

structural quality.

WAITING FOR STEEL.

The work of track laying on the new Duluth, Virginia & Rainy River railroad is again temporarily hindered this week, awaiting the arrival of steel. Track is now laid for a distance of about eight miles, and the work of clearing and grading for the line continues with unabated zeal, the work of clearing at present reaching well into township 61-18.

A large new force of men came up from Duluth Tuesday for the new line, the total force on the work at present numbering between four and five hundred.

The Enterprise furnishes the news

1/17/1902

The Swan River Logging road

has been bought by the Hill interests, the formal transfer of the property to the Eastern Minnesota being made a week ago. A deed of the property to the Eastern Minnesota bearing date of January 6 was filed with register of deeds on Tuesday. The consideration is given at \$1,500,000.

1/17/1902

President Cook, of the Duluth, Virginia & Rainy River railroad, in conversation with a Duluth reporter states that wolves are playing havoc with the deer in the northern country, stating that while going over the route of the new road he ran across the remains of three carcasses which had been killed and eaten by timber wolves.

1/17/1902

from The defendant in the suit to quiet title was Aug. D. Noble.

The W. T. Bailey Lumber Company lands about 100,000 daily on Virginia lake, and although sawing from 40,000 to 50,000 per day have hard work keeping up with orders received for bill and dimension stuff. Between the mill and the woods about one hundred men are on the company's pay roll.

It is stated that the work of track extension on the new Duluth, Virginia & Rainy River railroad is again tied up awaiting the arrival of steel. The new company has steel for ten miles of track at Pittsburgh mills, the delivery of which is indefinitely delayed owing to the rush of business and shortage of cars on eastern lines.

In making returns from the First

2/2/1902

C. S. Shea, of Duluth, was in the city Wednesday, attending to business matters in connection with his lumbering interests in 60-18. The company will continue work during the summer, employing about two hundred men. The output will be shipped by rail to Stillwater and from that point rafted to Keokuk, Iowa, for manufacture at the mills of the Tabor Lumber Co.

D. V. & R. S. STOCKHOLDERS MEET.

A meeting of the stockholders of the Duluth, Virginia & Rainy Lake road was held Friday. Also a meeting of the stockholders and directors of the Minnesota Land & Construction company. The latter company was formed to build the Duluth, Virginia & Rainy Lake road and the same men control both corporations. It will be remembered that when the road asked for proposals for the construction all of the bids were rejected as too high, and the construction company was then organized.

3/7/1902

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Capt. Jas. Trezona on Wednesday concluded a deal for the purchase of the Mars residence property on Lake Boulevard. The place is one of the neatest in the city. It will be occupied by R. E. Bailie, of the Virginia Jewelry Co.

The Hercules Powder Co. has purchased the N. K. Farrand house on Birch street, now occupied by Mr. and Mrs. Wilson, for the use of Geo. Leanner, range manager. Mr. Leanner will remove his family from Wakefield to this city at an early date.

The Duluth, Virginia & Rainy River railroad have this week commenced hauling logs and are forwarding about a quarter million daily to the Minneapolis mills. Owing to shortage of steel a large number of track men have been laid off temporarily.

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3/14/1902

Four stations have been established on the line of the new Duluth, Virginia & Rainy River railroad. The first station above the Virginia headquarters is Sandy, at the Scanlon-Gipson crossing, the next is at Rice River, and the most northern station yet established is Taber, at a point in 61-18 where the new line crosses the Tower and Itasca tote road. The Virginia headquarters station will be known as Rainy Lake Junction. The new line continues to deliver to the Eastern for delivery upwards of a quarter million feet of timber daily. The company expects to work from twelve to fifteen hundred men on the construction of the new line during the season.

4/4/1902

RAISE MONEY.

Two million dollars was the amount named in a trust deed filed with the register of deeds yesterday.

It runs from Duluth, Virginia & Rainy Lake Railway company to the Minnesota Loan and Trust company, of Minneapolis. The loan will consist of 2,000 coupons of \$1,000 each, bearing interest at 5 per cent. The company is preparing to extend its lines to the boundary.

Of the sum mentioned, \$1,500,000 is loaned on the road proper, including depots, sidetracks, etc., and the remainder applies to the rolling stock. It is provided that the trust-

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4/4/1902

Y. MINNESOTA, FRIDAY, APRIL 4

ting is also being done on this property. -Herald-Review.

4/4/1902

ern for the ore carrying of the region described. The former would haul to Duluth and the latter to Fort William. It is learned that the Duluth, Virginia & Rainy Lake officials are already talking of building their own line into Duluth. At present the road's southern terminus is Virginia, where it connects with the Missabe and the Eastern Minnesota roads. If the Canadian ore business offers any considerable inducement in the way of traffic, it is said that the company will surely build its own line into Duluth. The promoters of the road are men who can easily secure the capital to carry out almost any plan they may undertake.

The road, in addition to the Canadian ore business, is attracted to the northern side of the Rainy River by the prospective wheat traffic. It is expected that there will always, or at certain seasons of the year at least, be considerable wheat from Manitoba that would come to Duluth that way when the line is completed. The road was originally projected on account of the large amount of timber tributary to it, and the assurance already exists that by the time it is ready for through traffic it will enter at once upon a career of diversified traffic of the greatest importance.

The officials of the company are very reticent about their plans, but it is learned that the report published yesterday in the News Tribune that the road may not go to Ash Lake, where a new town was to be built, contains much truth. Four or five routes for the upper half of the road are under consideration. If the road engages in the ore business it is said to be very likely that it will run west of Pelican Lake and spurs will be built into the timber.

—News-Tribune.

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A STOLEN FAKE.

We note by The Virginian of last issue and again by the Duluth News Tribune of Wednesday, that the Duluth, Virginia & Rainy Lake railroad has encountered "a big sink hole in the course of its construction from this city to the boundary line. The hole is said to be about a mile across, and will mean a serious obstacle to overcome if the company decides to build across instead of around it."

A continuation of the same strain bears other startling features of such presumed importance as to render the article in its entirety worthy of a "big head" in each of the publications named, but when the foundation of the terrible calamity which has allegedly befallen the builders of the road, is known, the article pales into insignificance in every respect except as a monumental fake, in which field its value is limited only by the credence of a gullible public, and as a "space filler" where its value is but a trifle less than other "news" found in the columns of the pipe-dream organs.

Late last fall a small sink-hole, some fifteen to twenty rods in width, was encountered on the new line at a point a short distance this side of the Rice river, but was filled in very short order and the stretch of track across same is now, and has been since December last, as solid and substantial as any part of the line, permitting the hauling of heavy logging trains across it without trouble or danger.

Since that time no sink-hole has been encountered, and the builders of the new line continue the work rapidly, notwithstanding the woful happenings as depicted by the journalistic wind-jammers.

APRIL SHIPMENTS.

4/25/1902

5/16/1902

VIRGINIA, ST. LOUIS COUNTY.

Under the Wheels.

**Brakeman Wm. Clark Killed
on the Tabor Spur of the
D. V. & R. L. R'y.**

TWO OTHER BAD ACCIDENTS.

While backing up on a spur of the Duluth, Virginia & Rainy Lake railroad on a spur of the Tabor Lumber Co. to their logging works in 50-17, on Monday afternoon, the tender jumped the track with fatal results, Brakeman Wm. Clark and Conductor Brisson, who were riding on the foot-board, being thrown off, Clark striking squarely under the wheels and meeting instant death while Brisson was thrown to one side, sustaining a compound fracture of the leg and other serious injuries.

At the time of the accident the engine running very slowly, being stopped within half a car after the accident. The body of Clark was brought to the city and placed in the morgue, while Conductor Brisson was taken to the Virginia Hospital and is reported to be doing nicely.

A brother of deceased was located at Elroy, Wis., and arrived here Wednesday to take the remains to the family home at Wilton, Wis., for interment.

them.

DRIVEN OUT OF BUSINESS.

A surveying party on the line of the Duluth, Virginia & Rainy Lake Railway ran foul of a News Tribune reporter upon their return to Duluth the other day, and in conversation gave it out that they were put out of business by the hordes of mosquitos and black flies, which dug into the men with such vigor that the men refused to work, and on Saturday started for home. The mosquitos are said to be of a lusty variety, as large as bumble-bees, and dig in with an avidity which would denote an intention to fulfill their mission with exactitude.

DISSOLUTION OF PARTNERSHIP.

6/30/1902

6/13/1902

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THE LENONT HOSPITAL.

Dr. C. B. Lenont prepares for the erection of a neat and commodious hospital building on lots 31 and 32 of block 24, corner of Maple street and Cleveland avenue. The new building will be 40x45, two stories and basement, and together with its furnishings will stand the promoter about \$10,000. Contractor Gallagher, of Hibbing, has the contract for the excavation and foundation work, and expects to break ground this week.

BACK TO FIRST PRINCIPLES.

In the case of O. Halverson vs. the Moon & Kerr Lumber Co., the supreme court on Saturday handed down a decision favorable to the defendant in their appeal for a new trial. This remands the case, which is known as a test case of the cause and responsibility of the Virginia fire of June 7th, 1900, to new trial in district. The plaintiff, O. Halverson, died last week at St. Luke's hospital, Duluth, but his administrators will doubtless continue the action.

IT CAME AND WENT.

The far-famed Skerbeck Circus, together with its conglomerate aggregation of athletic monstrosities and its menagerie of three horses and a pair of intelligent canines, took the town by storm and a brass band, Tuesday. It left the following day, taking a goodly bunch of cash and leaving in its place a revived memory of P. T. Barnum's eulogy to American idiosyncrasy so vividly expressed in his adage that "the American people like to be humbugged."

TWO FINE RESIDENCES.

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7/4/1902

7/4/1902----->

Two New Mills.

**Our Pine Forests and Railroad
Facilities Draw Capital
This Way.**

GROUNDS ALREADY LEASED.

For several weeks past the establishment of a new industry for Virginia has been in prospect, but not until Saturday was the matter definitely settled to that degree where the ban of secrecy was removed and our citizens as a whole given information of the proposed industry.

On that date Messrs. J. R. James, A. Hawkinson and E. J. O'Rourke met in Duluth with representatives of the John O'Brien Company, of Chicago, the Moon & Kerr Lumber Company and the Virginia Improvement Company, where all preliminaries for a transfer of the lease of the Moon & Kerr Company were arranged, and definite agreements entered into whereby the John O'Brien Company are to establish a commodious mill at this point at an early date.

This decision on the part of the new company is in great measure due to the efforts of A. A. Hobbs, of Duluth, a member of the firm, who during a visit to the city three weeks ago stated to The Enterprise that if details could be properly arranged his company would put in a double band and gang-saw plant, furnishing employment to about three hundred men the year 'round, running day and night, summer and winter.

The company has options on 146,000,000 feet of stumpage on the line of the Duluth, Virginia & Rainy River Railway, and the access to timber supply is unlimited.

And, like misfortunes, the good luck of Virginia in seeing a portion of the vast timber supply to the north manufactured at this point is not to come singly. Reliable information comes to us that still another firm, in which Manager Myers of the Mashek Lumber Company at Chisholm is an interested member, has options on 80,000,000 feet of pine, and are attracted to Virginia as a natural manufacturing point.

After the siege of industrial quiet which has prevailed at this point since the fire, the prospective activity now in sight is justly appreciated by our citizens. It is expected that work on the new O'Brien mill, on the old Moon & Kerr site, will be commenced the coming month, and that the other plant, to occupy a site on the west side of Silver Lake, will be constructed during the autumn months.

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General Manager Eva, of the Duluth, Virginia & Rainy Lake Railroad, returned Monday from a visit to the eastern factories. He says two of the new engines for his road will be ready for delivery very shortly, and from that time forward we expect to see the dirt fly. The company has been badly hampered by the lack of rolling stock, and the inability of factories to keep up with their volume of business.

The coming school election, to

7/4/1902

tions is earnestly desired.

LOOKED US OVER.

John O'Brien, of Chicago, John O'Brien, Jr., of Ashland, and A. A. Hobbs, of Duluth, interested partners in the John O'Brien Lumber Co., were in the city a short time Monday, looking over the site of their proposed new mill at this point.

TO SHIP ORE BY RAIL.

7/4/1902

departure for the East.

The Amerian Consolidated Paper Co. is the title of a new trust which has organized for the purchase of all paper mills in the northwest. The new firm is capitalized at \$30,000,000, and options expiring on January 1st, next, are under consideration by mill owners. The consolidation will doubtless become effective.

President W. H. Cook, of the Duluth, Virginia & Rainy Lake railroad, was in the city Saturday. During his visit he was interviewed by a number of our business men relative to the establishment at this point of industries of interest to our people, and spoke encouragingly of Virginia's prospects in this respect.

Prof. W. T. Park, former

9/19/1902

TALKS FOR PUBLICATION.

Upon his return to St. Paul, Gen. C. C. Andrews, Chief Fire Warden, who made a trip of inspection of the iron ranges and adjacent country gave out the following for the press:

From Virginia I went north sixteen miles through hilly forest on the new Duluth, Virginia & Rainy Lake railroad and within eight miles of the Little Fork river whose valley like those of the Big Fork and Rat river contains a great deal of public agricultural land that is being rapidly settled and which still affords golden opportunities for actual homestead settlers. Construction trains will be running to the Little Fork by February. The new road which is reaching out about 100 miles to Rainy Lake at Koochiching and being built by experienced railroad men will tap \$8,000,000 worth of standing pine, a good agricultural area beyond will make a new and important route for wheat from the Winnipeg region to Duluth. It will also increase the value of much land owned by the state of Minnesota.

During eight years I have annually or oftener visited some of the mining cities and villages on the iron ranges, of which there are about a dozen and apparently they never were more prosperous than today. I stopped at four of these on this trip and was impressed by the steadiness of their growth, their clean streets and the neatness and comfort of the workingmen's homes. To see these thriving young towns with their mild or distant border of autumn colored woods, connected with a network of busy railroads in some instances with good carriage roads, with fine school houses and swarms of well behaved and handsome children, where but a few years ago was a dense wilderness, impressed one with the greatness of his state.

ANGLES WISE FOR VIRGINIA

10/3/1902

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10/10/1903

Will Build Here.

The Cook & O'Brien Interests

Make Formal Proposition for Mill Here.

WILL ALSO BUILD R. R. SHOPS.

W. H. Cook, of Duluth, Wm. O'Brien, of St. Paul, P. L. Murry, of Pine City, T. Donovan and M. Stack, of Stillwater, interested in the new Duluth, Virginia & Rainy Lake Railroad and adjacent timberholdings, met a small party of Virginia business people at the parlors of the Fay, by appointment, Monday evening, and submitted a proposition looking to the location of a two band mill and other industries at this point, which will receive consideration and doubtless carried to a successful culmination.

In addition to the lease of the former Moon & Kerr mill site, the new company desires a donation of what is known as the "Moon forty" on the west side of Silver lake, as also the townsite property lying to the north and between the tracks of the D. V. & R. L. Ry and the lake shore, including Scott Court, an unused city park site.

In addition to the mill, which would give employment to 250 or 300 men the year around, the proposition includes the erection of headquarter railroad offices, round houses and shops, and would be a permanent benefit of great magnitude.

The committee in charge has already taken action toward securing the site, and it is anticipated that little trouble will be experienced in a satisfactory adjustment of preliminaries.

CANNOT EAT IRON ORE OR CHEW

10/17/1902

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W. H. Cook, of Duluth, Wm. O'Brien, of St. Paul, P. L. Murray, of Pine City, T. Donovan and M. Stack, of Stillwater, interested in the new Duluth, Virginia & Rainy Lake Railroad and adjacent timber holdings, met a small party of Virginia business people at the parlors of the Fay, by appointment, Monday evening, and submitted a proposition looking to the location of a two band mill and other industries at this point, which will receive consideration and doubtless carried to a successful culmination.

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10/17/1902

THE MILL.

Virginia is to have a new sawmill. It will be built and operated by Charles Plummer of this city, who is a practical sawmill man and who has been engaged in a number of sawing contracts in the Duluth district during the past several years.

It is reported on good authority that Mr. Plummer closed this week a contract with William O'Brien and W. H. Cook, of the firm of Cook & Turrish, to cut 200,000,000 feet of timber, which will be logged along the line of the Duluth, Virginia & Rainy River line and sawed at the new mill at Virginia.

It is claimed that other large contracts are in sight, which will give the new mill another additional 100,000,000 feet cut and will insure it a steady run for at least the next ten years.

The mill will be the largest that Virginia has had since the Moon & Kerr sawmill plant burned down in 1900, during a conflagration that practically wiped out the town.

The new mill is said to be planned for a daily capacity of about 100,000 feet of lumber, and it is understood that the construction work will begin this winter so that the plant will be in operation next season.

Mr. Plummer makes his home in the West End of this city, and for several years ran the old Webber mill, ten miles north of Lakeside, where he cut some of his own timber and sold the lumber to Scott & Graff.

The new mill will be a valuable addition to the industrial concerns at Virginia and will insure the town a lively lumber business for a number of years to come.

William O'Brien, who has been acquiring a large part of the Cook & Turrish interests during the last summer and fall, is said to be one of the heaviest owners of standing pine in the country along the line of the new road being built from Virginia to the boundary.—Duluth Herald.

10/21/1902

Donate the Site!

The Moon & Kerr Lumber Co. Will Give Moon Forty for Mill Purposes.

PROVIDED FIRE SUITS ARE WITHDRAWN.

Preliminary arrangements looking toward the securing of the proposed new mill and railroad shops for Virginia have progressed with pleasing rapidity during the week, as also in a manner most satisfactory to our citizens.

As noted in our last issue, the proposition of the Cook & O'Brien interests asked the deeding of the "Moon forty" on the west side of Silver Lake, in addition to a lease of the former mill site and a deed of the strip of land between the new railroad line and Silver Lake, owned by the Improvement Co. and allied interests.

Mr. Moon returned to Duluth Saturday and on Saturday evening accompanied the projectors of the new enterprise to this city, where he made the verbal offer of a donation of the desired forty, conditioned upon the withdrawal of all actions against his company arising from the fire of 1900. This offer met with a temporary division of opinion, but the majority finally carried full consent, with one or two possible exceptions, and relinquishment papers in proper form are being drawn for the signatures of interested fire sufferers.

The proposition of Messrs. Cook & O'Brien is for the erection of a two band mill, and planer, also the erection of railroad shops and the permanent establishment of head-quarter offices of the Duluth, Virginia & Rainy Lake Railroad at this point. The estimated expense of these improvements is placed at \$125,000, and when complete the mill and shops will furnish steady employment throughout the year to several hundred men.

The company is anxious to have all negotiations complete as quickly as possible, that the erection of the mill may not be unnecessarily delayed, and it is likely that two weeks hence will see active work under way.

The value of these proposed improvements to the industrial and commercial interests of the city cannot be overestimated, and will materially assist in the permanent importance of Virginia as the commercial center of the range.

WILL MAKE KOOCHICHING.

BUYS PINE.

A deal was consummated in Duluth on Monday whereby W. H. Cook, of the Duluth, Virginia & Rainy Lake road purchased some 80,000,000 feet of standing pine in St. Louis and Itasca counties for \$328,000.

The timber was owned principally by Patrick Culligan and F. W. Gilchrist, of Alpena, Mich., K. A. McDonald having an interest in it. The sale comprises the entire holdings in Minnesota pine of both Mr. Culligan and Mr. Gilchrist.

The timber in this sale is located north and west of Virginia, scattered over a number of townships in both St. Louis and Itasca counties, and is directly tributary to the Duluth, Virginia & Rainy River road which is being built from Virginia to the Canadian boundary line, at Koochiching. It is said that the timber comprises some of the best remaining standing pine in the northern part of the state and would not have been on the market but from the fact that it could not be reached any other way than by the new railroad.

DIED AT MAENSBETH

10/31/1902

LOGGING CONTRACT LET.

The Duluth News Tribune reports that Cook & O'Brien, of the Duluth, Virginia & Rainy Lake road, have awarded a contract to Donovan & Stark, of Stillwater, to log 200,000,000 feet of pine north of this place. The Duluth, Virginia & Rainy Lake road runs through the pine, and the logging contractors are to deliver 50,000,000 feet a year to the road.

Cook & O'Brien will, it is now expected, build a large saw mill here to manufacture the timber. The details of the enterprise are not yet complete, however.

MEET HIM.

Governor Van Sant and party will

10/31/1902

COMMENCE WORK.

The new saw mill will soon become a reality, a crew of workmen commencing preparatory work on the site this morning. The portable mill which has been at Rice River has been brought down and will be used in cutting timbers for the structure, which will be in readiness for operation by mid-winter. It is understood that 30,000,000 feet will be banked in Silver Lake this fall.

It is also stated with a good deal of positiveness that a big sash, door and box factory, to employ a hundred hands, will be in operation by spring.

EVILETH WATER IMPURE.
The rapid increase in the trehold

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11/07/1902

BOX FACTORY PLANT.

The new sawmill which is to be built at Virginia is not the only important manufacturing industry which is being planned for that town, says the News Tribune. In addition it is proposed to establish in connection with it, a box, sash, door and blind factory. This doubles the importance of the plant, as originally reported. The entire works will, it is said, provide employment for about 500 men.

It is proposed to run the mill the year round, and a large warming pond is to be made out of a part of the lake alongside the mill site. The proposed capacity of the mill is from 40,000,000 to 50,000,000 feet per year, making it one of the largest mills in St. Louis county.

Virginia people have for some time had an eye out for manufacturing concerns, and have shown a disposition to encourage them. They wish to help their town grow in directions other than that of mining, which is an industry that will take care of itself.

11/14/1902

of the things has been made as yet.

Gunder Gunderson, a woodsman who hired out to work for the Tower Lumber company and got a free ride from Minneapolis to Tower, has found a whole bunch of trouble by trying to jump his job before commencing work, being placed under arrest on the charge of beating the company out of the price of the ticket. Gunder will probably know more by the time he gets the matter properly squared.

"Work on Virginia's new sawmill is progressing rapidly," said Fred B. Rossom, of Virginia, at the St. Louis this morning. "The portable mill that is to saw the timber for the big mill has been completed, and it will start sawing tomorrow. The pile drivers are going to work, too, in a day or two, and work will go ahead rapidly from now on. Virginia is a lively burg now, and it is going to be livelier right along."

—Herald.

11/23/1902

Sawing March 1st.

The New Plummer Mill Will
Be in Readiness for Opera-
tion on That Date.

FRAME COMPLETE JANUARY 1st.

B. F. Fisher, builder and millwright, in charge of the construction of the new mill to be built by Chas. Plummer, on Tuesday commenced the work of sawing timbers for the new structure, four cars of selected logs being brought down the line to the temporary mill on Monday afternoon.

A temporary office and blacksmith shop buildings have been erected and the frame work for the portable mill is being put up this week. Mr. Fisher informs The Enterprise that the frame work for the big structure will be up on January 1st, and that the new mill will be in readiness for operation on March 1st, next.

The frame work of the new structure will be 48x170 feet, and will be located on the west side of the outlet to Silver Lake, opposite the old burner of the Moon & Kerr Lumber Co. The location was staked out on Monday, in readiness for work on the structure as timbers are available.

The mill will be a double band, with gang edger, the entire plant being new from factory, embracing every modern improvement, and will cost between \$40,000 and \$50,000. It will be provided with a spacious hot water pond, permitting of sawing throughout the year, and together with other interests will furnish employment to a small army of skilled mechanics and laborers.

Profiting by the experience of the Moon & Kerr Company, Mr. Plummer will put in a substantial burner 26x110 feet, fire bricked for a distance of 50 feet from the base, with a 16 foot screen top, thereby voiding any possibility of future question of fires or their origin.

The building of the new plant will give employment to about 75 workmen, which in itself will be an item in Virginia's prosperity during the winter months.

AT THE KINNEY.

←----11/26/1902

STILL BUYING PINE.

W. H. Cook and associates have purchased the pine holdings of P. A. Smith in the Pelican Lake district, approximately 40,000,000 feet, the purchase price being given as \$160,000. The tract lies about twelve miles northwest of Vermilion lake, the cut being tributary to the line of the Duluth, Virginia & Rainy Lake railroad, which will furnish transportation facilities to several billion feet of standing pine which has heretofore had no outlet to market.

12/05/1902