as merchandise for the Hudson Bay Company and its traders.

Beyond Sauk Centre the train was escorted by 42 men from the First Minnesota Mounted Rangers and a company from the Eighth Minnesota Volunteer Infantry. At Alexandria the escort was increased by a company from the Ninth Minnesota Volunteers, ordered down from Fort Abercrombie. All teamsters were armed and had abundant ammunition. There also was a howitzer with men trained to handle it, and a good supply of ammunition.⁴⁹

SUCH SUPPLY trains must have made Burbank St. Paul's major employer of that time. Newspaper advertisements of the time called for 50 teams for one place, 40 for another, and 75 for another.⁵⁰ Then there was the processing of the vast amount of furs hauled in by the carts. One train of 105 carts carried furs valued at more than \$50,000.⁵¹



The "Anson Northrup" on the Red River.

Few people today have much idea of the amount of money paid the wagon train teamsters. For transporting the goods of Hatch's Battalion to Pembina, Burbank and Company distributed \$35,000 among its employees. To this type of military transportation was added the travel of all military recruits from throughout the state, as well as transportation of regiments south for Civil War service.⁵²

Burbank found time, however, to schedule an omnibus to Lake Como three times a week during the warm weather, at 50 cents for the round trip.⁵³ In 1872 he would be a member of the commission that would recommend the purchase of 260 acres bordering the lake for a public park.⁵⁴

When the St. Paul Chamber of Commerce was reorganized, he was elected president and immediately concerned himself with St. Paul's interests in the railroads.⁵⁵ When the First National Bank was established December 8, 1863, Burbank was named a director.⁵⁶

In that year, also, his residence on Summit Avenue was completed.⁵⁷ The two-story house of stone, with attic, basement and stables, cost \$22,000 — a building, it was said, that would grace the finest street of New York or any other American city. The house, still standing, is now referred to as the Burbank-Livingston-Griggs home. Owned by the Minnesota Historical Society, it is open to the public as an historic site.

AS THE WAR entered its final phase, Burbank became interested in the St. Paul Fire and Marine Insurance Company, which



Interior of a cabin on a Red River steamboat.

had been incorporated on March 5, 1853.⁵⁸ Colonel Alexander Wilkin, first president of the company and Burbank's running mate in 1860, had been killed at the Battle of Tupelo, Mississippi, July 14, 1864, while placing his troops in position against those of Confederate General Nathan Bedford Forrest. Wilkin's death made new company leadership necessary for the post-war era. On April 8, 1865, Burbank was elected president and served until his death in 1876.

However, he continued his interests in the express business. In 1868, he was awarded a contract for all government transportation in Minnesota and the Department of the Dakotas.⁵⁹ Revenues from this contract were approximately \$3,000,000. At the same time the firm's name was changed to Burbank Brothers. His younger brother, H. C. Burbank of St. Cloud, held the principal interest; others in the firm were his cousin, Amherst H. Wilder, who had joined the company in 1859 along with John L. Merriam, who had married Burbank's only sister, Helen. Merriam's son, William R. Merriam, later became governor of Minnesota.

IT WAS NATURAL that Burbank would organize and become the first president of the St. Paul Street Railway Company and a director of the St. Paul and Sioux City Railroad, for these were extensions of his omnibus system and his stagecoach routes.

Who were his contemporaries who shared these interests with him? They were the men who built the city and state: Wilkin, Wilder, Merriam. David Shepard, who built the St. Paul and Pacific Railroad, used Burbank's warehouse for the storage of grain.⁶⁰ In 1862, August L. Larpenteur was employed in Burbank's wholesale grocery department⁶¹

When Burbank transferred his operations from the Upper Landing to the Lower Landing, at the foot of Jackson Street, he changed the entire direction of the development of the city. Two factions existed at the time; the Upper Town group, clustered about what is now the Seven Corners area, and the Lower Town group around Jackson Street and the Mississippi River. His decision to move his wharf boat gave a significant push to the development of St. Paul's major business and financial district in the Lower Landing area.

In the quarter century from 1851 to 1876, it seems unlikely that there was a worthy enterprise he did not aid with capital and, more importantly, personal effort. He seems also to have possessed the confidence and respect of the people of St. Paul.

This quotation, dated 1860, may sum it up best:

*"Burbank's example is valuable to the country. He has from the beginning confined himself strictly to his own line of business, keeping close to the capabilities of the country. We know not of a better illustration of American enterprise, or another example of that honored class of businessmen."*⁶²

Footnotes

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4. *Ibid.*, April 17, 1851, Page 3, Col. 2.
5. *Ibid.*, June 19, 1851.
6. *Ibid.*, July 10, 1851, Page 2, Col. 3.
7. *Minnesota Democrat*, Sept. 21, 1852, Page 2, Col. 3.
8. *The Minnesotan*, Aug. 20, 1853, Page 1, Col. 4.
9. *Daily Pioneer*, April 28, 1854, Page 2, Col. 4.
10. Newson, T. W., *Pen Pictures of St. Paul, Minnesota, and Biographical Sketches of Old Settlers*, St. Paul: 1886, Page 216.
11. *Daily Pioneer*, May 18, 1855, Page 2, Col. 7.
12. *Pioneer and Democrat*, Nov. 29, 1857, Page 2, Col. 3.
13. *Ibid.*, Nov. 17, 1857, Page 3, Col. 1.
14. *Ibid.*, July 12, 1858, Page 1, Col. 1.
15. *Minnesotan*, Nov. 11, 1858, Page 3, Col. 1.
16. *Pioneer and Democrat*, Nov. 24, 1860, Page 1, Col. 4.
17. *Ibid.*, March 23, 1859, Page 3, Col. 1.
18. *Ibid.*, Feb. 23, 1859, Page 3, Col. 2.
19. *Ibid.*, April 20, 1859, Page 2, Col. 2; also, May 29, 1859, Page 3, Col. 1.
20. *Ibid.*, Feb. 13, 1859, Page 2, Col. 2.
21. *Ibid.*, June 18, 1859, Page 3, Col. 1.
22. *Ibid.*, Nov. 19, 1859, Page 2, Col. 2.
23. *Ibid.*, April 5, 1860, Page 1, Col. 1.
24. *Ibid.*, May 13, 1860, Page 3, Col. 2.
25. *Ibid.*, June 26, 1860, Page 7, Col. 4.
26. *Ibid.*, June 27, 1860, Page 1, Col. 3.
27. *Ibid.*, Oct. 19, 1860, Page 1, Col. 2.
28. *Ibid.*, Oct. 25, 1860, Page 1, Col. 1.
29. *Ibid.*, Oct. 27, 1860, Page 1, Col. 1.
30. *Ibid.*, Jan. 1, 1861, Page 1, Col. 3.
31. *Ibid.*, April 30, 1861, Page 1, Col. 5.
32. *Ibid.*, May 2, 1861, Page 1, Col. 3.
33. *Ibid.*, June 4, 1861, Page 1, Col. 6.
34. *Ibid.*, July 6, 1861, Page 1, Col. 6.
35. *Ibid.*, July 23, 1861, Page 1, Col. 4.
36. *Ibid.*, Nov. 10, 1861, Page 1, Col. 1.
37. *Ibid.*, Nov. 23, 1861, Page 1, Col. 5.
38. *St. Paul Daily Press*, Oct. 1, 1861.
39. *Pioneer and Democrat*, Nov. 28, 1861, Page 1, Col. 2.
40. *Annual Report of the Adjutant General*, 1863, Page 267.
41. *Pioneer and Democrat*, March 29, 1862, Page 1, Col. 5.
42. *Ibid.*, Aug. 2, 1862, Page 1, Col. 4.
43. *St. Paul Press*, Dec. 6, 1864, Page 4, Col. 1.
44. *St. Paul Pioneer*, July 18, 1863, Page 4, Col. 1.
45. *Pioneer and Democrat*, Aug. 28, 1862, Page 1, Col. 4.
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50. *St. Paul Pioneer*, May 19, 1863, Page 1, Col. 4.
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THE GIBBS HOUSE

Headquarters of the Ramsey County Historical Society, 2097 Larpenteur Avenue West, St. Paul, Minnesota.

THE Ramsey County Historical Society was founded in 1949. During the following years the Society, believing that a sense of history is of great importance in giving a new, mobile generation a knowledge of its roots in the past, acquired the 100-year-old farm home which had belonged to Heman R. Gibbs. The Society restored the Gibbs House and in 1954 opened it to the public as a museum which would depict the way of life of an early Minnesota settler.

In 1958, the Society erected a barn behind the farm house which is maintained as an agricultural museum to display the tools and other implements used by the men who broke up the prairie soil and farmed with horse and oxen. In 1966, the Society moved to its museum property a one-room rural schoolhouse, dating from the 1870's. The white frame school came from near Milan, Minnesota. Now restored to the period of the late 1890's, the school actually is used for classes and meetings. In the basement beneath the school building, the Society has its office, library and collections. In 1968, the Society acquired from the University of Minnesota the use of the white barn adjoining the Society's property. Here is housed a collection of carriages and sleighs which once belonged to James J. Hill.

Today, in addition to maintaining the Gibbs property, the Ramsey County Historical Society is active in the preservation of historic sites in Ramsey county, conducts tours, prepares pamphlets and other publications, organizes demonstrations of pioneer crafts and maintains a Speakers' Bureau for schools and organizations. It is the Society's hope that through its work the rich heritage of the sturdy men and women who were the pioneers of Ramsey County will be preserved for future generations.