Like the Wind . . .
Oakland Cemetery
Holds Many
Caught Up in the
U.S.-Dakota War

Patrick M. Hill
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From Cigars for Founders to a Festive 2012 Centennial
The (Men's) Garden Club of Ramsey County at 100

Barbara Parisien　　　　　　　　　　　*Page 3*

Jerry and Lee Shannon, right, take a rare moment to relax in their St. Paul garden—a park-like treasure in the heart of the city. The Shannons have been active members of the Garden Club of Ramsey County (GCRC) for over four decades and they often share their garden with the public. Like the Shannnons, Zenas Thomas, top, one of the founders of the Men's Garden Club of Ramsey County (the predecessor of the today's GCRC), found a moment in 1930 to survey his Bald Eagle Lake garden with his wife, Edith. Photo of the Shannon garden by Glen Stubbe. Photo courtesy of STARTRIBUNE/MINNEAPOLIS-ST.PAUL, 2011. Photo of Zenas and Edith Thomas courtesy of John and Carla Henry.

RAMSEY COUNTY History

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A Message from the Editorial Board

Sometimes, the historical context of now-familiar institutions might surprise us. In this issue, Barbara Parisien shares the history of the Garden Club of Ramsey County and reminds us that the Club started in 1912 with a group of dedicated cigar-smoking men! We are pleased that the Garden Club is celebrating its centennial with us at the Gibbs Museum. Dave Riehle presents the history of the *William Crooks*, the first railroad locomotive in Minnesota, now in Duluth, which many of us remember from its display at St. Paul's Union Depot. But of course, the engine itself came up the Mississippi in 1861 by steamboat, along with the iron rails to build tracks for its initial ten-mile trip from St. Paul to St. Anthony. And at nearly the same time, the devastating U.S.-Dakota War between European-born and Native Americans occurred in southern Minnesota. Patrick Hill notes the Oakland Cemetery graves of white settlers involved and other military graves, showing that even those quiet places can evoke memories of vivid conflict.

Anne Cowie,
Chair, Editorial Board

The Little Engine That Did
The "Iron Walker" and Its Inaugural Run

Dave Riehle

The *William Crooks* looks tiny as I stand next to it at the Lake Superior Railroad Museum in Duluth.[1] Still, it's not all that small for a piece of railroad rolling stock—it weighs 25–30 tons, about the same as an empty boxcar today. And it operates on a 4 foot 8-1/2 inch gauge track, just like today. You wouldn't want it resting on your foot. But the locomotives I'm used to operating weigh up to 230 tons and may be 70–80 feet long. The *William Crooks* could pull a load of about 60 tons up a 1 percent grade. (A one-percent grade, or a rise of 52 feet in a mile, is about the maximum on any railroad in Minnesota.) The Great Northern Railroad's No. 2030, a coal burning locomotive built in 1925 (see photo on page 27), could probably pull 2–3,000 tons. A modern, high horsepower diesel electric locomotive can pull triple that tonnage.

The *William Crooks,* as many people know, was the first railroad locomotive in Minnesota, arriving in St Paul in September 1861. This woodburning engine was built in Paterson, New Jersey, that same year and shipped overland by rail to La Crosse, Wisconsin, arriving in St Paul on September 10, 1861, on board a barge towed by the steamboat *Alhambra.*[2]

The locomotive and [3] cars were already on a track, placed lengthwise on the barge; and during the forenoon the barge was dropped down to a point near Dayton's Bluff where the railroad [grade, still waiting for rail], *now ready for the superstructure, intersects the river. Here the bow of the barge was run against the shore and anchored. A temporary track will be laid from the barge to the road bed and the train thus placed in position for track laying* (from the *St Paul Daily Press* September 11, 1861).

Yesterday morning the steamer Alhambra came into port with unusual demonstrations, in the shape of ringing of whistles, &c. and quite a number of persons were drawn to the levee, in spite of a drizzling rain. It was soon discovered she had on board, and in her barges, a fine locomotive called the "William Crooks," . . . [and] *two plat-*

A track crew, probably working for the St. Paul & Pacific, laying rails in a westerly direction from St. Anthony toward Anoka about 1865. Benjamin Franklin Upton stereographic photo. Photo courtesy of the Minnesota Historical Society.

form cars [i.e. flat cars] *and one box car, two handcars and about fifty tons of track iron. The rails and the hand cars were landed at the levee, and the locomotive and other cars were carried to the end of the railroad embankment father down* (from the *St Paul Pioneer and Democrat,* September 10, 1861).

Then there was the rail. Shipping a 25–30 ton locomotive from Paterson, New Jersey, to St. Paul was a small undertaking compared to shipping the miles and miles of rail that it took to build a rail-

road. (The wooden ties would have been obtained locally, or regionally, from those who were busily converting primeval forest into fungible commodities.) The first segment of railroad built in Minnesota, which we are examining here, was only about ten miles, from St. Paul to St. Anthony (or St. Anthony Falls), the town that begat Minneapolis.

Intrepid Urban Traipsers, as Don Empson and Kathleen Vadnais describe those of us who seek out local sites of historic or other interest, can visit old St. Anthony on the east bank of the river—what we call St. Anthony Main today, next to the falls, old Main Street being well supplied with nineteenth-century buildings, but none as far as I know dating back to the Civil War.[3]

The rail that was used in this initial construction of ten miles of railroad was made of iron, not steel, and weighed 50 lbs. per yard, we learn from Dutch historian Augustus Veenendal Jr. That would be a minimum of 20 miles of rail, of course, (both sides) or 105,600 feet. Modern rail comes in 39 foot "sticks" and 1860s rail would have been similar, amounting to about 2,700 pieces of rail weighing nearly 1,000 tons. The rail came from Johnstown, Pennsylvania, forged or rolled at the Cambria Iron Works.[4]

The iron being used is of the best quality, and comes here in small lots daily, being hardly cold from the manufactory at Johnstown, Pennsylvania.

. . .

The track on the St Paul and Pacific Railroad is now being laid as fast as a full gang of hands can accomplish it. They are capable of putting down a half a mile per day. . . . We visited the scene of operations yesterday and found the work progressing finely. The locomotive and cars on the track which has been laid upon the

St. Paul from Dayton's Bluff looking west about 1861. Clearly visible as a white horizontal line is the 1,400-foot track that had been graded and laid across the marsh below the bluff. In the lower foreground there are stumps, the remnants of a maple forest formerly used by the Dakota for sugar making each spring. At the far left, hundreds of ties are stacked up awaiting construction. Benjamin Franklin Upton photo. Photo courtesy of the Minnesota Historical Society.

regularly graded roadbed, and it is probable steam will be raised today (St Paul Daily Press, September 14, 1861).

At the foot of third street the "Wm. Crooks" was discovered with a good head of steam on, smoking and shrieking, and groaning as if impatient to be off. . . . When everything was ready, steam was let on moderately, but the engine did not move, on account of the stiffness of the machinery, when a man took an iron bar, and lifted one of the wheels, and she slowly moved, like a ship starting from her ways, as the last block is knocked away. . . . It went . . . about two hundred yards and returned again to the banks of the 'Mississip PAH.

Subsequently, Governor Ramsey, Senator [Morton Smith] Wilkinson and others arrived and the ragged sterned[5] boys were compelled to get into a car, which was coupled to the locomotive by Gov. Ramsey—and off started the train again, going a considerable distance further than at the first trial (St Paul Pioneer and Democrat, September 20, 1861).

Who was the crew? *Webster Gardner,* age 26, born in New York, was the engineer. *George Winslow,* 21, born in Ohio was the fireman. *Justus B ("Jud") Rice,* born in Vermont, age 25, was the conductor. Gardner continued in his career as an engineer, later joined by his son. Winslow, who is listed in the 1870 cen-

sus as a farmer in White Bear Lake and who seems to have subsequently left railroading for agriculture.[6] And Rice went on to be a railroad superintendent. Where and how did these young men acquire the knowledge necessary to operate a steam-powered locomotive?

Jud Rice was a passenger conductor on the Michigan Central Railroad before coming to St. Paul in 1856.[7] As a conductor, however, he would not have been responsible for operating or firing the engine. Gardner and Winslow could have come with the crew that contractors Winters, Harshman and Drake brought

to St. Paul, perhaps having had prior railroad experience in the East. Or they could have gained steam experience on the multitude of riverboats for which St. Paul was a major port of call.

Unfortunately, the biographical sources on the lives of the toilers are slim. We know considerably more about the faraway Dutch bondholders who fronted big capital for the railroad endeavors in Minnesota than we know about this trio, the precursors to many thousands of railroad workers in the Northwest over several generations.

The oldest existing record of the railroad's employees is a ledger book begun in 1873.[8] It includes two workers hired as early as 1862, Martin Dowlan, a machinist, hired July 1, 1862, and James C. Morrison, a clerk, hired July 21, 1862, but none of the three men named in the contemporary newspaper accounts cited above is in the ledger. Nonetheless, census records and city directories show Webster Gardner continuing to work as an engineer for several decades, and other employees of the road indicated their railroad employment when they registered for the military draft in 1863. Other employees who are not in the ledger book appear in early St. Paul & Pacific Railroad financial records.[9] Certain occupations, such as "agent" and even "conductor," were apparently not considered wage workers and thus not recorded in the ledger. Jud Rice, for example, who was apparently the only conductor em-

The original location of the first railroad grade in St. Paul as it is today with the Third Street Bridge (Kellogg Boulevard) seen above the Burlington Northern Santa Fe tracks. Photo by Dave Riehle. Photo courtesy of Dave Riehle.

ployed by the railroad in its first year, shows up in the financial records because he is turning in money collected from passenger ticket sales. Others, such as agent Elijah Talcott Mixer, who was working at St. Anthony, turned in money for freight shipments. John Randall, who described himself as "general ticket agent, chief accountant, chief clerk in engineering and paymaster," started work on July 2, 1862, and also served as substitute conductor or baggage man.[10]

The tiny train proceeded to Trout Book, the end of the track, and returned to 3d st. (St. Paul Daily News, April 7, 1912).

How greatly are we indebted to those quiet business men and capitalists of Dayton, Ohio,[11] who have thus made the 19th of September, 1861, a historical day in this far off Minnesota! Palsied be the hand that places any obstacles in the way of their further progress! (St. Paul Daily Press, September 20, 1861).

This was the first exertion of land-based, steam-driven motive power in the state, and celebrated accordingly. But this, of course, was a railroad, or a few hundred yards of a railroad, to nowhere—more precisely from Third Street to Trout Brook. The task of actually constructing a railroad from somewhere to somewhere, in this case from St. Paul to St. Anthony, could not proceed without the power of a locomotive ("tiny" being only relative) to move the rail up to the workers on the advancing railhead, a task, if not beyond the power of horse-drawn conveyances, at least beyond all practical limits.

The prospective railroad could be graded by men and horses—or mules—but a locomotive, which could move 60 tons of iron rail up a 1% grade, was indispensable (and the machine never got tired). Sixty tons of rail would be about 185 "sticks," or nearly 10,000 feet, enough to lay about one mile of railroad. The track gang, according to the *Daily Press*, could lay a half a mile of railroad a day, so the *William Crooks* presumably could keep the track laborers well supplied with sufficient rail, ties, and other material to keep moving along.

The William Crooks, *in 1864. The location is unknown, but it is probably at St. Anthony with flour barrels in the foreground. Photo by Moses C. Tuttle. Photo courtesy of the Minnesota Historical Society.*

Although completion of the ten miles was optimistically forecast for October 15 (according to William Crooks, the human one, who was then the railroad's chief engineer, in the *St. Paul Pioneer and Democrat*, September 13, 1861), or the first of December (*Pioneer and Democrat*, September 10, 1861), it

William Crooks, *born 1832 in New York City. He died in 1907 in Portland, Oregon. The photo is from about 1875. Charles Alfred Zimmerman photo. Photo courtesy of the Minnesota Historical Society.*

was not until June 28, 1862, that the first train carried passengers from St. Paul to St. Anthony. That date has since been observed as the anniversary of the beginning of railroad operations in Minnesota.[12]

One individual who was on hand to witness the first trip was none other than James J. Hill, undoubtedly known in those days to his fellow citizens as Just Plain Jim, a hustling twenty-three-year-old merchant and freight forwarder. Hill didn't get his fingers on railroad property for another seventeen years, but he was already an active shipper of goods by all available modes of transportation, primarily riverboats and Red River oxcarts.

In 1897 Hill recalled the grand day thusly: *"I . . . [remember . . . [when the railway was just finished from Minneapolis [technically St. Anthony] down to the mouth of Trout Brook in St. Paul, near where the [rail]roads cross under the Third street bridge. The railway ran down to the Mississippi river and there was a small freight station, measuring, I think, 14X18 or 14X22 feet. The first shipment consisted of fifty barrels of flour [from St. Anthony]. There was a great deal of difficulty in getting the drays [wagons] along side of the railway grade, because marshy ground was crossed before reaching the end of the tracks where this station was. Right at the end of the tracks was a broad sandbar which prevented steamboats from landing there. Between the shallow water and the hard ground of the railway the sandbar extended some 500 or 600 feet, where a man, if he stood long enough, would soon be lost to sight. I remember that we took up the flour and with some cross ties skidded it down onto the drays and hauled them back by the gas works and around to either Sibley or Jackson Street" (St. Paul Globe, March 1, 1903).*

(The Canadian immigrant Hill calls the operation a "railway," the term used throughout the British Commonwealth, rather than the American (U.S.) "railroad" usage, perhaps foreshadowing the capture of the St. Paul & Pacific, which had paid for the building of the *William Crooks*, by the Canadian quartet of

Norman Kittson, Donald Smith, George Stephens, and Hill in 1878).

Later, Hill elaborated, *"We hauled it [the flour] down to the steamboat and it was upon the occasion of the shipment of flour that I felt we had sent out more tonnage on one boat than the cranberry crop would have furnished in a month. I remember how proud I was to ride up on the last dray bringing up the procession."*[13]

The 1903 *Globe* article was illustrated with a photograph from 1861 whose original image serendipitously is preserved in MHS archives (the photo is reproduced on page 23).[14] The view depicted is from Dayton's Bluff and the railroad grade is plainly visible as a whitish horizontal line across the middle of the photo, with the sandbar further to the left. It is surrounded by a large, dark area—the marsh Hill refers to—soon filled in and occupied by railroad tracks, and now the site of the Bruce Vento Nature Sanctuary, where felicitously placed markers remind us that this was once a sacred gathering place for the Dakota people.

Third Street (today's Kellogg Boulevard) did not come out to the railroad in 1861, nor did any other street.[15] The limpid stream in the center of the photo is presumably Trout Brook, today still flowing, but buried in underground pipe, as it makes its timeless way from its headwaters at McCarrons Lake.[16]

While Jim Hill characteristically recalled the commercial aspects of this first railroad trip, with plenty of statistical detail, others at the time celebrated the movement of passengers as *"the first link in the great chain of railroads which will, in the course of a few years, spread all over this state,"* (and beyond, the *Daily Press* reported, or exulted, on June 29, 1862).

The passenger cars, which had arrived only the day before, loaded up at 2:30 in the afternoon and the train *"started on its trip toward the setting sun,"* led, of course, by the *William Crooks* and its wood- and water-laden tender (Ibid).

The *Daily Press* correspondent did not fail to note that *"the scenery along the route is picturesque and often enchanting. The high prairie about midway between St. Paul and the falls, at this season of the year, covered as it is with its rich crops of grain and grass, is particularly*

The first St. Paul and Pacific Railroad station at St. Anthony about 1865 with Minneapolis in the background. A diamond-shaped locomotive stack is visible above the white boxcar lettered Minnesota & Pacific. Benjamin Franklin Upton photo. Photo courtesy of the Minnesota Historical Society.

beautiful." "Midway," around where Bandanna Square and the Saints ballpark are now, still called "Midway," is actually at the crest of a five-mile elevation from the river flats and from there the railroad grade begins to drop down to the west.

The rail line to St. Anthony diverges from the present Burlington Northern Santa Fe Railroad main line at what is still called "St. Anthony Junction," under the Highway 280 Bridge in Southeast Minneapolis (as the town of St. Anthony was renamed when it was absorbed by the Mill City). It then proceeds through "Dinkytown" near the University of Minnesota to the end of the track, which remains in use mainly to service the University's heating plant. The familiar retail quarter near the U of M campus got its name from the "Dinkytown" rail yard underneath the bridge. A "dinky," in steam railroad parlance, was a small switching engine (like the *William Crooks*).[17]

The woodburning *William Crooks* was soon superseded by more powerful coal-fired locomotives (especially after Hill took over) and relegated to the humble task of *"operat* [ing] *hydraulic pumps which were used to wash away hillsides where land-slides were imminent"* (*St. Paul Pioneer Press*, September 17, 1908).

While the *Crooks* was toiling away in non-revenue sluicing service, somebody

got the idea of restoring the locomotive, now Engine No. 1 of the Great Northern Railroad, to its original and pristine glory, if not even better, as it had issued from the shops of Smith and Jackson nearly fifty years earlier,. The occasion was to be the 70th birthday of the now titanic Empire Builder, James J. Hill, which would occur on September 16, 1908. Only a month or so earlier, the *Crooks* was discovered in August 1908 *"friendless and alone"* in residence at the St. Paul shops of the GN by an enterprising reporter from the *Globe*.

"Big engines, in for repairs, swish by insolently without so much as a glance at the derelict. Freshly painted Pullmans, who wouldn't dare become familiar with the iron steeds which haul them out, glide haughtily by decrepit No. 1. Greatest humiliation of all, a once despised rival, an old Red river cart, lounges against a great pile of scarp iron not half a block away from No. 1 and gloats over her downfall" (*St. Paul Globe*, August 16, 1908).

So it was ordered and so it was done, by the GN's skilled mechanics, machinists, blacksmiths, and boilermakers, and the *William Crooks* emerged from the GN shops much as we see it today. It has, in fact, had a longer career as a restoration than it did as a *bona-fide* working locomotive. In September 1908 it pulled Hill's

personal car out to Minnetonka for a birthday celebration. Little old *William Crooks* traveled to the 1939 New York World's Fair and the 1948 Chicago Railroad Fair. In 1921 it was the first locomotive to enter the new Union Depot in St. Paul, and in 1954 it was placed on display in the foyer inside the Depot, where, it was reported, it would remain on exhibit permanently (*St. Paul Pioneer Press*, June 28, 1954).

"Permanently," as in "on exhibit permanently," turned out to be twenty years. After the Depot was closed to train service in 1974, the *Crooks* was dismantled and moved to Duluth, where it has been on display ever since. Some people think it should be brought back to St. Paul, where it all started.[18] The locomotive is on "indefinite loan" to the Duluth museum from the Minnesota Historical Society.

This summer is also the 150th anniversary of a somber event rooted even more deeply in our history, the beginning of the expulsion of the Dakota people from this state following the U.S.-Dakota War of 1862.

On August 23, 1862, Governor Alexander Ramsey commissioned William Crooks (the man) as a military officer, and as of August 28, he was "Colonel William Crooks" of the 6th Regiment, Minnesota Volunteers. He was thirty years old. Regiments 1–5 were already engaged in the Civil War and the 6th (and 7th) were frantically constituted to deploy against the Dakota. Crooks's commission presumably derived from his status as a former West Point cadet.

The Dakota explosion came in August 1862. The Battle of Wood Lake, on September 23, 1862, in which Crooks and the 6th Regiment participated, was a decisive victory for the settler army. After that, the outcome of the struggle was never really in doubt, as the Dakota were driven steadily westward and pursued by punitive military campaigns for several years.[19] Crooks and the 6th Regiment were part of Henry Sibley's "Indian Expedition" in the summer of 1863, extending into present-day South Dakota.

James J. Hill, right, on board the William Crooks *with the original engineer, presumably Webster Gardner, in 1912. Kenneth Wright photo. James J. Hill Papers. Photo courtesy of the Minnesota Historical Society.*

In September 1862, Crooks was appointed the head of the military commission to try some 400 Dakota and Métis for participation in the war. Over the next six weeks, the trials took place at Camp Release near Lac Qui Parle. As is well known, 303 men were sentenced to death. After review of the convictions by President Lincoln, 38 were hanged at Mankato on December 26, 1862.

We appropriated the word "sesquicentennial" from the Romans, and we denominated this state "Minnesota" from the Dakota language. Confronted with a new phenomenon, the Dakota named the locomotive (in itself a neologism only a few decades older) "mazomani"—"iron walker." The Iron Walker strode across their land in seven-league boots, not caring where it stepped. The two anniversaries are, it ought to be obvious, inextricably intertwined.

In March 1863 the U.S. Congress formally expelled the Dakota from the state of Minnesota. The secretary of the Interior then sought bids for the removal of the Dakota (and the Winnebago, a tribe in Minnesota that had no involvement in the war).[20] Author Corrine Monjeau-Marz has found a handwritten receipt certifying that "on the fourth day of May 1863, I received of Colonel

Twenty-nine St. Paul & Pacific Railroad workers, unidentified, in 1873, likely at the Jackson Street shops. The man in the front row, middle, with a vest and a string tie is probably the shop foreman. Redington & Shafer photo. Photo courtesy of the Minnesota Historical Society.

William Crooks, Commanding Fort Snelling, seven hundred and seventy-one Sioux (men, women and children) and that on the fifth day of May 1863, I received of Colonel Crooks . . . Five hundred and forty-seven Sioux Indians (men, women and children) making an aggregate of thirteen hundred and eighteen Indians." The signature on the receipt is that of "E.A. Hatch." That is, Edwin A.C. Hatch, a former Indian agent who, like Crooks, was a director of the St. Paul & Pacific Railroad.[21]

Dave Riehle retired last July from the Union Pacific Railroad, where he was employed as a locomotive engineer. He has written a number of articles for Ramsey County History and serves on the Society's Editorial Board. He thanks Steve Trimble for assistance on the research for this article.

The William Crooks, *left, alongside a brand new Great Northern Railway locomotive, No. 2030, in 1925. Erickson photo. Photo courtesy of the Minnesota Historical Society.*

Endnotes

1. William Crooks was the son of Ramsay Crooks, a Scottish-born fur trader and capitalist. Crooks Sr. was related by marriage to the influential Chouteau family of St. Louis. Ramsay Crooks was an agent of the American Fur Company in Minnesota and later a director of the company in New York. William, who was his son and attended the U.S. Military Academy for a time, was the chief (civil) engineer for the Minnesota & Pacific Railroad until he departed St. Paul for Civil War service in the Sixth Minnesota Infantry Regiment in 1863. Crooks and Edmund Rice reached an agreement in 1861 with Ohio bankers Valentine Winters and Jonathan Harshman and Dayton, Ohio lawyer Elias F. Drake to finance the construction of the line from St. Paul to St. Anthony (Augustus J. Veenendal Jr., *The St Paul & Pacific Railroad: An Empire in the Making, 1862–1879* (DeKalb, Ill.: Northern Illinois University Press, 1999), 30)).

2. Woodburning engines have the characteristic diamond stack because wood fuel produces fire-starting sparks. The diamond stack had a large top fitted with a baffle that threw the sparks out to the side of the diamond stack top where they fell back into the smoke box. Coal combustion produced fewer sparks and so a straight smoke-stack could be used.

3. Donald Empson, *The Street Where You Live: A Guide to the Place Names of St. Paul,* 2nd ed. (Minneapolis: University of Minnesota Press, 2006).

4. Cambria Iron Works, founded in 1846, eventually became Bethlehem Steel Company. When it went out of business in 1992, over 12,000 workers lost their jobs.

5. The meaning of *"ragged sterned boys"* escapes me.

6. The 1870 census enumerator, working in White Bear Lake, encountered many people born in Canada, which he invariably spelled "Canady," giving a small insight into English as it was spoken then.

7. Veenendaal, 154.

8. Great Northern Railroad Records, Branch Lines, St Paul & Pacific, Personnel Records, 132.D.11.1B, Minnesota Historical Society, St. Paul, Minn.

9. Great Northern Railroad Records, Branch Lines, St Paul & Pacific, Miscellaneous Financial Records, June 30, 1862–February 7, 1864, 132.J.12.6F, Minnesota Historical Society, St. Paul, Minn.

10. John H. Randall, "The Beginning of Railroading in Minnesota," *Collections of the Minnesota Historical Society,* 15 (1915): 215–20.

11. See Note 1.

12. On July 2, 1862, the first train in revenue service (carrying paying passengers and freight) was run.

13. Note for researchers: How big was the cranberry crop in 1862?

14. Photographer: Benjamin Franklin Upton (1818-) Photograph Collection, Albumen 1861–1863 Location no. Reserve Album 56, no. 18, Minnesota Historical Society.

15. *"Third street must be extended to the rail-road. [The need to grade it through] is absolutely demanded if we desire to avail ourselves of the benefits of the railroad"* (from the *St. Paul Pioneer and Democrat,* September 10, 1861).

16. Trout Brook was vigorous enough in the nineteenth century to power flour mills near 7th Street, at least intermittently, and presumably it contained trout and other fish.

17. According to John Randall, the railroad "terminated on the prairie back of the old University Building in St. Anthony." That would have been "Old Main," about where Folwell Hall is today.

18. Including former legislator and current Ramsey County Historical Society Editorial Board member Steve Trimble. When Trimble recently brought this idea to the attention of the architects and designers who are rehabilitating the Union Depot, there was concern expressed that the floor could not support the weight of the *Crooks.* While these professionals must be granted the presumption that they know what they are talking about, the engine did reside on the main floor of the Depot for twenty years.

19. The history of the U.S.-Dakota War is documented in many sources and is beyond the scope of this article to try to recapitulate it here.

20. William E. Lass, "The Removal from Minnesota of the Sioux and Winnebago Indians," *Minnesota History,* 38, no. 8 (December 1963): 353–64.

21. Corinne Marjeau-Marz, *The Dakota Indian Internment at Fort Snelling, 1862–1864* (St Paul: Prairie Smoke Press, 2006) 157.

ADDRESS SERVICE REQUESTED

Sherry and Rick Sanders, members of the Garden Club of Ramsey County, have taken on a massive lakeshore restoration project at their home on McCarrons Lake outside St. Paul. They believe, "It is paramount for us to help restore ecosystems. By sharing the beauty and wonder of our environment, we encourage others to join this mission." For more on the Garden Club of Ramsey County, see page 3. Photo courtesy of Sherry and Rick Sanders.