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The Land of Happiness

By SUSAN H. SMITH
Commissioner of Immigration

Minnesota is truly a wonderful state—one of the greatest in the Union.

Very few of our people, and scarcely any outside of the state know that

Minnesota is first in butter production.
Minnesota is first in the production of iron ore.
Minnesota is first in the production of linseed oil.
Minnesota is second in the production of oats.
Minnesota is second in the production of barley.
Minnesota is second in the production of rye.
Minnesota is second in the production of flax.
Minnesota is second in the production of potatoes.
Minnesota is second in the west north central section in livestock.
Minnesota is second in this section in forest products.
Minnesota is second in the production of corn.
Minnesota is third in this section in nursery and green house products.
Minnesota is fifth in the production of clover seed.
Minnesota is fifth in the value of all farm property.
Minnesota is sixth in the value of all crops.
Minnesota is eleventh in the value of manufactured products.
Minnesota has the largest school trust fund of any state in the Union.
Minnesota farm products increased in value 161.3 per cent in ten years.
Minnesota has one of the finest trunk highway systems in the country.
Minnesota has 9,055 miles of railroad in operation exclusive of terminals.
Minnesota has a taxable wealth of approximately $3,000 per capita.
Minnesota has a greater wealth of resources than any other state in the Union.
Minnesota has the goods.

To help "sell Minnesota to Minnesotans and the World," we whose names are printed below take pleasure in lending our approval and support to this fine "Greater Minnesota Week" movement. Surrounded as we are by all the blessings of health, happiness and success, we realize that we are apt at times to overlook the many advantages we enjoy.

To bring to the minds of our own people, and the people of other states, the enviable position Minnesota occupies—and to stress its importance again as the greatest state of them all, over two hundred newspapers with the co-operation of the people of the various localities are joining in issuing special editions to tell of these important facts.

Minnesota as the summer playground of the nation—as the happy home state—as the land of real opportunity—as the bread and butter state—as the game and fish state—as the good road state—offers greater advantages to the home-seeker and to the summer tourist than any other state in the Union. We invite you of other states to whom this paper might come, to investigate this great "land of happiness."

G. H. Ingram, Hotel Agnes
Piper Furniture Store
Inter State Lumber Co.
Geo. T. Olsen, D. D. S.
Gold Oil Company

G. W. Stassler, Jeweler
Madden Seed House
Pine City Bottling Works
Gillespie Auto Co.
Milgrom Clothing Store

Pine City Hardware Co.
Frochaska Pharmacy
Jackson Produce Co.
Pine Co. Abstract Co.
H. C. Tauba D. C.

Woehrle and Chapman, Bakery
Fred A. Jordan
Webber, The Tire Man
James Steven, D. D. S.
Parrish-Bon Lumber Co.

W. J. Koenitz
Pine City Mercantile Co.
D. M. Clark, M. D.
Drs. Stratte and Stratte

The Fair Store
Bitchers Shoe Store
The Family Theatre
Pine City Motor Co.

MINNESOTA NEWSPAPERS ACTIVE IN STATE'S RAPID DEVELOPMENT

Many Publications Spread the Glory of The Great North Star State.

BY L. C. HODGSON
Mayor of Saint Paul

In the early days of the United States the framers of government placed a very high valuation upon the influence of the press, and supported "the freedom of the press" with a fervency never known in any other period. Under such conditions the newspapers of this country received an impetus, and achieved a power and independence which made possible a newspaper development unknown in any other land,—a development that in turn made possible a dominance of public opinion such as no other country ever knew.

Minnesota has had a newspaper history that is as worthy and glorious as that of any other American state, and today a study of the newspapers of this country will convince any investigator that the Minnesota press stands close to the top in character, ability and power.

Pioneers Were Stalwart

The pioneer newspaper men of Minnesota were stalwart and [illegible] thinkers and fighters, and they gave to the profession of journalism in this state a tradition of leadership that ever since has made the Minnesota newspaper man a prevailing power in every social and governmental activity.

Today in this state the newspaper fraternity, represented by a progressive state organization and by thriving district organizations covering the entire state, is carrying on the traditions of the founders and making the craft more and more important as a chief factor in community building, in political leadership, in state development and in the creation of larger business ideals. If there are today fewer papers than there have been, they are better papers, and newspaper work is no longer merely a "game", but a business, established on foundations that guarantee prosperity.

Today the daily newspapers of Minnesota have a daily circulation of 384,-[illegible] copies.

The weekly newspapers of Minnesota have a weekly circulation of 781,-[illegible] copies.

Every year in Minnesota there is turned out a total of [illegible] copies of daily and weekly papers.

There are two daily papers for every family in the state, and almost two weekly papers for every family. The circulation of Minnesota papers represents 119 papers a year for every citizen of the entire state.

The papers printed in this state represent a total each year of 4,[illegible] printed pages, containing over thirty-one billion columns of matter.

These papers represent a valuation now of more than twelve million dollars, and an annual pay roll of more than ten million dollars.

The newspaper profession has been represented in the governorship of the state five times, and editors too many to mention have filled the highest official positions in the state government.

Many Editors in Public Eye

At the present time the craft is largely in the public eye through the large number of important positions filled by editors, Theodore Christianson being governor; Julius Schmahl, state treasurer; Ray Chase, state auditor; Henry Rines, budget commissioner; Gunnar Bjornson, tax commissioner; Sam Y. Gordon, state printer; Grace Kaercher, clerk of the supreme court; O. P. B. Jacobson, state railroad and warehouse commissioner; Charles W. Henke, assistant game and fish commissioner; N. A. Nelson, secretary to the tax commission; J. C. Marchitt, clerk to the governor; Herbert C. Hotaling, tourist commissioner; Mrs. Bess M. Wilson, regent of the state university, and others in numerous minor positions.

Merely to mention some of the outstanding editors of a former generation is to realize how large a part they played in Minnesota's development. Such men as W. E. Mitchell, Joseph A. Wheelock, Henry A. Castle, R. B. Herbert, Charles C. Whitney, Liberty Hall, Harlan P. Hall, J. K. Moore, Irving Todd, Granville S. Pease, Joel P. Heatwole, James Gray, Robert C. Dunn, Sam Langum, Daniel Sinclair, John A. Johnson, Alvah Eastman, Frank A. Day, Charles Mitchell, Tams Bixby, C. F. McDonald, and many others of that calibre, gave to the profession an inheritance of noble service and efficient leadership which forever glorifies the newspaper activities of this state.

John A. Johnson left his newspaper office to become the most popular governor in the state's history, and it is generally agreed that his untimely death kept him from the Presidency of the United States.

[illegible]

The First Newspaper

[illegible]

received into the Pioneer Press of today, one of the most successful of modern American newspapers.

The Minnesota Chronicle was the second paper to be published in Minnesota. It was issued June 1, 1849. It was an organ of the Whig party. On December 18, 1850, D. A. Robertson, afterwards Mayor of Saint Paul began the publication of the Minnesota Democrat.

The St. Anthony Express appeared in April of 1851, the first paper in the district which is now Minneapolis.

The first woman editor in Minnesota was Mrs. Jane Grey Swisshelm who in 1857 started publication of "The St. Cloud Visitor". Her rabid utterances against the evil slavery caused some commotion, and eventually her printing plant was thrown into the river. She got a new outfit and kept on, but her way was stormy, and finally she sold out to W. B. Mitchell who changed the name to St. Cloud Journal.

Territorial Newspapers

In the territorial days before Minnesota became a state, seventy-six newspapers were started. The following are still in existence:

Saint Paul Pioneer Press, started in 18[illegible].

Sauk Rapids Sentinel, started in 1854.

Winona Republican, started in 1855.

Chatfield News-Democrat, started in 1856.

Houston County Chief, started in 1856.

Mankato Free Press, started in 1856.

Stillwater Messenger, started in 1856.

Hastings Gazette, started in 1857.

Mantorville Express, started in 1857.

Monticello Times, started in 1857.

Freeborn County Standard, started in 1857.

Red Wing Republican, started in 1857.

Wabasha County Herald, started in 1857.

There are some notable instances of pioneer editors continuing their activities into the present generation. Editor W. E. Easton of the Stillwater Gazette has been in active service on that paper for a period of fifty-seven years. C. A. French has been in the game 54 years, and editor of his Monticello Times for 41 years.

Four Minnesota men have been presidents of the National Editorial Association—R. B. Herbert, founder of the N. E. A., Will Wilkie, Herb Hotaling and Herman Roe, and Herb Hotaling as long-time secretary of the national organization is recognized as the main-spring of its great success.

Association Progressive

The Minnesota State Editorial Association was established through the effort of Daniel Sinclair of Winona in 1867 and to-day has reached its highest peak and is stronger, better, more influential than ever before. By the creation of a state field agent a year ago it began a type of service to the press of the state that is making it indispensable to the individual newspaper of Minnesota.

The first, second, third and seventh districts of the state have active district organizations, while the Northern districts are covered by the Northern Editorial Association. All of these associations are active and helpful.

The present generation of Minnesota editors is achieving in the spirit of the pioneers, and such men as Mabe Moreaux, Gunnar Bjornson, J. F. Weber, Herman Roe, Rudolph Lee, M. J. McGowan, H. Z. Mitchell, J. R. Landy, L. A. Rossman, J. C. Morrison, Carl Eastwood, Phil Liebeck, Joe Reynolds and a hundred others are writing a new and splendid chapter in the history of Minnesota Journalism.

The so-called "country-press" of Minnesota today represents the most devoted and most efficient agency of community-boosting in existence, and the type of service being rendered is on a higher plane than ever before. Never has the whole spirit of the press been as unselfish, as social in purpose, as dedicated, as at present.

Two main developments have progressed during the last generation. There has been a weeding out of the newspaper man who took up the profession as a makeshift. Today the newspaper editor is a newspaper man, and a business newspaper-man. The hit and miss managements of a former time have disappeared and journalism today is both a profession and a business,—a business which under competition and growing expense has been obliged to become business-like in its operations.

A New Day Dawns

The day of editorial vituperation has largely passed; and, too, the newspaper of today is not blindly partisan. The spirit of constructive service has finally crowned the long efforts of noble editors to make of their profession a public utility in the best sense. The Minnesota newspaper of today is a human institution, and the editor is a man who by study and devotion seeks daily to capture a larger vision of the growing world and its needs, and a cleaner purpose of contribution to the common good.

Richard Lloyd Jones once said: "The only thing that makes a newspaper great and powerful is an attitude of [illegible] toward life." Minnesota newspapers today as a whole represent this high ideal, and no organization in existence is doing more to [illegible]

[illegible]

Minnesota's natural resources make it among the richest places in the Union.

Ten Thousand Lakes Association Photo—
Historic Fort Snelling round tower, the nucleus of the mighty military center which is now the greatest in the northwest.

MINNESOTA OFFERS MUCH TO INTEREST AND DELIGHT TOURISTS

Ten Thousand Lakes Are Here—Forests, Streams and Wonderful Drives Await You

By H. C. HOTALING
Executive Secretary, Ten Thousand Lakes of Minnesota Association.

No people enjoy traveling about more than the American. They seem to inherit a longing to know and to see that which is the integral part of their country or state just beyond their every-day vision. Until restricted by the World's War, the American tourists in Europe outnumbered those of any other nationality. Then came the cry, "See your own country first" and the travel became a hunt for scenery and climate, fishing and hunting, in distant states. The old joke, which was all too true, that those who went abroad knew far more about foreign lands than they did about the United States became changed so that many knew more about California, Florida, Colorado, etc., than about the state in which they lived.

The home state is near at hand, it can be visited at any time, therefore it is not visited at all. The section of the state in which we live is so familiar that we do not realize it has beauty or features not common to the country at large. It is the same with its advantages and possibilities. Placed at our finger tips we take them as an every day occurrence without thought or apparent appreciation. For this reason I seems expedient to take inventory occasionally of our state's possessions.

Minnesota Industries Varied

Agriculturally Minnesota has held a first position for years. Her record in wheat growing has been remarkable and has brought many settlers within her borders and combined with the great milling industry has made her the bread basket of the Union. A change of times and demands, or perhaps a gradual development of natural resources, brought into existence the dairying industry of the State which has grown to tremendous proportions and bread and butter are now coupled together as a caption of Minnesota. But corn has outvalued wheat and brought hogs and other livestock with meat packing plants forward in the State's industries. These productions, however, are only a few which are yearly valued in the millions of dollars. The oat crop, barley, rye, potatoes, flaxseed, clover seed, wild and tame hay, and even apples and sorghum molasses also put themselves on record in that class. Our poultry products, and our milk production are in the same great valuations.

Minnesota has the greatest iron producing mines in the world and there is an enormous tonnage yet untouched. She also has untold millions of low grade ores which later will be brought into use with modern methods of reduction.

The forests of Minnesota, although thought by many to be depleted, are furnishing material for saw mills, planing mills, paper mills and box factories which estimate their annual outputs in the millions of dollars. And there are peat beds containing almost 7,000,000,000 tons of fuel of an equality of anthracite coal in heat productions.

Where Interest Never Wanes

These facts are, perhaps, only of interest to home seekers or persons of a practical turn of mind and would not attract the vacationist. If so, then let us turn to Minnesota the beautiful. Would you have hills and valleys, woodlands or prairies, dense forests and shimmering lakes, winding streams or rushing waters with rocky rapids and beautiful, noisy water falls; would you choose to visit the peaceful rural country where the plowman wends his homeward way or the busy marts of industry where trade and commerce fill the busy hours of day, and night is the time of revelry; or would you seek the uninterrupted wilds of nature where the birds and beasts are in the forests and fish abound in the waters. Whatever your choice Minnesota can satisfy your desire.

Minnesota has state and national parks which altogether contain more than 2,500,000 acres of land. They are kept in their wild condition as far as possible. They abound in most beautiful and picturesque places. The woodland has a great variety of trees and flowers. Its wild life is abundant and in the northern part of the State may be found large numbers of deer and moose and other large and small game.

10,000 Silvery Lakes

Minnesota's boast of Ten Thousand Lakes is but a modest claim. She has that number and many more. These vary in size. Each is a gem in itself adding much to its surroundings, and usually its depths are filled with many varieties of the finest game fish. In parts of the State these lakes are found unexpectedly here and there as a rare jewel, while in other sections one lake is hardly reached before another and yet another comes into view.

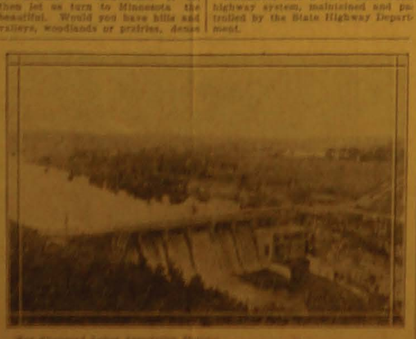
Mirrored waters of the lakes are not alone in beautifying the landscape; rivers and streams connect lakes and divide meadows. They water the lands; they add beauty and in the earlier days were the carrier of many a boat. The great Mississippi, the father of waters, is among them and finds its beginning among the lakes of the north; the Minnesota flows from west to east winding its way through prairie and woodland, sometimes playing in one of the most beautiful park sections any state could discover; the St. Croix has formed in its play with nature the phenomenal "Dalles" with their curious formations of rocks and caverns, and Rainy River drops over precipice after precipice letting its waters come down from these high ledges as water falls of the most exquisite beauty. But these are only a few of the larger streams and there are many just as beautiful although perhaps not quite as large, in the east, the west, the south, the north.

These are natural advantages and to them man has added hundreds of summer hotels and unique cottage, camps and outing resorts increasing in size as demand arises and summer residents increase. Then Minnesota has builded a great system of unexcelled highways, extending to all parts of the state, and making the Indian pipestone quarries of the southwestern prairie equally accessable to the tourist with the far-famed North Shore Drive along the rock bound coast of Lake Superior and bringing the Red River of the North and Root River of the southeast within easy driving distance of the Twin Cities.

Minnesota contains the richest iron ore deposits in the world.

Minnesota has the largest state trust fund for educational use in the nation—more than $53,000,000.

Minnesota has a 7,000 mile trunk highway system, maintained and patrolled by the State Highway Department.



Ten Thousand Lakes Association Photo—
Minnesota has unrivalled water power, and although many hydro electric plants are in operation the surface of this field has merely been scratched.

FUNDS PROVIDED FOR SCHOOLS

Wisdom of Early Pioneers Insures Lasting Trust Fund.

BY RAY P. CHASE
State Auditor and Land Commissioner

Minnesota is a forward looking state.

Only sixty-nine years old, comparatively thinly populated, with a vast unoccupied area, we are thinking in terms of a future generation, of substantial growth and sound development. We are committed irrevocably to the policy of good schools and are glad that this is so. We are committed definitely to the policy of good roads, that transportation may be easier, markets brought nearer, the farms and farms nearer the markets, that all points of the great inland empire known as Minnesota, may be within easy reach of all other sections.

State Is Blessed

Minnesota was blessed by the Creator with wonderful natural advantages: a delightful climate, adequate rainfall, fertile and productive soil, rare scenic beauties, wonderful natural resources in land, timber, minerals, water power and navigable rivers and lakes. On this enduring foundation the economic structure of the state is being built. The fathers who early shaped its destiny visioned a commonwealth that would lead the sisterhood, a state with all resources developed, all agricultural land under cultivation, potential wealth carefully husbanded and preserved, and populated with a virile, progressive people, such a people as the character of our early immigrants suggested.

With a definite ideal in mind, they planned for coming generations. They were men of unusual mental ability and sincerity of purpose. They thought and planned constructively for unborn generations who would follow them. Their policies proved sound and on them is growing now the economic and political life of the state.

One-third of Minnesota's area was given us by Congress at various times in some form of federal land grant. Since its first gift in 1841, Congress has donated to Minnesota, first as territory, and then as state, at different times and for various purposes, an area more than twice the total acreage of Massachusetts, Rhode Island and Connecticut combined.

Land Grants Are Large

The Congress of the United States has always regarded the public domain as public property, to be administered for the benefit of all. On this basis its land grants to various states were made. Minnesota received approximately 500,000 acres for internal improvements, 6,400 acres for public buildings and nearly 45,000 acres under the salt springs grant. In railroad grants we received from the federal government 8½ million acres, an area larger than the State of Maryland. The state, as a unit of government, received nothing through these lands. They were granted to the state for the railroads and conveyed by the state to the railroads.

Of other specific grants made to Minnesota, by far the most important were the school and swamp land grants.

Minnesota was the first of the double land grant states. Prior to our admission to the Union, each new state received as school lands, Section 16 in each township. Minnesota and succeeding states received Sections 16 and 36. From our state school land grant we have received an area one-half the size of New Hampshire. The swamp land grant of 1860 conveyed to us a territory nearly as large as New Jersey. These two land grants were the foundation of the trust funds of Minnesota, funds which do now, and probably always will, exceed those of any other state, with the possible exception of Texas.

It was determined during the first year of Minnesota's statehood that the proceeds of the sale of public [illegible] was recognized and conference committees were appointed, with the result that the same constitution, in the main that framed by the Democrats, was adopted by each.

The Constitution of Minnesota provides that the proceeds of lands granted by the United States to the state for the use of schools shall remain a perpetual school fund to the state; that the principal of all funds derived from the sales of swamp lands shall forever be preserved inviolate and undiminished. These Constitutional provisions, guaranteeing the perpetuity of Minnesota's trust funds, largely for the purpose of education, are part of the basic Constitutional law of this commonwealth.

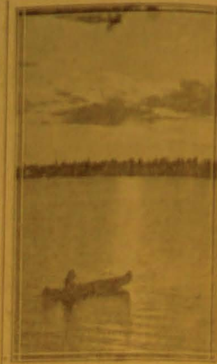
Fathers Plan Wisely

How wisely our fathers planned and how well they thought out their problem is evidenced by the fact that at the close of the last fiscal year the permanent school fund of Minnesota was $44,743,792.32, the permanent University fund was $3,[illegible], the internal improvement land fund was $[illegible] and the swamp land fund was $10,[illegible], giving a total of nearly $[illegible] in permanent trust funds. And Minnesota is only sixty-nine years old!

This money is for the benefit of coming generations. Accretions resulting from its investment are utilized for educational purposes. We are proud of the state's policy and gratified at its results. Our problem today is to protect these trust funds and build wisely on the plan prepared by the founders of the state. There can be no greater privilege for any man or any state than to serve for such a purpose, where the beneficial results are so certain and so everlasting.

Minnesota's high latitude gives it two and one-half hours more of sunshine daily, during the growing season, than states in the latitude of Cincinnati.

Minnesota is one of the healthiest states in the American Union.



Ten Thousand Lakes Association Photo—
Ten thousand lakes make Minnesota the outstanding summer playground of America.

ROUGH FISH ARE TAKEN FOR SALE

Commercial Fishing Activities Cover All Sections of State.

BY J. F. GOULD,
Commissioner of Game and Fish

Minnesota's commercial fishing activities are varied, and confusion sometimes arises as to their scope and purposes.

Most persons probably are more familiar with the inland fishing industry, important from the standpoint of revenue, but conducted primarily to remove from the lakes and streams so-called rough fish, whose presence in large numbers is held inimical to game fish conservation and to the maintenance of aquatic plant life necessary to the welfare of both game fish and wild fowl.

The fish, largely carp, which are shipped principally to the Eastern market, are taken by commercial fishermen under contract with the Game and Fish department awarded on bids, a percentage of the revenue derived from such operations accruing to the state on a basis stipulated in the contract.

This practice of awarding contracts on bids is not generally approved, and it is contended by many that the contractor should be required to pay a flat rate per pound for the fish produced. As a matter of fact, there is dissatisfaction in relation to other features of the law governing this industry, and proposals for amendments frequently are offered.

Seins Freely Used

Much of the inland commercial fishing is done in the winter by drawing the seins under the ice, the season provided by law being from October to April 1, following. Fish other than the varieties specified sometimes are taken in the seins, but the operations are under supervision of the department, and the protected species are returned to the water unharmed.

Licensed fishermen are permitted to take non-game fish with nets and seins from the St. Louis river, the St. Croix river, including Lake St. Croix, and in the Mississippi river below the mouth of the St. Croix and including Lake Pepin, where such waters form a common boundary between this and other states, from June 15 to April 15, following. License fees are based on the size or character of the nets or seins, and the fish so taken may be shipped and sold within or without the state. Considerable quantities of carp, buffalofish, sheepshead and a few other varieties are taken by the river fishermen, who derive good revenue from their operations.

International commercial fishing embraces operations in Canadian boundary water within the jurisdiction of the State of Minnesota, including Lake of the Woods, Rainy and Namekan lakes. Residents of Minnesota who are citizens of the United States are licensed to use specified kinds of nets in these water during seasons which vary, and license fees are based on the type and size of the nets employed.

Rough Fish Are Taken

In these operations, the fishermen are privileged to take any variety of fish except black bass, rock bass, [illegible] and sunfish. Their catch is principally of pike perch (walleyed pike), pickerel, whitefish, perch, sturgeon and miscellaneous varieties, which are sold fresh, frozen or cured, and for which there is a ready market. Fish buyers and peddlers are licensed as well as the fishermen.

The North Shore country skirting Lake Superior is dotted with fishing villages. Residents of Minnesota who are citizens of the United States are licensed to take herring, lake trout and ciscoes with gill nets in that part of Lake Superior under Minnesota jurisdiction, except during the month of November. Herring also are taken in November, and lake trout may be taken by set lines. The transportation and sale of fish so taken, either within or without the state, is permitted.

The type and size of seins and nets and meshes, their location and other features in connection with the various commercial fishing operations are governed by laws and regulations.

These activities of the Game and Fish department are conducted under the Bureau of Commercial Fishing, which is separate and distinct from the State Fisheries Bureau, under which fishing is conducted on the Red lakes in Northern Minnesota under contract between the State and the United States Bureau of Indian Affairs.

EARLY HISTORY OF MINNESOTA

Story of State's First Settlement And Its Admission To Union.

BY SOLON J. BUCK
Superintendent Minnesota Historical Society

The process of admitting that section of the earth's surface that was to become the State of Minnesota began with the French war of 1763 at the end of the American Revolution. This treaty undertook to draw the boundary line between the United States and Canada, but no little accurate information was available about the interior that immediately west of Lake Superior was very indefinite, and it remained so for many years. About the only point in it that could be agreed with any certainty was the "most north-westerns bottom" of the Lake of the Woods, and from that point the line was to run due west to the Mississippi River, an obvious impossibility.

Finally in 1818, after the Louisiana Purchase, England and the United States agreed to run the line north on much the same course it had from the northwestern point of the Lake of the Woods, and from that point to run it due west on the forty-ninth parallel to the Rocky Mountains. The parallel proved to be about twenty-five miles south of the point the result was that the United States, and subsequently Minnesota, possessed about four townships of land on the northwest shore of the Lake of the Woods. This area is separated from the rest of the United States by nearly fifty miles of water or of Canadian territory and it is the northernmost part of the United States, exclusive of Alaska. Like the rest Lake Superior to the Lake of the Woods was not definitely agreed upon until the Ashburton Webster Treaty of 1842, and the exact location of some parts of it were determined only a few years ago.

A second step in the marking out of that area that was to become Minnesota was the admission of Iowa to the Union in 1846 with the parallel of 43° 30' as its northern boundary. Several attempts were made to include considerable portions of what is now southeastern Minnesota for the proposed state of Iowa, but, fortunately for Minnesota, they did not succeed. Similarly, when the question of admitting Wisconsin came up, the boundary between it and the future Minnesota was a subject of much discussion.

Authorization Act

The act of Congress authorizing Wisconsin to frame a constitution and to form the St. Croix River, "for the people living on that river wanted a more eastern boundary and the delegate in the convention per wanted it to," brought a line 36 miles east of Lake St. Croix. This line was unable to Congress but the people of Wisconsin rejected the constitution framed by the convention. The second convention that met in 1847 decided that the line should be a part of Wisconsin and proposed a line from near the head of Lake Superior to the mouth of the Rum River and then down the Mississippi. This would have included St. Paul and St. Anthony in Wisconsin, and the people living in those heights seem didn't like it at all. They sent a memorial protest to Congress which the result of the opposition was that Iowa and Wisconsin was admitted in 1848 with the boundary at the St. Croix, Minnesota Territory, created by that act, comprised the present State of Minnesota and an extensive west of the Missouri.

The settlement of the southeastern part of Minnesota went forward rapidly during the territorial period. Immigration in the years 1855 and 1856, and in 1856 the population was large enough to warrant statehood. There was much disagreement, however, as to how the territory should be divided for how the capital should be located and how connected with eastern points—how the railroad system should be developed. The question of the location of the capital involved the Minnesota Valley and the railroads running east and west, pointing to Chicago and Milwaukee. The people of St. Paul were naturally interested in seeing the capital remain in the city, and the people of St. Paul and Minneapolis were given the control of the territorial legislature. They now plead for aid from the national government in the construction of railroads. It would be necessary to unite the state out of the surplus land grants to the railroads.

St. Paul Had Advantage

In the struggle that followed the St. Paulites had the advantage that the territorial legislature, legally or otherwise, was in their hands. Governor Ramsey, who was also superintendent of Indian affairs, had succeeded in securing the removal of the Sioux Indians from the state in 1851. Now interested a number of people in the city to buy the land that was to be sold. The people of the state, however, were not willing to grant to the capital city the control of the state government. Hence the legislature passed an act providing for the election of a constitutional convention, which was to meet in St. Paul, on the first Tuesday in June, 1857. The act provided that the constitution framed by the convention should be submitted to the people for their approval or rejection at the general election in October, 1857. Nine delegates were to be elected from each of the seven districts into which the territory was divided, and the convention was to meet at the capitol in St. Paul.

The election of delegates was held on the first Monday in June, and the convention met on the appointed day. The delegates were mostly young men, and they were not very well acquainted with each other. They were also not very well acquainted with the problems that confronted them. They were, however, a body of men of unusual ability, and they performed their task in a very creditable manner. They were in session for about six weeks, and they framed a constitution which was submitted to the people for their approval or rejection at the general election in October, 1857. The constitution was adopted by a vote of 30,055 to 571. The election of state officers was also held at the same time, and the Democratic candidates were elected by a majority of about 1,000. The Democratic candidate for governor was Henry H. Sibley, and the other state officers were also Democrats.

The Thousand Lakes Association Photo—
Minnesota has one of the best road systems of any state.

memorial to Congress was adopted demanding that the matter of boundaries be left to the constitutional convention and plans were made for calling a convention without waiting for congressional action. When news arrived of the terms of the bills that Rice had introduced and of the probability of their passage, the majority, apparently in desperation, determined to bring about the immediate removal of the capital of the territory from St. Paul to St. Peter. A bill to accomplish this passed both houses, and failed to become a law only because Jos. Rolette, councilman from Pembina and chairman of the committee on enrolled bills, disappeared with the bill and the St. Paul members held up proceedings in the council for a call of the house until the session expired.

Rivalry In Politics

Cutting across the sectional rivalry was the rivalry between the old Democratic party and the new and rapidly growing Republican party, and each party was especially anxious to control the convention in order that it might arrange the districts and control the apportionment for the state election. The result was so close that control of the convention depended on the decision of a number of contests, which in turn depended on the control of the preliminary organizing. Unable to agree on this, each group effected its own organization, secured a quorum by admitting the claimants of its party to the contested cases, and claimed to be the real constitutional convention.

The framing of the constitution was not a difficult matter, as there were many precedents to draw upon (p. the constitutions of the other states. An attempt was made in both wings to propose to Congress an east and west instead of the north and south division, but such a division would have increased the value of the land grant and it was defeated. As the two groups neared the end of their labors, the futility of submitting two separate constitutions to the people at the same time became apparent and the Democrats, who had no desire to hasten the admission of another northern state, and they held up the Minnesota bill until after the passage of the act to admit Kansas with a proslavery constitution. In the end, however, only three senators voted against the Minnesota bill. When the measure came up in the House, a group of Republicans attacked it and the Democrats defended it, and the regularity of the proceedings by which the constitution had been adopted. Apparently they wanted to make Minnesota start over again, with the hope that Republican control of Democratic senators and congressmen would be sent to Washington. The Democrats in the House saw through this maneuver and defeated it. Minnesota Territory, created by act of Congress on March 3, 1849, was completed and an extensive west of the Missouri.

Constitution Is Ratified

On October 11, 1857, the people ratified the constitution by an almost unanimous vote and at the same time elected state officers and members of the state legislature. Whether Minnesota was or was not a state during the next seven months is a difficult matter to determine. The legislature assembled on December 7 but the state officers were not authorized by the constitution to take up their duties until after the declaration of the admission by Congress. The Democrats had won the election and the legislature proceeded to choose two Democratic senators, Henry M. Rice and James Shields, as United States senators. Lewis passed by the state but ministers were signed by the governor and the secretary of Minnesota Territory, on May 11 in March an amendment to the constitution authorizing the state officers to take their places on May 1 was submitted. This was adopted by the people at a special election held by May 1 it was supposed that Congress would now take action and the officers-elect did not qualify until after the admission had been proclaimed.

The delay in Congress was due to the acute situation of the slavery question in Minnesota, of finance from those lands, and of a large debt of the territory. The Democratic majority in the permanent trust funds for education, for purposes, the primary purpose being adoption.

When the act of the admission of Minnesota having reached the state, the governor-elect, Henry H. Sibley, and the other state officers were sworn in on May 24th.

Duluth is the Second Largest American Harbor

The total tonnage of the twelve leading harbors of the United States for the year 1926 follows:

1. New York	87,219,220 tons
2. Duluth-Superior	40,868,203 tons
3. San Francisco	34,755,000 tons
4. Los Angeles	34,627,000 tons
5. Philadelphia	19,414,376 tons
6. Boston	17,466,847 tons
7. Seattle	12,068,261 tons
8. New Orleans	11,861,274 tons
9. Baltimore	8,888,287 tons
10. Port Arthur	7,314,807 tons
11. Seattle	7,171,730 tons
12. Newport News	6,597,184 tons

HIGHWAY SYSTEM FINEST IN WEST

Trunk System Extends To All Parts of State—Development Rapid.

The Minnesota Highway System has been the objected praise and admiration from visitors who have come to the North Star State and far in the last few years. For the amount of money spent, Minnesota has probably achieved greater results than any state in the Union.

There are two reasons for this. One is that Minnesota has an abundance of gravel which makes an ideal road for moderate traffic under normal weather conditions. The other is that Minnesota has a "road system" instead of merely a number of good roads. The Babcock plan, so-called after C. M. Babcock, who has been State Highway Commissioner the last ten years, not only provided a system of primary roads connecting all the county seats and almost all other cities and villages of 1,000 or more people, but it also made provision for the improvement of the secondary and local roads in proportion to the traffic they bear.

Under State Control

The trunk highways in Minnesota are entirely under state control. The plan was adopted by the voters in 1920 and put into effect by the legislature of 1921. Within a few weeks temporary routes had been selected and a maintenance organization covering the entire system had been put to work. In addition to local patrol work, the maintenance division began the graveling and resharping of many roads which would not at once be permanently improved, and the construction division began preparing plans and letting contracts for grading, gravelling and paving the more heavily traveled routes.

Only a limited amount of paving, where traffic was so heavy that maintenance of gravel roads was impossible, was undertaken. At the end of 1921, 1,000 miles had been brought to permanent grade. As to surfacing, 835 miles were paved, 239 bituminous treated, 4,111 had heavy gravel, 1,012 light gravel and 674 were maintained earth or sand-clay. Thus Minnesota, in a very short time, was brought out of the mud. Two years ago the department undertook to keep the roads open in winter. Minnesota now has a road system which, with the exception of periods of unusually heavy snow or rain, are open and passable all the year around. Even last winter, with the record snow in a decade, the roads were kept better than 95 per cent open.

Minnesota has probably one of the best road maintenance organizations in the country. The state is divided into sixteen maintenance districts, each under a local superintendent. On the unpaved roads there is a local patrolman every seven or eight miles, who goes over his stretch daily in summer, and in winter whenever conditions require. These men use both horses and motor graders for smoothing the highways, cleaning and repair ditches, cut weeds, fill chuck holes as they develop and do anything and everything else which may add to the safety and comfort of the road user. This is supplemented by special motor patrol maintenance, repairing, resharping and other special maintenance.

Safety a Factor

Safety has also been a prime factor in all construction plans. In five years 213 railroad grade crossings have been eliminated. Sharp turns and steep grades and other hazards have been eliminated wherever possible and others are plainly marked. Pavements have a minimum width of 18 feet and gravel roads are surfaced to a width of 24 feet or more on all grades built since the state took over the system. On the heavily traveled roads, which are now being paved, oil, tar and calcium chloride are being used to protect the surface and keep the dust down.

Motorists and visitors may not be greatly interested in the arguments relative to the things of paved roads, Commissioner C. M. Babcock has to say about them, but the thousands of tourists who have been able to make a very profitable addition to their outgoing at term operations and products.

South St. Paul is the gateway of the Northwest through which thousands of cattle and cattle pass annually for distribution. Lying within the gateway is the South St. Paul stock yards, important as a distributing point for Western cattle, many of which are sold here to new feeders to be fattened, while as a packing point for the Northwest it is second to no other central market. The yards are equipped with every facility to give its patrons the utmost service possible.

All things considered, the Northwest owes much to the South St. Paul market.

Two Thousand Lakes Association Photo
Lake Itasca, headwaters of the Mississippi river, is one of the most beautiful and best known places in America.

BANK DEPOSITS PROSPERITY SIGN

Growth In Past Twenty-five Years Show Prosperity On Every Hand.

With total gross deposits for Minnesota's twelve hundred state and national banks climbing upward toward the billion dollar mark, the affairs of the banks rapidly are overcoming difficulties incident to the deflation of the past several years, and give every indication of reaching a strong position by the end of the year.

This is the judgment of experienced financiers, closely in touch with the entire Minnesota banking situation, and who have at their command exact facts from every county in the state.

The situation of the banks has largely improved over that which obtained a year ago and two years ago. Almost without exception, correspondents report show increase of reserves and a sharp reduction of farm land loans, all tending to the stabilization of the banking situation and to a general renewal of public confidence.

The growth of deposits in Minnesota banks during the last twenty-five years furnishes the average man with a very substantial yardstick with which to measure the material progress of the state during the past quarter century.

In the year 1901, total bank deposits in all state and national banks in Minnesota were $87,765,511.

Ten years later, in 1916, these gross deposits of all Minnesota banks totaled $554,877,814.

Today, exact figures secured from slightly more than twelve hundred Minnesota state and national banks show total deposits of $970,214,944. This is a gain in deposits in ten years of $464,257,236 and a gain in twenty-five years of $891,449,433 in the total deposits in the banks of Minnesota.

It now is confidently expected that bank deposits will pass the billion dollar mark next year. All indications point to this great achievement.

This growth of deposits has been made despite a period of readjustment in which drastic action has been taken by banking authorities, both national and state, to weed out weak banking institutions and eliminate any but conservative bankers from the field.

This progress is all the more noteworthy for this reason. It has not been accomplished in fair weather with a favoring breeze, but has been made against unfavorable conditions of readjustment and revision which affected all sections of the state.

But the banks of Minnesota, in the large majority, weathered the storm and each month now are advancing to a stronger position which will be reflected in the business affairs of every county in the state.

Improvement in agricultural conditions automatically will bring substantial improvement in banking affairs. With good crops this fall, bankers generally look for an upturn which will go a long way in releasing large sums frozen in rural banks.

Bank examiners, active in the field, have been bringing in more favorable reports for several months now and, as a general rule, the trend of affairs is in the right direction to effect a recovery all along the line.

In the long run, the banks of the state will profit by the experiences of the last three years. Rarely have banking institutions anywhere been given a more thorough investigation and overhauling than those of this state during the period. There is general agreement that this will be beneficial to both banks and depositors for a long period to come.

A. Lovell, state superintendent of banks, recently said:

"There has been marked improvement during the past six months in the conditions of Minnesota banks. The presence that has been made is very gratifying.

"The state banks of Minnesota now have on hand considerably more than twice the cash reserve required by law.

"Savings deposits are increasing in all sections of the state.

"We are looking forward now to a continuance of these improved conditions."

SEAWAY PROJECT WILL HELP N.W.

St. Lawrence Waterways of Vital Interest To Minnesota's Future.

[NOTE—The objective of the Great Lakes-St. Lawrence Waterway Association, to forcefully set forth by means of pamphlet by Edward Jerome Dies, of Chicago, one of the best informed men in the nation on this particular subject.]

By EDWARD JEROME DIES

Out in Montana a corporation carrying on an international trade has made a striking discovery.

It can lay down its product in Indiana as cheaply by water and rail as it can by rail. In other words, it can send the product by rail to the western coast, by water through the Panama canal to the Atlantic seaboard, and then by rail back to Indiana at the same cost of shipping all-rail from Montana to Indiana.

That discovery is typical of thousands that are being made. And it explains in some measure why the middle west is steeped in the waterways problem.

A wave of sentiment in favor of waterways development is gaining great momentum. Bankers, manufacturers and agricultural leaders believe that the middle west and the northwest will swing into an era of vast development and undreamed of prosperity with the opening of inland water lanes.

Water Costs Lower

Take the case of a single manufacturer, the largest in his field. C. G. Williams is a member of the Mississippi Valley Association, which is making waterways history. He is also president of the Williams-Oil-O-Matic Heating Corporation of Bloomington, a short distance from Chicago. His employes, including salesmen, number thousands. His modern plant sprawls over acres of land, and his business spans the globe.

"A short time ago," he said, "we shipped an oil burner from Bloomington to Providence, R. I. On the very same day an oil burner was shipped from San Francisco by way of the Panama canal to the same man. The one sent by water from the Pacific coast reached this man three days ahead of the one shipped by rail from Illinois. And the cost by water was three dollars less than the cost by rail.

"Such incidents might be cited without end. When the monetary losses due to absence of inland water channels are totaled up in a single industry the aggregate sum is so tremendous as to be startling.

"Manufacturing is shifting westward. The east is fast coming to the realization that the central west has everything in its favor, that geographically it is ideal for industrial purposes. All that remains to lift the central west and the northwest to new heights, industrially, is the opening of adequate waterways.

"Need for greater and cheaper carrying facilities has been brought about by the fact that the centers of production are swinging to the west. Indiana is now the center of population; central Missouri is the center of farm acreage; Minnesota of iron ore production.

Fifteen years ago James J. Hill said the railroads should spend a billion dollars a year for five years in expansion of facilities. Five years later a group of experts reported that if traffic continued to increase for the succeeding ten years on the basis of the past twenty years the railroads would be forced to spend one and a half billions of dollars a year to meet the demands of agricultural and industrial expansion. Both estimates of such predictions is now being painfully realized.

A citizens' organization known as the Great Lakes-St. Lawrence Tidewater association has been working steadily for the past eight years on the subject of improving the west and the middle west with an international waterway. It would make the great inland seas navigable for ocean-going ships—from Duluth and the Minnesota wheat fields down the gulf of the St. Lawrence to the open sea.

Those waiting for the deep waterways project declare development of the Great Lakes in the last twenty years may be understood in some measure when it is realized that the traffic of canals in Europe that of the Mediterranean and Black Seas combined. The increase is steadily enlarged by the amount of coal and wheat that now moves by water. And these commodities are factors to be considered, too, in connection with low freight rates. Yet the fact that even with the west in its infancy the Great Lakes move freight now passes through the "locks" a year than through the Suez Canal, rendus a striking testimony of the opportunities in fresh water commerce.

Briefly, the St. Lawrence seaway project consists in submitting the St. Lawrence River to a system of canalization, to Lake Ontario, building a canal around Niagara Falls, deepening the Welland river, and finally deepening and enlarging the lake harbor ports.

It has been suggested that the cost of canalizing the St. Lawrence should be equally divided between the government of the United States and that of Canada, and, in return, one-half of the developed horse power apportioned to each country. Engineers have reported that the project encompasses charges would accrue to the canal and sanction the loans. If the income from the canal were not sufficient to meet the charges, the deficiency would be made up from the taxing power would serve then under the seal.

Leaders of the project, who represent the vast industrial and agricultural interests established upon the movement, declare public sentiment from Ohio to Duluth is strongly in favor of the seaway and that such sentiment, once properly crystallized, could long be ignored or ignored.

Minnesota—Land of Happiness

Written By HARRISON HATTON

MINNESOTA, the North Star State and the Land of Ten Thousand Lakes, occupies one of the finest and most strategic locations in the United States, at the geographic center of North America.

Forming the head of the great Mississippi Valley, the richest and most productive agricultural region in the world, and containing the source of the Mississippi River, Minnesota is exceedingly well situated for an inland state, to take a chief part in the commercial life of the nation. A combination of causes make its interstate and foreign trade of large importance.

The state is the head of navigation on the Mississippi River, the head of navigation on the Great Lakes and it is the natural terminal of the three great northern transcontinental railway lines—the Northern Pacific Railway, the Great Northern Railway and the Chicago, Milwaukee and St. Paul Railway. A fourth transcontinental railway service is furnished by the Minneapolis, St. Paul and Sault Ste. Marie Railway in connection with the Canadian Pacific Railway.

This combination of natural and artificial highways of commerce gives Minnesota an outstanding position in transportation affairs, that is reflected in the great volume of business transacted in its leading centers. Not only the wheat and lumber and fruits, vegetables and cereals of Oregon, Washington and British Columbia come eastward to Minnesota via the great northern transcontinental lines of railway, but a considerable amount of Oriental products, brought from China and Japan, are elements of importance in the state's commerce. Its geographic location and its unsurpassed transportation facilities have made of Minnesota the greatest distributing center for and the natural gateway to the vast commerce of the Canadian and Pacific Northwest. It is the chief railway center of the Northwest and one of the greatest in the United States.

Minnesota is both a Great Lakes Province and a Prairie Plains Province, and the state's topography presents many of the best features of both. The state generally is a rolling, hilly country of strong relief with a wide variety of striking and charming landscape.

The state divides itself into three natural parts. Southern Minnesota was looked upon as a veritable pastoral Garden of Eden by those pioneers who drove their covered wagons from the Mississippi River steamboat landings, in the days before the Civil War, and headed westward. Western Minnesota partakes largely of the nature of the prairie plains country and contains the Red River Valley, "the breadbasket of the world," the most famous and richest wheat-growing country in America. Northeastern Minnesota is the country of the iron ranges, of forests and lakes and streams of every kind, the land beloved of the Chippewas, the early fur traders, the disciples of Izaak Walton and all those who find solace in outdoor life.

Minnesota is fourteen hundred miles west of the Atlantic seaboard at New York City, nineteen hundred miles east of the Pacific Coast at Seattle, and thirteen hundred miles north of the Gulf Coast country at New Orleans. Within four hundred miles of Chicago, it is readily accessible from all sections of the American Middle West.

From the high, healthful plateau that is Minnesota, flow the headwaters of three great commercial river systems. The Red River of the North flows northward to Hudson's Bay, the Mississippi River flows southward to the Gulf of Mexico, and through Lake Superior most eastward to the Atlantic Ocean the waters that form the St. Lawrence River.

Minnesota measures four hundred and five miles from north to south, has a width of 354 miles along its northern boundary, 345 miles at its center and 262 miles on its southern boundary. It is bounded on the north by the Canadian provinces of Ontario and Manitoba, on the west by North Dakota and South Dakota, on the south by Iowa and on the east by Wisconsin, with a 206-mile "northeast window" overlooking the largest lake in the world—Lake Superior.

Minnesota, with its 84,286 square miles of area could conveniently absorb all of the New England states—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut—and still have plenty of room for New Jersey and Maryland. The great state of Illinois could be set down inside the borders of Minnesota and there would be 21,630 square miles of Minnesota showing outside the boundaries of Illinois.

Old England, with its forty counties and 50,851 square miles of area, could be placed within the borders of Minnesota leaving plenty of room for Scotland and its 29,795 square miles of hill and heather.

With a population of 2,661,306, gained in three quarters of a century, and distributed over five eighty-acres counties, Minnesota is entering definitely upon her greatest era of progress and development. Natural wealth beyond estimate has been packed by lavish Nature into this great state, and as the facts become more and more widely known, Minnesota's opportunities beckon with irresistible lure to forward-looking people in the older states of Indiana, Illinois, Iowa and Missouri. The trend toward Minnesota from these older states has been pronounced during the last ten years. There now is every indication that it will increase to a large extent.

To the farmer, livestock breeder, business man, manufacturer, professional man or laborer Minnesota offers an unusual field for profitable occupation under exceptionally agreeable conditions. Opportunities beckon everywhere over the state. And few fields of useful activity anywhere in the United States will yield a greater percentage of return than those to be found throughout Minnesota.

The story of success in Minnesota is written plainly in a score of ways, so that he who runs may read. Minnesota bank deposits in a ten-year period have increased from something over five hundred million dollars to close to a billion dollars, and this in a period of sharp readjustment following the World War. Ownership of automobiles in a five-year period has doubled. Minnesota residents now own 700,000 automobiles valued at more than $350,000,000. In addition to using their own cars, Minnesotans during 1927 will spend five million dollars to ride in public motor busses.

Automobile Association, tourists during 1927 will spend more than $100,000,000 in Minnesota. As the nation's leading summer playground, Minnesota is making history every year.

Flour, iron, butter and tourists! These four great corner stones in the solid foundation of Minnesota's perennial prosperity represent an impressive aggregate of $550,000,000 per year. And this is but the beginning!

Ranking high among the one hundred million dollar industries of the state is that of meat packing. At South Saint Paul is located one of the five largest livestock marketing centers in the world, which last year paid to livestock producers close to $150,000,000 for cattle, hogs and sheep. The federal industrial census credits Minnesota packing plants with producing $123,570,743 of finished meat products last year.

And when the statistician has sharpened his pencil, and tabulated the annual aggregate for flour, iron, butter, tourists and meat products, rating these close to the $675,000,000 mark,

Minnesota has saved the timber on the shores of most of her lakes, making them especially attractive.

Despite the vast amount of money spent for automobiles, Minnesota residents manage to find money with which to purchase homes and lake cottages for recreational purposes. Home ownership is increasing rapidly and during the last five years savings bank accounts have shown a remarkable increase.

No state in the American Union offers better or more varied opportunities for enjoyable, healthful and profitable occupation than does the North Star State this year of 1927. The field is here in ample measure. Thousands and thousands of progressive individuals are finding in the Land of Ten Thousand Lakes their land of heart's desire and in its invigorating atmosphere, with its always attractive lakeland and woodland for recreation, are leading lives of happy fruitfulness with no longing for the far hills of any other region than those of the North Star State.

Minnesota stands preeminent — head and shoulders above any other state of the American nation—for four things:

Minnesota, first of all, has in Minneapolis the chief flour-making center of the world and at Duluth the second largest flour manufacturing center. The flour mills at Minneapolis are the largest in the world and Minnesota leads all other American states in the making of flour. During the year 1926, more than $180,000,000 of Minnesota flour was manufactured, sold and shipped to all quarters of the world.

Secondly, Minnesota on the Vermilion, Mesaba and Cuyuna iron ranges in the northeastern section of the state, has the greatest iron mines in the world, producing more than $160,000,000 of iron ore annually. A single iron mine in Minnesota, the Mahoning-Hailbrut mine at Hibbing, contains ore of greater value than all the iron ore in Alsace-Lorraine. More than sixty per cent of all the iron ore in the United States is mined in the three great iron ranges of northern Minnesota. The Mesaba range, 110 miles in length, contains 130 active mines this year. From forty-five to fifty million tons of iron ore will be shipped from Minnesota down the Great Lakes to Illinois, Indiana, Ohio and Pennsylvania points this year.

Minnesota's third great honor is the well-earned title of being the greatest butter producing state in America. Her herds of sleek Holstein, Guernseys, and Jerseys on more than 144,000 farms produce, in round figures, $110,000,000 of golden butter annually. The bulging silos of the dairy farms have become a picturesque feature of the Minnesota scene.

But greater than all of the flour, all the iron and all the butter, the North Star State has a truly remarkable endowment of lakes, rivers, waterfalls and woodlands. Its more than ten thousand sparkling clear lakes have furnished a recreational attraction near the center of American population that has made Minnesota in a little more than a decade the third greatest tourist state in the Union. Only California and Florida exceeded Minnesota during the year 1926 in the number of tourists entertained. On the basis of figures furnished by the American

M. J. Holmberg, Commissioner of Agriculture for Minnesota, submits his latest report showing that the 1926 combined value of crops, livestock marketed and livestock on farms was $750,135,000. Checking over the figures of Mr. Holmberg's report, the investigator learns that during the year 1926, Minnesota farmers sold $166,008,395 worth of livestock alone. Automatically, the breeding and selling of livestock on Minnesota farms takes an important place in the state's productive activities, in line with flour milling and iron mining.

The Minnesota farmer looms large in the picture of the state. Wherever a visitor may travel within the borders of the state, he will meet the Minnesota farmer, a solid, substantial individual, progressive in the main, utilizing scientific methods to increase and improve the productivity of the broad acres in his care. He has given a stability to the business life of hundreds and hundreds of villages, small towns and cities, difficult to justly estimate. The Minnesota farmer has been in the picture and on the job from the first beginnings of the state, and he will be there in ever-growing numbers until the end of the story. Today there are more than 188,000 Minnesota farmers actively engaged in agriculture in the state.

This peaceful agrarian army drove into the fields of eighty-seven counties during the year 1926 and put plow and cultivator to more than sixteen million acres of land. And when the summer's work was done, harvest completed and final results tabulated, it was known that this great farmer army had taken a corn crop of 147,662,000 bushels, valued at $82,691,000 from 4,343,000 acres of corn land, a forty-four million dollar oat crop of 129,162,000 bushels from 4,532,000 acres planted to oats, had cut 2,741,000 tons of tame hay, valued at $38,922,000, from 2,091,000 acres of hay lands, had dug a twenty-nine million bushel potato crop worth $34,270,000 from 298,000 acres of potato land, had harvested nearly two million acres of spring wheat—24,588,000 bushels—worth more than thirty million dollars, had cut 1,307,000 acres of barley yielding a barley crop of 32,675,000 bushels valued at $16,664,000, had reaped a flaxseed harvest of 8,554,000 bushels valued at $16,851,000 from 910,000 acres of flax, and then, just to round out the day's work, took a four-million-dollar crop of 3,572,000 bushels of winter wheat from 187,000 acres, a three and three-quarters million dollar rye crop of 4,954,000 bushels from 367,000 acres of rye fields, and 1,112,000 bushels of buckwheat, valued at close to a million dollars, from 66,000 acres of buckwheat.

Having taken care of these ten major crops, the Minnesota farmer found time to cut 1,492,660 tons of wild hay valued at $19,964,000 from 1,865,000 acres of wild hay meadows.

In the foregoing welter of figures is summarized the story of contemporary Minnesota agriculture, a vast subject and one impossible to cover adequately within the limits of this article. Measured by any standard that may be employed for the purpose, the Minnesota farmer and the Minnesota farm loom up like mountain peaks in the active business affairs of the state. Minnesota's 188,215 producing farms, with their buildings and improvements, this year are valued at more than two billion, three hundred million dollars, by agricultural authorities.

And herein is the backbone of Minnesota's solid life. Year in and year out, through good times and bad, the Minnesota farmer goes into his broad fields, and these fields never have failed to return a generous harvest.

Ranking close to Iowa, Illinois, Texas and other great agricultural states, Minnesota offers the farmer every advantage of rich soil, ample rainfall, a splendid growing season of long days, good markets near at hand, and an exceptional system of good roads. Its high latitude gives Minnesota longer days in summer than those states farther south. During the middle of the growing season, Minnesota has two and one-half hours more of sunshine daily than those states in the latitude of Cincinnati, Ohio.

But the story of Minnesota cannot alone be told in terms of hogs and corn, cattle and oats, sheep and potatoes.

An extraordinary number of usable water powers, with splendid transportation facilities and proximity to raw materials, early placed Minnesota among the important manufacturing states.

Twenty-five years ago, the total value of manufactured articles produced in Minnesota was $262,655,881. The latest federal industrial census credits Minnesota manufacturing plants with an output of $968,476,565 annually.

Minnesota now has an industrial payroll of more than $125,000,000 per annum and its manufacturing plants at St. Paul, Minneapolis, Duluth and throughout the state produce a wide variety of manufactured products, from farm implements and tractors to refrigerators and cosmetics.

The printing and publishing business in Minnesota turns out close to $50,000,000 worth of products each year. Minneapolis recently has become the greeting card capital of America and Minnesota made Christmas cards are among the finest produced anywhere. St. Paul has the largest calendar and advertising specialty manufacturing plant in the nation. Minnesota made calendars adorn the walls of business houses in every state in the Union.

The output of steam railroad repair shops in the state amounts to more than forty million dollars per year. Foundry and machine shops now do an annual business close to thirty million dollars per year.

Minnesota flies set the standard for the nation in quality and richness.

Scores of other articles are manufactured in well equipped plants of every conceivable kind. A list of these would read like the catalogue of some great industrial exposition.

Whether considered agriculturally or industrially, the Minnesota background is as solid and substantial as anything that can be found in the American nation.

Viewed from a cultural standpoint, Minnesota has much to offer. Everywhere over the state are schools and churches, well manned and equipped. More than $60,000,000 per year is expended in Minnesota on public education. Last year there were 435 high schools, 746 grade schools, 354 consolidated schools and 6,607 rural schools in the state. These schools were manned with a staff of 2,900 teachers directing the education of 78,000 pupils. There are six state teachers' colleges and twelve private institutions of collegiate grade in the state. The University of Minnesota at Minneapolis has an enrollment of 13,000 students, with 675 faculty members and a physical plant comprising 253 buildings. A $5,600,000 building program is just now being completed at the University.

In the St. Paul-Minneapolis metropolitan area, with an urban population of 750,000,000, will be found great churches and cathedrals, art galleries and art schools, symphony orchestras, great libraries, concerts and theatrical entertainment of many kinds. Both St. Paul and Minneapolis own splendid public auditoriums ample to house a national political convention or other great gathering. The hotels and restaurants of the Twin Cities will measure up to the best in the country.

No finer residential streets than those of Summit Avenue in St. Paul and Lake of the Isles boulevard in Minneapolis can be found in the country. Each year the area of fine homes and residence sites in the cities expands, to take in some new subdivision. Always, the builder follows closely on the heels of the sub-divider.

There is not a little of luxury to be found in the fine homes and numerous country clubs of the metropolitan area, and the many golf courses constantly are welcoming new players.

For the man or woman who wants it, anything from golf and polo to steam yachts and palatial country estates can be found in Minnesota, under nearly ideal conditions.

Viewed from any angle, Minnesota is a real state, containing real people, who are leading real lives of enjoyment and accomplishment.

It is not without reason that the call, "Come to Minnesota," has been answered in such overwhelming measure during the last decade. And in that ringing answer, Minnesotans may well find an earnest of their own good judgment in being Minnesotans.

U. OF. M. AMONG NATION'S FINEST

Fifty-eight Years of Progress Reflected in Institutions Development.

By L. D. COFFMAN
President, The University of Minnesota

Ranking high in any list of state assets and advantages is the University of Minnesota, which has attained national eminence in the 58 years of its existence and in many fields has a strong, international reputation. Maintained chiefly to offer every advantage of higher education to the more than 2,500,000 residents of Minnesota, from whom it draws an overwhelming percentage of its attendance, the university last year enrolled 14,400 students in its regular courses, including the summer terms. Additional enrollments in schools of agriculture, short courses, extension classes and subjects taught by mail brought the total to approximately 25,000 persons.

A Statewide Institution

The University of Minnesota is a statewide institution in every sense. It not only draws students from every county and nearly every community in the state, but has branches in many parts of Minnesota. Three miles from the main campus in Minneapolis, yet situated in St. Paul, lies University Farm, center of the agricultural research work and instruction of the institution. Here, in addition to the splendid experimental farm of more than 600 acres, are the College of Agriculture, Forestry and Home Economics, the Central Experiment Station, and the Central School of Agriculture. The Lake States Forest Experiment Station, maintained by the United States, is housed at University Farm. From this center, also, is conducted the work of the widespread Agricultural Extension Division and much of the work of the Minnesota county agricultural agents.

There are Schools of Agriculture, with adjacent experimental farms, at Crookston, in the Red River Valley, at Morris, in west central Minnesota, and at Grand Rapids, at the western end of the Messabi Range. Other experimental farms are maintained at Duluth and at Waseca, in south central Minnesota. The university operates the State Experimental Creamery at Albert Lea. At Zumbra Heights, near Lake Minnetonka, is maintained the fruit breeding farm and experiment station. The Forest Experiment Station, and connected forest tract for study purposes, is at Cloquet, 20 miles west of Duluth.

Colleges devoted to most of the principal fields of education and research are maintained by the University of Minnesota on its Main Campus in Minneapolis. The College of Science, Literature, and the Arts, or central collegiate division, offers instruction to those who seek chiefly a liberal education and gives the foundation work to those who plan to branch off into one of the professional schools after a few years. It conducts, also, a number of special, vocational courses, such as journalism, training for the consular service, training for library work, for social service, and the like. Its department of music, housed in a new building offers courses in all fields of music.

Medical School Important

The Medical School, with its large University Hospital, enrolls approximately 500 students a year. It has been a leader in many progressive movements in medical education, including the new general requirement that students must serve an interneship of a year before they finally receive the degree of Doctor of Medicine. The Medical School in its post-graduate phase enjoys the advantages of the Mayo Foundation of $2,000,000, with which go opportunities for graduate study in the practice and science of medicine in the large Mayo establishments at Rochester, Minnesota.

By the work of its Mines Experiment Station, the School of Mines has taken a place at the top in this country in improving methods of treating iron ores and especially in problems connected with the beneficiation of ore of the lower grades so that it may be made available for commerce. Minnesota miners and geologists are at work in the mineral fields of many parts of the world.

The College of Engineering and Architecture provides instruction in most of the principal engineering fields, including electrical, mechanical, and civil. In its Experiment Station it houses the tests and inspection laboratory of the State Highway Department.

Other major units are the School of Business Administration, College of Education, School of Chemistry, College of Dentistry, College of Pharmacy, Law School and the General Extension Division.

Important Part in Development

The tourist from Kansas or Ohio, sailing through the fertile Minnesota countryside on a paved highway built of material inspected by a university instructor, will pass fields of corn, wheat, oats and barley of varieties developed at University Farm; schools taught by graduates of the university; windbreaks planted in accordance with advice from the department of forestry; lakes whose species will eventually be preserved as a result of university studies in fish food and the prevention of water pollution. Without stopping to give the matter thought, he will pass through delightful Minnesota towns whose water and sewage systems and other public works have been planned by members of the university faculty or private engineers who obtained their training at the University of Minnesota. He will see attractive dairy farms, operated in accordance with principles laid down by the College of Agriculture, and ample evidences of the prosperity that is being brought to the state by wise agricultural policies.

Minnesota hunters and trappers sell nearly $1,000,000 of furs annually.

CHEESE OUTPUT IMPORTANT FACTOR IN STATE INDUSTRY

Approximately two million dollars' worth of American and Brick Cheese are manufactured in Minnesota annually. Of this large sum, $1,500,000 is paid directly to farmers for the milk from which the cheese is made.

Minnesota American cheese is as fine as can be purchased anywhere in the nation. The splendid "Old New York" American cheese produced at Pine Island and some other points in the state is the equal of the best "Old New York" to be found in the Empire State. Modern methods of storing and curing cheese under thoroughly sanitary conditions are in use at all of the Minnesota cheese plants, which are models of cleanliness.

Splendid American cheese, six months old, one year old, a year and a half or two years old—all aged under proper conditions of even temperature—can be secured at first hand at practically all of the Minnesota cheese factories. To the connoisseur, a visit to the storage rooms of one of these fine plants, with the opportunity to select two, three or five pounds of a choice year-old cheese, after looking over a big stock, is a real event.

Dodge, Goodhue and Olmstead counties are the star cheese producing counties of the state. Of the eighty-seven cheese factories in the state, as shown by the last report of the State Dairy and Food Department, twenty-six were located in Dodge county, nineteen in Goodhue county and twelve in Olmstead county. Kanabec county has five plants, Wadena county four, Red Lake county four, Anoka county three, Mower and Mille Lacs counties have two each, while Benton, Hennepin, Marshall, Pine, Polk, Rice, Ramsey, Sherburne and Wright counties each boast one modern cheese factory.

Of the eighty-seven factories, eighty are engaged mainly in the production of American cheese.

Minnesota cheese is as fine as can be made, anywhere, and is being manufactured under the direction of experts, with wide experience both in this country and in Europe.

CANNERIES ARE GOOD PRODUCERS

Canning Factories In Minnesota Do Immense Annual Business.

More than fifty million cans of Minnesota corn, peas, beans, tomatoes, blueberries, sauer kraut and pickles are packed and sold each year.

The demand for Minnesota canned goods is increasing, largely, as a result of the exceptional flavor and general high quality of the Minnesota product, grown under most favorable conditions.

The commercial canning industry in Minnesota has enjoyed a steady and prosperous growth for the past ten years, not only in quantity of output but also in quality of product, and all indications point to a continuance of this growth. Starting with an output of approximately 5,000,000 cans in 1915 the industry has gradually expanded until the output for 1925 reached almost 50,000,000 cans, practically a ten-fold increase over a period of ten years. The value of the output for the season of 1926 may be conservatively estimated at $7,000,000.00.

Minnesota Crosby corn has come to be looked upon as a standard whereby Crosby corn is judged. Minnesota is especially fortunate in having ideal soil conditions and the most favorable climatic conditions for the raising of sweet corn, hot days and cool nights tending to give the corn a wonderful flavor.

While the production of canned peas has not increased materially during the past few years, the quality has been uniformly good. During the season of 1925 there were nine factories packing peas and ten during 1926. The flavor of Minnesota peas is very good and the yields obtained compare very favorably with those of other states.

During the season of 1926 there were two new modern plants constructed, one at Montgomery for the packing of corn and peas and another at Blue Earth for the packing of corn only.

This season there were nine factories which packed corn and peas, one—corn, peas, beans and sauerkraut, one—corn and beans, eighteen—corn only, one—blueberries, one—tomatoes, two—sauerkraut and pickles, making a total of thirty-three plants.

For the past seven years a bacteriological and canning industry has been maintained by the State Dairy and Food Department to assist in the inspection of canning factories and grading of products for the benefit of the canners. Work in the laboratory consists of grading, chemical analyses on corn, sterilizing, advising on types, quality of corn machinery, sanitary improvements, technique and other phases of the canning industry. During the season of 1926 there were fifteen special inspectors stationed at various factories to see that sanitary condition were maintained and that proper raw materials were used in canning. Seven of these fourteen inspectors were technically trained men who combined with their inspection work, chemical analyses on corn, thereby aiding the canners materially in controlling the consistency and flavor of their products.

Minnesota is famous as the "Bread and Butter State."

Minnesota contains the largest flour mills in the world.

Minnesota has 2,000,000 acres of state-owned and national wild life refuges.

Minnesota has more successful cooperative agricultural associations than any other state in the Union.

A LAND OF HAPPINESS

BY THEODORE CHRISTIANSON
Governor of Minnesota

Gov. Christianson

Minnesota, this year of 1927, stands on the threshold of its greatest era of advancement and development.

It is fitting and timely that the Minnesota Editorial Association and the Ten Thousand Lakes Association should join hands this year to set aside a special week, May 22nd to 28th, to be celebrated everywhere throughout the State as "Greater Minnesota Week."

It is well for all citizens of our beloved State to make an especial occasion for celebrating the fact that they have the happy fortune to be residents of Minnesota. For Minnesotans are fortunate.

Day after day and week after week, men and women come back to Minnesota from tours and sojourns covering the East, the West and the South of our own great country, and various European countries.

And when these people come back, they come with greater pride in Minnesota, greater confidence in the solid background of her life, and with expressions of thankfulness that the ways of their lives have fallen in our pleasant land of sky blue water.

The capable pens of Minnesota editors and Minnesota writers this week will be turned to a glorification of the many, many things in which Minnesotans justly take pride. And this is well.

In picture, poem and story Minnesota will be laid before all in such wise that he who runs may read.

But great as is Minnesota's record of the last half Century, it will be exceeded many fold by the history of the next fifty years.

Situated at the head of the Mississippi River and of the Great Lakes, Minnesota occupies a strategic situation of vast import in American affairs. In the years to come, the importance of this situation will become clearer to our vision and to that of our children.

With the coming of the St. Lawrence Canal, and the renewal of river navigation, Minnesota is due to receive an access of trade and profitable enterprise that will be of benefit to every resident of this state.

Meanwhile we in Minnesota have at our very dooryards a region which residents of dozens of other states travel hundreds of miles each year to visit. Are we alert to the advantages of our own situation? Do we get from Minnesota what Minnesota has to offer?

There is in Minnesota a particular tang of vibrant outdoor life, in an ideal setting, which of itself brings to mankind and to womankind new vigor, new courage and peace—the peace of Minnesota's hills and valleys, rivers and lakes, fields and forests.

Minnesota people need to know more about Minnesota. Residents of southern Minnesota should visit and become acquainted with northern Minnesota. Residents of the North should travel the regions near the Iowa boundary. The people on the borders of the Dakotas should become familiar with the Minnesota that lies along Lake Superior and the Mississippi. Residents of the Twin Cities should take a season in which to discover Minnesota, outside of Hennepin and Ramsey Counties. When they do, they will open to themselves the gates of a new land of happiness. That land awaits them.

NORTH SHORE ROAD IS ONE OF NATION'S FAMOUS DRIVES

Lake Superior is the largest body of fresh water in the world. Stretching northeast from Duluth, Minnesota, along the north shore of Lake Superior for two hundred miles, is one of the finest and scenically most attractive roads on the North American continent.

The Lake Superior International Highway, as it is called, is a part of Minnesota Trunk Highway No. 1, which by July 1, will be paved the entire distance from the southern Minnesota state boundary near Albert Lea, to Knife River, twenty miles north of Duluth. From Knife River to Two Harbors, a distance of seven miles, the wide, heavily-graveled road is kept in splendid condition with periodical applications of calcium cloride. From Two Harbors north for fifty miles the road is surfaced with fine rock, which gives a surface nearly as hard as pavement.

The state of Minnesota has expended more than two million dollars on the construction of this highway, and within a ten-year period, the "North Shore Road" has become one of the most famous drives known to the American motorist.

Minnesota is building the biggest cereal manufacturing plant in the world, that of the Cream of Wheat Company at Minneapolis.

MINNESOTA STATE PRISON ONE OF THE WORLD'S BEST

The Minnesota State Prison, located at Stillwater on the St. Croix river, twenty miles east of St. Paul, with its $3,000,000 plant and thousand-acre farm, is considered one of the finest state prisons in the world.

But the Minnesota prison is more than a fine prison, it is one of the most efficient manufacturing plants in the state.

With an average of slightly more than twelve hundred prisoners enrolled annually, the Minnesota prison is turning out more than $3,000,000 worth of binder twine and farm implements each year.

Warden J. J. Sullivan, in his last biennial report, stated that in the preceding two years, 48,333,029 pounds of twine had been manufactured and sold, in addition to 5,597 binders, 7,198 mowers, 3,123 dump rakes, 1,013 side delivery rakes and 2,288 trucks.

The gross sales for this two year period amounted to $7,344,673. The net profit to the state amounted to $102,944. Inmates were paid $164,855 from the proceeds of these sales and $515,255 was paid into the support fund for the maintenance of the prison.

Minnesota has an average altitude of 1,250 feet above sea level, contributing largely to the healthfulness of the state.

Ten Thousand Lakes Association Photo—
The rugged beauty of the north shore of Lake Superior attracts many tourists each year.

MINNESOTA HAS 793 MILES OF CONCRETE PAVEMENT

Minnesota this year will have more than one thousand miles of concrete rural highways. Today, Minnesota is in fifteenth position among the states in mileage of concrete rural highways, according to statistics compiled by the Portland Cement Association. The mileage in Minnesota and the states with more pavement follows:

Illinois, [illegible]; New York, [illegible]; Pennsylvania, [illegible]; California, [illegible]; Michigan, [illegible]; Wisconsin, [illegible]; Indiana, [illegible]; Ohio, [illegible]; North Carolina, [illegible]; Missouri, [illegible]; Maryland, [illegible]; Washington, [illegible]; New Jersey, [illegible]; Virginia, [illegible]; MINNESOTA, 793.

West Virginia is sixteenth with [illegible] and Iowa seventeenth with [illegible]. The total new concrete rural highway built in all states in 1926 was [illegible] miles, and the total at the end of the year was [illegible] miles.

The figures include both trunk and secondary roads, but no city streets. The Minnesota Highway department recently announced that there were [illegible] miles of pavement in the trunk highway system, of which 735 miles is concrete and [illegible] miles of other types. Subtracting the trunk highway concrete from the total concrete in the state, would leave 58 miles of concrete on the secondary roads.

The other states enumerated above all have more or less pavement other than concrete, but if this were added, it would not probably change the rank of the states.

Land of Milk and Honey

Minnesota rapidly is becoming a great land of milk and honey, as a result of the widespread growth of sweet clover throughout the state. Prof. Andrew Boss of the University of Minnesota School of Agriculture, estimates that Minnesota farmers would have to apply 71,110 tons of commercial fertilizer at $90 a ton, or nearly $6,400,000, to equal the fertilizing value of the sweet clover now grown in the state.

MINNESOTA HAS GREAT STATE FAIR

$2,500,000 Plant Covering 270 Acres Attracts Thousands Annually.

The Minnesota State Fair, known throughout the nation as "The World's Greatest State Fair" is a Minnesota institution of vast magnitude and which, each September, brings hundreds of thousands of visitors to the famous grounds at Hamline, midway between downtown St. Paul and downtown Minneapolis.

Covering 270 acres and with a fixed investment in buildings of $2,500,000, this great fair ground offers a splendid field in which each year to review Minnesota's resources and the progress of its citizens in farming, in manufacturing and commerce.

For a number of years now, against the keen competition of many other states, the big Minnesota fair has held its place as the world's greatest state fair.

Last year, the Minnesota fair was first by several thousand dollars in premiums awarded and by several hundred in the number of exhibitors.

A total of $141,000 was given in prizes to Minnesota residents for a collection of products and more than 5,200 exhibitors, from nearly every state in the country, displayed their goods here.

For the 1927 Fair, a total of $141,000 has been set aside by the board of directors as prize money, and many hundreds of exhibitors, in addition to those who maintain regular space on the Fair Grounds, have applied for concessions.

From a small pumpkin fair of a few scattered exhibits, with a prize list aggregating less than $100 and an attendance under 1,000, the Minnesota State Fair has grown to its present magnitude.

Nearly 4,500,000 persons—4,440,578 to be exact—have attended the Minnesota State Fair in the past 10 years. This is nearly twice the population of the entire state, and gives an idea of what the people think of this big educational institution. No other institution has more enthusiastic supporters or is more loyally supported than the State Fair.

The 1926 Minnesota State Fair was a $20,000,000 exposition, that vividly portrayed the agricultural and industrial development of the great Northwest.

An idea of the immensity of the State Fair can be gleaned from the fact that every foot of space in the 270-acre plot, which is the Fair Grounds, was occupied by buildings and exhibits of some kind or other. From the little pumpkin fair, with only tents for shelter, the State Fair has grown until today it has more buildings are valued at $2,500,000.

While the 1926 fair showed an operating loss, due to rain on three days, it was by all odds the biggest and best fair yet staged. The quality and quantity of exhibits, in virtually every department, exceeded those of other years.

The 1926 shortage was made up from the cash reserve fund which the Fair has built up from profits of other years. The management went into the 1926 fair with a reserve fund of $[illegible]. This sum, of course, was considerably reduced in the fall of 1926, but there is still a tidy sum on hand for this fall's fair.

Approximately $1,000,000 in profits has been made by the State Fair the past 10 years. This money has all gone back into new buildings, improvements and maintenance, the management virtually matching dollar for dollar every cent appropriated by the State Legislature.

RAIL FACILITIES BEST IN THE N.W.

Minnesota Has 9,100 Miles of Track Within Her Borders.

Possessing the general headquarters of six railroad systems, Minnesota, with 9,100 miles of track within her borders exclusive of second, third and fourth tracks and city terminals, is the greatest railroad center in the Northwest and one of the most important in America. The Interstate Commerce Commission recently placed a valuation of $[illegible] upon the physical properties of the railroads in Minnesota.

Minnesota's strategic natural location at the head of navigation on the American Great Lakes and of the Mississippi river, early attracted the interest of pioneer railroad builders, whose compelling dream was to connect these great water highways with the Pacific Coast. This resulted in the construction of the several great northern transcontinental railroad lines which, in a little more than half a century, peopled an Empire and brought under cultivation millions of acres of land which for centuries had been in the sole possession of the Indian and the buffalo.

Twin Cities Rail Centers

St. Paul contains the general headquarters and operating offices of the Chicago, St. Paul, Minneapolis and Omaha Railway, with 1,650 miles of line reaching Iowa and Nebraska points; the Great Northern Railway, with its [illegible] miles of line traversing Minnesota, North Dakota, Montana, Idaho, Washington and Oregon and with Glacier National Park as a stellar attraction, and the Northern Pacific Railway, possessing [illegible] miles of line extending from St. Paul to Yellowstone Park, Spokane, Portland, Tacoma and Seattle.

Minneapolis has the general headquarters and operating offices of the Minneapolis, St. Paul and Sault Sainte Marie Railway, with [illegible] miles of line extending from Chicago through Wisconsin, Minnesota and North Dakota into the Western Canadian provinces and forming, with the Canadian Pacific Railway, one of the great transcontinental lines, and also the headquarters of the Minneapolis and St. Louis Railroad, with [illegible] miles of line covering Minnesota, Iowa and Missouri points.

At Duluth are the general headquarters of the Duluth and Iron Range Railroad, the Duluth, South Shore and Atlantic Railway and the Duluth, Missabe and Northern Railway.

The Duluth, Winnipeg and Pacific Railway is an important rail carrier in northeastern Minnesota, and the Green Bay and Western Railroad is one of the prominent lines in the business of northeastern Minnesota.

At Brainerd is the general headquarters of the Minnesota and International Railroad, reaching the Ontario border at International Falls.

Location of the general headquarters of these big railroad systems in Minnesota has had a large effect upon the excellent transportation facilities enjoyed by the people of the state.

Fine Passenger Trains

No finer passenger trains are operated anywhere in the United States than those which make the four hundred mile run between Chicago and Minnesota terminals over the Chicago, Burlington and Quincy Railroad, the Chicago and Great Western Railway, the Chicago, Milwaukee and St. Paul Railway, the Chicago and Northwestern Railway, and the Minneapolis, St. Paul and Sault Sainte Marie Railway.

The Chicago and Great Western Railway, the Chicago, Rock Island and Pacific Railway, and the Chicago, St. Paul, Minneapolis and Omaha Railway have excellent trains operating between Minnesota points and Kansas City, Missouri. The Chicago, Burlington and Quincy Railway and the Chicago, Rock Island and Pacific Railway trains from St. Louis carry travelers into Minnesota from the South Coast and the Southwest.

Albert Lea, Minnesota, possesses the most northern terminal of the great Illinois Central Railroad System, with its [illegible] miles of line extending to New Orleans, Louisiana.

The "North Coast Limited" of the Northern Pacific Railway, the "Oriental Limited" of the Great Northern Railway and the "Olympian" of the Chicago, Milwaukee and St. Paul Railway, operated daily from Chicago through St. Paul and Minneapolis on the long run of [illegible] miles to Pacific Coast points, are justly listed among the "crack" trans-continental trains in the United States. In cooperation with the Canadian Pacific Railway, the Minneapolis, St. Paul and Sault Sainte Marie Railway also offers a splendid service between Chicago and Canadian Pacific Coast points.

Passenger trains operating to and in Minnesota are particularly famous for good meals served in their dining cars. Since the "Big Baked Potato" filled with Minnesota melted butter and cream, first was introduced, [illegible] products obtainable in Minnesota and the Northwest are featured on dining car menus every day.

This splendid railway service, both passenger and freight, has been and is a tremendous factor in the building of Minnesota.

In return, the state of Minnesota annually furnishes an operating revenue for the railroads of between $[illegible] and $[illegible], which is paid by the people of Minnesota for freight, passenger, express and mail service within the borders of Minnesota.

From this vast operating revenue, the railroads in Minnesota have reported a net revenue of between $[illegible] and $[illegible] per year.

The railroad companies each year pay into the state treasury a gross earnings tax of between $[illegible] and $[illegible].

But in addition to these taxes, the railroads expend a vast sum in the state each year for operating and maintenance expenses. This sum in recent years has been close to the $[illegible] mark, annually.

State's Crop Production is Among Nation's Greatest

Wheat, Corn and Flax Crops Bring Millions in Returns Year After Year.

By W. J. HOLMBERG
Minn. Commissioner of Agriculture

Ten Thousand Lakes Association Photo—
Minnesota will benefit through river transportation which has been re-established on the Mississippi with the Twin Cities of Minneapolis and Saint Paul as the head of navigation.

SCHOOL SYSTEM ONE OF GREATEST

Education of Minnesota Children Has Been Well Provided for —Schools Are Excellent

BY J. M. McCONNELL
Commissioner of Education

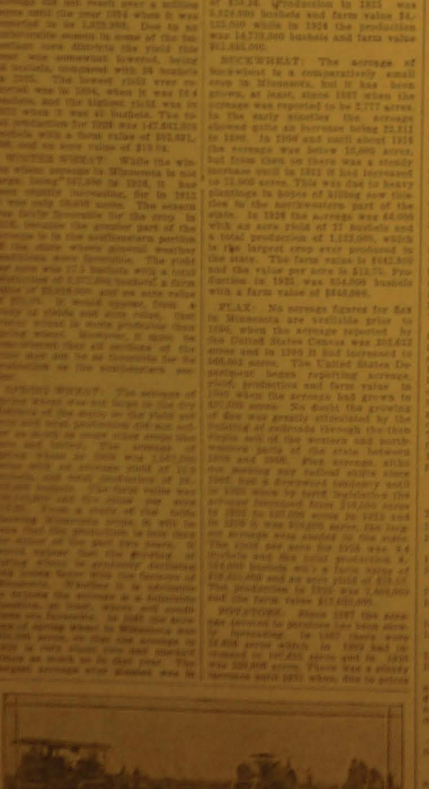
Minnesota's public school system is administered under the direction of a State Board of Education of five members, who are appointed by the Governor, and whom the law provides shall be representative citizens of the state, holding no other state office and not employed in any state institution. The Board elects the Commissioner of Education, who is its secretary and executive officer. He is likewise an ex-officio member of the Board of University Regents and of the State Teachers College Board, of which he is also secretary. The other members of the Department are elected by the Board on the recommendation of the Commissioner.

CONSERVATION OF WILD LIFE URGED

National Game Refuge Being Built On The Upper Mississippi River.

By W. T. COX

Some millions of Americans have heard of the great National Wild Life Refuge being built up on the Upper Mississippi River. Conservationists and sportsmen do not need to be told that there was urgent need for the establishment of such a Refuge. The gradual, in some cases tragic, diminution in the number of wild creatures...



Ten Thousand Lakes Association Picture.
Sheep raising has made great strides in Minnesota in recent years and has proven profitable.

LIVESTOCK INDUSTRY GROWS TO IMPORTANT SOURCE OF INCOME

Cattle, Horses, Hogs and Sheep Bring Many Dollars In Revenue During the Year.

From a very modest beginning sixty years ago, the livestock industry in Minnesota has grown into one of the largest activities in the state, from the farmer's standpoint, until in the year 1926, Minnesota livestock was more profitable than grain crops to the average farm.

This is remarkable, when it is considered that in 1867 there were only 100,000 cows on Minnesota farms. With more than one million, five hundred thousand cows now on farms, Minnesota farm owners last year marketed $166,008,365 of livestock.

M. J. Holmberg, of St. Paul, Commissioner of Agriculture for Minnesota, in compiling information for his 1927 report, submitted the following detailed data upon Minnesota livestock production:

The year 1926 for producers of Minnesota livestock was more profitable than for the grain crops. The aggregate gross farm value of all classes was $257,615,000, compared with $257,413,000 one year ago, or a slight decrease. The value of livestock marketed in 1926 totaled $166,008,395, compared with $142,095,045 marketed in 1925. Combining the two, the total value for 1926 was $423,127,395 and in 1925 it was $399,508,045, a gain of $23,619,350.

Reports made by stockyards and packing plants of livestock originating in Minnesota and sold for the years 1926 and 1925 are as follows:

1926

	No. Head	Value
Cattle	735,563	$ 40,450,210
Calves	690,306	8,624,296
Sheep	379,167	2,996,718
Swine	4,543,189	113,493,181
Total		$166,008,395

1925

	No. Head	Value
Cattle	612,456	$ 32,156,146
Calves	619,525	6,666,276
Sheep	281,011	2,829,115
Swine	4,3373,370	100,443,508
Total		$142,095,045

The total farm value of all crops in 1926 was estimated to be $327,008,000, compared with $372,062,000 for 1925, or a decline in gross farm value of $45,054,000. The 1926 combined value of crops, livestock marketed and livestock on farms at the end of the year was estimated at $750,135,000, compared with $771,570,000 for the previous year, approximately $21,435,000 less. However, one must bear in mind that a portion of the crops produced in 1925 were marketed in 1926 and a share of the crop production of 1926 will be sold during 1927.

HORSES AND COLTS: Horses on Minnesota farms have decreased since 1918, when they reached their peak. The use of automobiles and tractors, no doubt, has been the main factor in causing this decrease. During the last two years, however, there has been an increase in the colt population and if kept up a few years, so that it will offset the older horses dying or being sold, there again will be shown an increase. In 1870 there were 102,500 horses on farms. The number was increased each year until in 1880 there were 274,500 head on farms. The number had grown in 1900 to 459,673 and by 1918 there were 950,000 horses on farms. There was no change in 1919 but every year since then the number on farms has been decreasing until on January 1, 1927, there were only 810,000, or about 4,000 more than in 1912. There are many who believe that the surplus production of oats should be used on the farms as feed for horses, and in this way a slightly higher price maintained for that part of the crop to be sold; also, that it is cheaper for farmers to raise colts and provide their own motive power than to purchase. The farm value of the 810,000 horses and colts on Minnesota farms January 1, 1927, was estimated to be $62,845,000, compared with 827,000 head on farms January 1, 1926, and a farm value of $68,133,000.

MULES AND MULE COLTS: Mules on farms apparently have never been popular in this state. This perhaps may be attributed somewhat to the fact that not many people from the southern states came to Minnesota and settled on farms. In 1867 there were only 905 mules on farms. Since then there has been a slight yearly increase, until on January 1, 1927, there were 14,000 head reported with a farm value of $1,092,000, compared with 13,000 head January 1, 1926, and a farm value of $1,030,000.

ALL CATTLE: Based on all cattle on farms, which includes cows and heifers 2 years old and over being kept for milk, Minnesota ranks sixth in the United States. This, of course, is due to the fact that she is one of the leading dairy states.

Approximately 65 per cent of all cattle on Minnesota farms are potentially milk cows; that is, cows and heifers 2 years old and over plus heifers 1 to 2 years old and heifer calves being kept for milk cows. Some idea of the growth of the cattle industry in this state can be understood when it is known that in 1867 there were only 263,250 cattle on farms, while on January 1, 1927, there were 2,739,000 head of all cattle on farms. The value of cattle on farms January 1, 1867, was estimated to be $6,143,953, compared with $125,165,000 January 1, 1927. However, due to a rather unfavorable season which caused short pasturage the number on hand January 1, 1927, showed a slight decrease from 1926 when there were 2,853,000 head on farms with a value of $123,114,000.

MILK COWS AND HEIFERS: This classification includes all milk cows and heifers 2 years old and over kept for milk, but does not include heifers from 1 to 2 years old and heifer calves being kept for milk cows. Minnesota, from a dairy standpoint, has made wonderful progress during the last 60 years. Based on number of milk cows on farms January 1, 1927, Minnesota ranks second in the United States, being exceeded only by Wisconsin which had 2,014,000, while Minnesota had 1,529,000. New York comes third with 1,318,000 and Iowa fourth with 1,314,000; Illinois is next with only 983,000. In other words, 7 per cent of all the milk cows in the United States are on Minnesota farms. In the year 1867 or 60 years ago, there were only 100,507 cows on Minnesota farms, but there has been a steady increase until the last three years. The great impetus to the dairy industry occurred in 1907, when the number had increased to 1,019,700. The farm value of the 1,529,000 cows and heifers on farms January 1, 1927, was estimated to be $93,269,000, compared with 1,560,000 on farms January 1, 1926, and a farm value of $92,040,000.

HEIFERS 1 TO 2 YEARS OLD KEPT FOR MILK COWS: While there was some depletion in milk cows, due perhaps to poor crops and lack of sufficient feed as well as poor pasturage last summer, Minnesota farmers have not lost faith in the milk cow as an economic stabilizer, because it is estimated that on January 1, 1927, there were 321,000 heifers from 1 to 2 years old on farms, compared with 300,000 January 1, 1926, and 306,000 January 1, 1925.

SHEEP AND LAMBS: During the past two years, especially in 1926, sheep raising in Minnesota has made rapid progress. Activities of railroads, credit corporations and county agents, no doubt, played a great part in bringing about this increase. Sheep are being put on farms in sections of the state where weeds have gained a stronghold with the hope that these animals will aid in their elimination or, at least, place them under control. The 678,000 sheep and lambs on farms January 1, 1927, is the largest number that has been reported on January 1, of any year. Previous to that time the banner year was 1919, when 642,000 sheep were reported on farms. Sixty years ago there were only 130,314 sheep reported on farms with a farm value of $356,715, while the 678,000 head on farms January 1, 1927, had a farm value of $6,529,000. It was estimated that on January 1, 1926, there were 540,000 sheep and lambs on farms with a farm value of $6,056,000.

WOOL PRODUCTION: With the increase in sheep on Minnesota farms the past two years the production of wool also has shown quite an increase. The five-year (1919-1923) average was 2,547,000 pounds, while in 1925 it was 3,294,000 and for 1926 the production was estimated to be 3,392,000 pounds. Based on the December 15 average price for Minnesota's unwashed wool, as reported to the Division of Crop and Livestock Estimates, the farm value of the 1926 production was $1,085,440, compared with $1,185,840 in 1925.

SWINE: The swine industry has made great strides in Minnesota during the past sixty years. In 1867 the number reported on farms January 1 was 144,302. While there was a rather steady increase the first big increase came in 1901 when the number on farms had increased to 1,569,020. The number reached 2,075,000 in 1917 and in 1923 it was estimated to be 3,650,000. On January 1, 1927, the number on farms was estimated to be 3,525,000 with a farm value of $81,433,000, compared with 3,454,000 head January 1, 1926, and farm value of $88,430,000.

Cows. Chickens

The cows and chickens on Minnesota farms each year produce more than two hundred million dollars' worth of milk, eggs and calves.

This sum would buy approximately 675,000 Packard motor cars.

INDIAN VILLAGES ATTRACT MANY

Minnesota Lakes Furnish Ideal Background For Native Americans.

(NOTE—The following article on the Minnesota Chippewa Indians was written by Mr. E. A. Allen, Superintendent of the Consolidated Chippewa Indian Agency at Cass Lake. It gives an authoritative account of the Chippewas in Minnesota this year of 1927 and coming, as it does, from Cass Lake, the Chippewa capital of the nation, it is a document of more than passing interest to all interested in the Indian and Indian lore.)

By E. A. ALLEN

Ever since Henry Wadsworth Longfellow sang so beautifully the entrancing story of Hiawatha, the Chippewas, living on the Northern border of our country from Lake Superior to the Turtle Mountains of North Dakota, have been clothed in garments of mysterious splendor in the imagination of those who still love to think of the Indian as possessing in marked degree the virtues of heroism, faithfulness to every trust and a simple belief in the overruling power of unseen forces bringing him all he enjoys, all he suffers. Longfellow's theme was the union of a Chippewa youth with a Dakota maiden, a rare occurrence in the history of the two tribes, which were at war with each other for the possession of the noble woods and the fair lakes and streams of Minnesota until the victorious brothers of Hiawatha pushed the stubborn and slowly yielding Dakotas westward to the plains comprising the two great states named for them; and so visitor to this North Country, where the lakes are smiling, the streams are sparkling and singing, and the forests are offering their restful coolness through all the delightful summer, can avoid the conviction that it was a land worth fighting for.

There are more than fourteen thousand Chippewas now belonging to Minnesota, between Lake Superior and the western border of the state. Of this number about one-half—principally those having much white blood—are only nominal residents, their actual places of abode being in white communities scattered from New York to Honolulu.

Most of the full bloods and near full bloods still cling to the region of the homes of their ancestors and are found chiefly in villages near some of the numerous lakes. Nearly eighteen hundred belong to the closed reservation at Red Lake, sixty miles Northwest of Cass Lake and forty miles from Bemidji, under the able supervision of Superintendent Mark L. Burns, himself proud in the possession of some Chippewa blood. The other twelve thousand five hundred are enrolled in the Consolidated Chippewa Agency, located at Cass Lake, sometimes called "the capital of the Chippewas".

From Cass Lake you travel in an easterly direction, with detours both North and South, to call on the villages of Bena, on Lake Winnibigoshish, Ball Club, on the body of water with the same name; Inger, on Bowstring lake; Fond du Lac, near Cloquet, one of the greatest lumber manufacturing centers of the world, and Grand Portage, on Lake Superior, only about fifty miles from Port Arthur, Canada. To reach the last named village it is necessary for you to travel a distance of two hundred seventy-five miles on highways Eight and One, skirting Lake Superior nearly all the way from Duluth.

To the Northeast, one hundred and sixty miles from Cass Lake, is Nett Lake village, where live those Indians who are said by ethnologists to be the purest blood Chippewas of the United States. Their lake, bearing the name of the band, is the paradise of the wild rice harvester and the duck hunter, and the Indians cherish for it the love one would give a mother who had furnished needed sustenance.

Cass Lake or, as it is known to the Chippewas, Gahmiquahwahkokang, Red Cedar, the beautiful body of water beside the village of the same name, has Chippewas all about its shores, and the same is true of that larger body, Leech Lake, to the south, with its wonderful shore line and multitudes of fish. The chief village of the last named lake is Onigum, reached from Walker, where the Government has provided for the Indians of the jurisdiction a hospital and a sanatorium for the tubercular.

To the west and south are the villages of the White Earth bands. The easily accessible village of Vineland is situated on Mille Lacs lake, not more than an easy four hours' ride from the Twin Cities. Mille Lac enjoys the distinction of being the second largest body of fresh water wholly within the United States. Ponsford, Naytahwaush and, lastly, White Earth, where for many years were situated agency headquarters and a large boarding school are on the extreme west and reached from Park Rapids, Detroit Lakes and Mahnomen. At White Earth the Government maintains another of its four hospitals for the Chippewas and the Sisters of St. Benedict conduct a splendid school for the Indian girls of the jurisdiction.

MINNESOTA LEADS IN BUTTER OUTPUT

More Than A Million and a Half Cows On Job Every Day In The Year.

With more than one million, five hundred thousand milk cows producing every day of the year, the Minnesota dairy industry in recent years has reached a magnitude far beyond the dreams of pioneer dairymen. Today, Minnesota is the greatest butter producing state in America and in many markets in all sections of the nation Minnesota butter is offered as a superior product. In New York and Philadelphia, in Chicago and St. Louis, and scores of other large marketing and distributing centers, Minnesota butter is held up as a standard for richness, purity and wholesomeness.

In one five-year period—that from 1920 to 1925—butter production in this state nearly doubled, increasing from 133,000,000 pounds to a gigantic total of 262,000,000 pounds. No other state has achieved any such record, and as a result, it seems certain that Minnesota will continue for years to hold her famed position as the champion butter producing state of the Union.

Income Runs High

The annual income from the sale of Minnesota butter amounts to more than $110,000,000 and the total value of all milk products reaches close to $175,000,000 annually. This means an average income of better than $1,000 per year for each of the 154,000 farmers selling milk and cream to the creameries and cheese factories.

In this connection, N. J. Holmberg, Commissioner of the State Dairy and Food Department, said in a recent report:

"The dairy industry is pre-eminently the greatest revenue producer in the state. In that substantial cash monthly payments are made to the farmers for their dairy products, which enables them to meet their current obligations.

"During the past year only a small amount of butter and other dairy products have been imported. Market prices have been fairly uniform and quite satisfactory. The future for the dairy industry looks promising. It is the only big branch of agriculture that has not been hampered by overproduction."

Milk Use Increases

During the past twenty-five years, the per capita consumption of milk has increased thirty gallons and this fact has developed a great business in market milk, which has made tremendous strides during the last ten years, especially. This great gain in the use of this valuable food product is being encouraged by schools, mothers' clubs, the National Dairy Council and many other organizations.

With this great demand for more and more milk, the State Dairy and Food department, under Commissioner Holmberg's efficient administration, has organized a corps of competent inspectors to protect consumers against insanitation and adulteration. Thousands of sediment tests are made every year and the supervision of producers constantly is being checked up to protect the wholesomeness of this all important product.

The latest available statistics on Minnesota creameries give the following impressive figures:

Number of creameries, 835.

Number of patrons, 182,532.

Number of cows contributing milk to creameries, 1,415,099.

Number of pounds of milk, 296,939,123.

Number of pounds of cream, 704,547,421.

Number of pounds of butterfat, 547,421.

Number of pounds of butter made, 263,625,427.

Average price paid patrons per pound for butterfat, $0.46.7.

Amount paid patrons, $100,221,726.46.

Average price received for butter per pound, $0.42.60.

Received for creamery butter, $109,735,161.71.

Commissioner Holmberg allocates the value of the state's dairy products as follows:

Creamery butter	$109,735,161.71
Farm butter	7,000,000.00
Cottage cheese	36,800.00
Factory cheese	1,996,000.00
Whey	60,000.00
Powdered buttermilk	260,000.00
Ice cream	3,626,000.00
Market cream	2,000,000.00
Market milk	37,000,000.00
Milk fed to livestock	800,000.00
Skimmilk	5,000,000.00
Total	$173,737,961.71

Every year, scientific methods of production and distribution are improved and extended, to assure the continued supremacy of Minnesota as the greatest butter producing state in the United States.

STATE HAS MANY AUTOS

Automobile ownership in Minnesota during the last five years has doubled. During 1927, the owners of those 700,000 automobiles will pay to the state a total of $10,000,000 in motor vehicle registration taxes. In the year 1921, the owners of 322,849 automobiles paid $5,416,516 to the state for motor vehicle registration.

Minnesota owners now have more than $300,000,000 invested in automobiles, which is $122,000,000 more than the Interstate Commerce Commission's physical valuation of the railroads in Minnesota.

These auto owners during 1927 will spend more than $100,000,000 in the operation of these 700,000 Minnesota-owned cars and will travel more than three billion, five hundred million miles during the year.

In addition to the money expended for car operation, these auto owners will spend more than $75,000,000 for food and drink along Minnesota's 7,000-mile highway system while traveling.

Ten Thousand Lakes Association Picture.
Minnesota has extensive granite quarries, where some of the finest stone on earth is mined.

GRANITE QUARRIES PRODUCE WEALTH

St. Cloud District Is Second Largest Producing Center In the World.

By C. J. HEMBERGER
Secretary, Northwestern Granite Manufacturers Association

The Saint Cloud, Minnesota, granite district in recent years has developed into the second largest granite producing center in the world in total amounts quarried and shipped, and probably the best known in the world for the quality of its famous Red and Gray granites, now a nationally marketed product.

Saint Cloud's fifty operating quarries and numerous granite manufacturing plants have had a total output for the last twenty-five years of more than One Hundred Seventy-five Million Dollars, which has been distributed for labor, machinery, building and manufacturing material. It is estimated that five thousand of the population of Saint Cloud and vicinity earns its livelihood from this one industry.

Rapid strides have been made in the industry in recent years and its future growth is promising. For many years the quarrying, cutting, polishing, lettering and carving of this most enduring granite in the world was a slow, laborious and expensive task, but here as in other lines of man's endeavor his inventive genius has produced the machines and the appliances that have lightened and quickened his work.

FIRST WORK ALL DONE BY HAND: For years in the early history of the industry nearly all of the work was done by hand. Now giant rotary saws costing Twenty-five Thousand Dollars or more, operated by 75 HP. motors cut the great blocks of granite into merchantable slabs. Great Lathes turn and cut and polish pillars five and six feet in diameter. Huge carborundum saws square and shape the slabs cut by giant rotary. Cloud saws, their teeth kept cool by pouring water, press steel shot against the hard stone and make a perfect cut. Surfacing machines driven by compressed air pound into chips and dust the uneven surfaces of the granite. Large automatic polishing machines grind a piece of granite as large as a big room, then emery it and give it its final mirror like polish. Carborundum machines mould the corners. Lettering and carving is now done by sandblast machines; a comparatively recent invention, more skillfully and artistically, tracing delicate scrolls and other ornamentations with a beauty not possible by the genius of the sculptor with his chisel and mallet.

The Memorial Craftsman's Art has become an entrancing and absorbing study—a profession. It has provided the most enduring material from which great public buildings, stately cathedrals and imposing mausoleums and other beautiful Memorials have been erected. Saint Cloud granite has become a nationally marketed product. Today it is shipped to every state in the Union and to foreign countries. The possibilities of the industry are very great. Sooner or later means will be found and the way will be shown to create State pride for this great natural resource of Minnesota.

GREAT DURABILITY RECOGNIZED: While because of its extreme hardness the use of granite for building purposes is more expensive than is that of the softer varieties of stone, yet its durability has brought it into wide use in the construction of public buildings where solidity and strength as well as general attractiveness in appearance are desired.

Official tests show its strength to be, on edge, from twenty-three thousand seven hundred and fifty to twenty-six thousand two hundred and fifty pounds per square inch, and on bed, from twenty-five thousand to twenty-eight thousand pounds per square inch. The weight per cubic foot is 165.1 to 169.4 pounds. This quality of durability is coming more and more to bring granite into use, notwithstanding its higher price. Some of the most impressive public buildings in Minnesota have been built wholly of granite as the Court House and City Hall at Minneapolis, United States Custom House and Postoffice in Saint Paul, and the new Catholic Cathedral in the latter city. The Government building in Saint Cloud erected for the use of the Post-office and Land Office is built of granite and it is used largely if not wholly in the construction of many other public buildings in this State and also in other States. The granite from Saint Cloud is almost wholly free from any of the minerals that show signs of decay or erosion, and it is what is termed "fresh" and while hard to quarry and polish remains its polish for countless ages.

PREVAILING COLOR: The prevailing colors of the granite quarried in the vicinity of Saint Cloud are principally Gray and Red, although there are slight variations in shade. The term Gray is used for one of the shades, although its color ranges from a deep blue to almost black shade. The Gray is perhaps the most popular of the two granites, because of its susceptibility to a high luster and because of its marked contrast between the polished and other finishes. The Red Granites range between a reddish pink shade to a deep chocolate or mahogany color. Both Red and Gray granites, however are equally durable and are judged by the purchaser according to his personal taste as to color.

The Red granite chosen for the burial vaults (Sarcophagus) of the Egyptian Kings from the characteristic red deposits along the Nile is identical with the Red granite from the Saint Cloud district. Further evidence of the popularity of Saint Cloud granite lies in the fact that there are two examples in the Hall of Fame in the Nation's Capitol at Washington, D. C.

EXTERNAL EVIDENCE OF GRANITE: External evidence of the Granite deposits is found in huge outcrops running into bluffs and hills, and even more conspicuously in massive boulders which dot the rolling prairies and wooded sections surrounding the city. The whole country is underlaid with a gigantic rock, a formation of true granite, so massive that it is certain to be inexhaustible for several centuries to come. One of the most outstanding proofs of the quality of Saint Cloud Granites is that there has been no perceptible wear on the outcroppings above the surface, although they have been exposed to the elements for thousands of years. It was not until 1880-90 that the granite industry in St. Cloud became well established and profitable, and this was when monumental work became the leading factor of the industry. A number of plants with fully equipped cutting sheds, and machinery being of the most modern patterns enables the operators to turn out the highest quality of work with velocity, multiplying rapidly from year to year with newly established firms, and yet all are overcrowded with orders. The name of St. Cloud granite for Monumental purposes has extended not only to the far West but to the East and South.

Although there are a few firms in St. Cloud whose practice it is to sell at retail, the majority of firms operate on a wholesale basis exclusively. Each firm employs its own staff of traveling solicitors to call upon the retail dealer in all sections of the United States and Canada, in addition to direct mail solicitation. Hundreds of dealers from all sections of the country combine a business and pleasure trip to Minnesota, stopping at St. Cloud to purchase their immediate and future requirements in granite and then continue their journey into the heart of Minnesota's Ten Thousand Lakes. St. Cloud being situated as it is on several paved trunk highways and the transcontinental lines of the Great Northern and Northern Pacific Railways and is one of the terminals of the Northland Transportation Company.

The city of St. Cloud and its granite industries extend a cordial invitation to all visitors to visit their quarries to view the manner in which the huge blocks of granite are removed from Mother earth, and to conduct visitors through their polishing and cutting plants to watch the rough quarried granite in its complete process of manufacture until it finally appears as the finished Memorial that will everlastingly express love and devotion to someone that has gone before—to mark for all time the hallowed ground where the mortal remains of men have been laid to rest. No destructive force of nature, nor scarcely any of man can erase these messages, no trace of time can sully or obliterate its beauty. No change in human customs or in human thought can dim its symbolism or impair its meaning.

MINNESOTA SHORE LINE

No one has ever attempted to estimate the amount of shore line the Minnesota lakes have, much less the shore line of the rivers, but it is safe to say that if all this shore line were straightened out it would encompass the world more than once and it would amount to more than the shore line of the boundary waters of the United States. There is no place on the face of the earth the size of Minnesota that has so much shore line. Hundreds of islands in the lakes give the state additional shore line. An idea as to the amount of shore it [illegible] may be gained when it is known that Vermilion Lake has 1[illegible], Lake Vermilion has [illegible], Rainy Lake which is international water has more than 1,000 and Lake of the Woods, another international body, has more than 1,000.

Minnesota's Three Great Cities.
Left—Duluth Harbor, second port of the United States.
Center—State capitol, Saint Paul.
Right—The world's greatest flour milling district, Minneapolis.

GOOD ROADS BRING MORE BUS SERVICE

Motor Transportation Factor In Minnesota Transportation Activities.

During the year 1926, the motor busses of Minnesota carried in excess of 12,000,000 passengers of whom approximately four and one-half million were passengers on busses which operate throughout the state, the others being passengers that were transported within a city or between adjoining communities, such as St. Paul and Minneapolis.

As a result of efficient operation and a real safety program, there was not a single fatal accident in motor bus transportation in Minnesota during the year.

From somewhat crude beginnings, the motor bus system in Minnesota has grown in a dozen years to a highly developed transportation organization, which has made Minnesota one of the outstanding states in the Union as regards motor bus travel.

Many Busses Operate

A single motor bus company, the Northland Transportation Company, operates 119 busses in addition to a fleet of service cars and touring cars. The Northland Transportation Company is a subsidiary of the Great Northern Railway Company, and as such has the advantage of experienced and efficient transportation management to a high degree.

Radiating in all directions from St. Paul and Minneapolis, the great centers for busses, the lines extend west to Fargo, North Dakota, north to Port Arthur, Ontario, south into Iowa and east and southeast into Wisconsin and thence to Chicago.

Two hundred and eighty-three motor busses, covering 4,721 miles of bus lines, are being operated in Minnesota this year of 1927. These busses during the year will run an aggregate total of more than 12,647,000 miles and will carry more than 12,000,000 passengers who will pay more than $4,625,000 in bus fares. The various motor bus companies will pay into the state treasury license fees aggregating close to $220,000, in addition to $63,000 of gasoline tax.

It now is possible to travel by motor bus from Albert Lea, on the southern Minnesota border, via St. Paul and Duluth to Port Arthur, a distance of 478 miles.

The various lines now are so widespread that frequent service is available at all times to and from any part of the state.

Busses Are Regulated

Regulated under orders of the State Railroad and Warehouse commission with rates of fare set and schedules fixed the bus lines have advanced from the status of an experiment in transportation to a permanent carrier.

Introduction of the parlor car type of bus has made of bus travel a thing of luxury in comparison with the somewhat experimental types of bus used for some time during the early days of that form of transportation.

Travelers from and to the Twin Cities may now step into the bus of their choice and in many cases without change travel upwards of 200 miles to their destination.

Mechanical changes have made the busses used in the longer trips capable of maintaining a time schedule of 30 miles an hour and because of the large number of bus lines in the state year-around travel is just as much to be expected as that of rail transportation.

The bus lines now co-operate in keeping the roads clear during and following heavy snowstorms and last winter, almost without exception, all lines made their scheduled trips.

Recent government statistics estimate the number of busses in the world at 187,373, or a growth of about 50 per cent in two years.

Much of the growth was registered in the United States where one manufacturing company now boasts that the traveler may go from the Atlantic coast to the Pacific without using any other than their own busses.

Operation of the Northland Bus Company, by the Great Northern Railway, during the past year, has been watched keenly by other railroads throughout the United States and while no formal statement would be made by the officers of the company it is understood that the lines have demonstrated their value as feeders to the railroad as well as opening up new passenger territory which otherwise would not have been tapped.

Other bus lines report that financially the growth has been beyond their expectations and that they have been hampered by an inability to obtain new equipment as rapidly as needed. This situation is expected to be remedied this year by the entrance into the bus field of many of the truck companies who have been experimenting with busses.

Adoption of safety equipment on the busses is said to be keeping pace with the increasing use of the new type of transportation. Many of the busses now operating in Minnesota have the air brake system and are made nearly fireproof. The bodies are being strengthened and every possible care provided for the safety of the passengers' lives.

Minnesota's bus system, considered from all angles, is one of the finest in the land and one in which Minnesota residents may well take real pride.

FARM BUREAU IS ACTIVE FORCE

62 Minnesota Counties United in Effort to Better Agricultural Conditions.

BY J. F. REED,
President Minnesota Farm Bureau Federation

The Minnesota Farm Bureau Federation is a federation of 62 County Farm Bureaus in the state.

It is the only state-wide farm organization in Minnesota. It is also the largest in membership of any industrial, professional, or business organization in the state.

Its purpose is to bring to the industry of agriculture the benefits of organized effort along educational, economic, and legislative lines that will be helpful to the farmer.

In its educational activities it works in complete harmony with the extension service of the United States Department of Agriculture and the College of Agriculture of Minnesota through County Agents and Home Demonstration Agents whose purpose it is to bring to our farmers and farm homes the best practices in husbandry and home management, as developed by the federal and state departments.

Necessity Is Realized

The necessity for farm organization to enable the farmer to sustain his position in the business and economic field, is now fully realized by the farmer and readily conceded by all other groups in our national life. That it is impossible for the farmer with his 6,500,000 individual units to cope in a business way with group organizations in other fields of human endeavor is obvious.

From the beginning the farmer, always thrown upon his own resources and efforts, has strongly followed individualistic lines controlling his industry and economic condition. He now sees this position does not bring him equal status with other industries and professions moving in group formation. As our population grows and competition tightens between individuals and industries, agriculture must change its methods and policies in this regard in order to maintain its position in our national life. Those outside of agriculture, who have been prone to view farm organization with suspicion as seeking to establish a barrier between the farmer and other groups and industries, now realize that an organization of farmers for the benefit of their industry, is as essential to those engaged in the profession of agriculture as similar organizations are to other groups.

Object of Farm Bureau

The essential object of the Farm Bureau is to better the economic condition of our members, improve living conditions in the open country, and provide an organization for our farmers through which their voice may be heard on all matters of interest to them, or affecting their industry.

In Minnesota, the Farm Bureau has promoted the activities of the extension service of the Department of Agriculture, giving it the most unstinted support, both morally and financially. The various counties have contributed over $45,000 during the past year to this service, besides constantly bringing to the attention of the farmers of the state the advantage to them of keeping abreast of the constantly changing methods of production and marketing of farm products.

The State Federation has promoted in every legitimate way the co-operative marketing of farm products, knowing that co-operative organizations, properly formed and managed will insure a better price to the producer, without additional cost to the consumer. The result is a constantly increasing loyalty on the part of producers to their organizations and a very gratifying increase in the volume of farm products handled through them. Minnesota today ranks high in the number of co-operative marketing organizations and the quantity of products handled. There still remains much that can be done along this line. When all our producers fully understand the service these organizations, when properly functioning, can render them and the industry, their influence and helpfulness will greatly expand.

Since the organization of the Farm Bureau much helpful legislation for agriculture has been enacted into law, both in Minnesota and the nation. Much of this legislation was promoted under the direct leadership or through the assistance of the organization. I will not attempt to recount or analyze these laws here. I can not forego, however, reference to the effort made at the last session of Congress to put farming on an equality with other business and occupation in the country. It was one of the greatest legislative struggles ever enacted in the American Congress. The Farm Bureau was one of the most potential forces in this effort and while the measure did not become a law the full force of a united agriculture was felt and recognized.

MINNESOTA CO-OPS DO IMMENSE ANNUAL BUSINESS

Minnesota co-operative organizations, covering a great diversity of farm crops, are doing an annual business of considerable magnitude. Annual reports of these organizations show that a total business of $95,465,024 was done by these institutions in 1926.

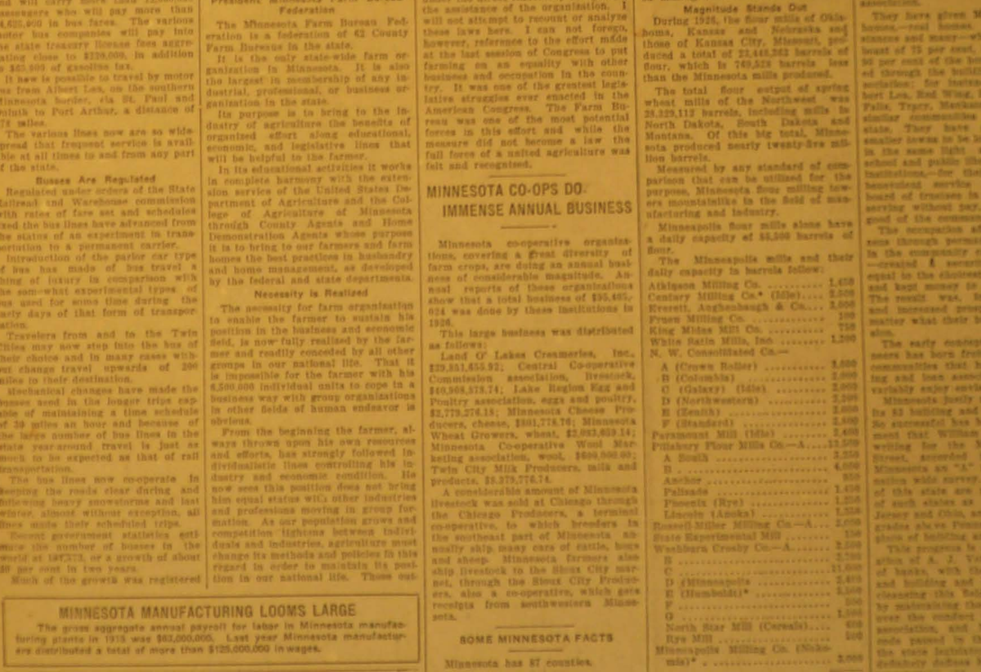
This large business was distributed as follows:

Land O' Lakes Creameries, Inc., $39,851,655.92; Central Co-operative Commission association, livestock, $40,968,578.74; Lake Region Egg and Poultry association, eggs and poultry, $2,779,276.18; Minnesota Cheese Producers, cheese, $801,778.76; Minnesota Wheat Growers, wheat, $2,983,659.14; Minnesota Co-operative Wool Marketing association, wool, $600,000.00; Twin City Milk Producers, milk and products, $5,379,776.74.

A considerable amount of Minnesota livestock was sold at Chicago through the Chicago Producers, a terminal co-operative, to which breeders in the southeast part of Minnesota annually ship many cars of cattle, hogs and sheep. Minnesota farmers also ship livestock to the Sioux City market, through the Sioux City Producers, also a co-operative, which gets receipts from southwestern Minnesota.

MINNESOTA MANUFACTURING LOOMS LARGE

The gross aggregate annual payroll for labor in Minnesota manufacturing plants in 1915 was $63,000,000. Last year Minnesota manufacturers distributed a total of more than $125,000,000 in wages.



Ten Thousand Lakes Association Photo—
This unusual picture of a man riding a swimming moose was taken on Rainy Lake, a part of the Minnesota-Canadian border.

SOME MINNESOTA FACTS

Minnesota has 87 counties.

Minnesota has 1,252 banks.

Minnesota bank deposits are close to the billion dollar mark.

Minnesota has one of the finest motor bus systems in the United States.

Minnesota operates the largest crushers of flax seed in the United States.

Minnesota contains the source of the greatest American river—the Mississippi.

Minnesota dairymen own more than 1,500,000 head of Holstein, Guernsey and Jersey cows.

Minnesota honey raisers have bee colonies over a fifty mile front in southern Minnesota.

Minnesota contains the headwaters of three great continental river systems—the Mississippi, the St. Lawrence and the Red River.

MINNESOTA FLOUR LEADS THE WORLD

Product of State's Many Mills Sold Everywhere—Industry Greatest in Nation.

Minnesota makes the best flour in the world and she manufactures more flour than any other state in the nation.

Minneapolis is the flour milling capital of the world, and as such is known throughout the United States and Europe. Wherever flour is sold and bread is baked, Minnesota flour is the standard for quality and wholesomeness. This proud position for Minnesota has been achieved in a little more than half a century of flour production. In Chicago and New York; in London and Liverpool, and all the great breadstuff markets of the world, the well known brands of Minnesota millers command a respect and a price above the average. For Minnesota flour is a quality product, with a long-established reputation for superiority. Made from the finest wheat grown anywhere on the American continent, in mills that are famous everywhere as models of their kind, and barreled under a searching analysis involving constant scientific laboratory tests, Minnesota flour goes into the markets of the world bearing a proud distinction.

Output Tremendous

From the most accurate and complete figures obtainable those collected for "the Miller's Almanack and Year Book", published by the Northwestern Miller at Minneapolis, the flour output in Minnesota during 1926 was close to twenty-five million barrels; 24,217,891 barrels, to be exact.

Of this vast aggregate flour production, 12,509,654 barrels were produced by the Minneapolis mills. The Duluth mills had an output of 1,095,843 barrels and those in St. Paul, 579,571 barrels. Statistics gathered from 159 Minnesota mills outside of Minneapolis, St. Paul and Duluth, showed a production for the year 1926 of 10,383,214 barrels.

The average prices of flour per barrel at Minneapolis during the year 1926 were $8.75 for "First Patent" and $6.87 for "First Clear".

On the basis of an average of these two prices, the year's output of Minnesota flour sold for $184,477,760.

Computed on the accepted basis of four and one-half bushels of wheat to the barrel of flour, Minnesota millers last year purchased 127,481,000 bushels of wheat, furnishing a most substantial market to the farmers of the Northwest.

The magnitude of Minnesota flour milling stands out in perspective when compared with that of other celebrated milling districts in the nation.

Magnitude Stands Out

During 1926, the flour mills of Oklahoma, Kansas and Nebraska and those of Kansas City, Missouri, produced a total of 23,448,363 barrels of flour, which is 769,528 barrels less than the Minnesota mills produced.

The total flour output of spring wheat mills of the Northwest was 28,329,112 barrels, including mills in North Dakota, South Dakota and Montana. Of this big total, Minnesota produced nearly twenty-five million barrels.

Measured by any standard of comparison that can be utilized for the purpose, Minnesota flour milling towers mountainlike in the field of manufacturing and industry.

Minneapolis flour mills alone have a daily capacity of 85,500 barrels of flour.

The Minneapolis mills and their daily capacity in barrels follow:

Atkinson Milling Co.	1,450
Century Milling Co.* (Idle)	2,500
Everett, Aughenbaugh & Co.	3,000
Fruen Milling Co.	100
King Midas Mill Co.	750
White Satin Mills, Inc.	1,200
N. W. Consolidated Co.—	
A (Crown Roller)	3,500
B (Columbia)	2,000
C (Galaxy) (Idle)	2,000
D (Northwestern)	2,200
E (Zenith)	2,000
F (Standard)	2,400
Paramount Mill (Idle)	2,400
Pillsbury Flour Mills Co.—A	12,500
A South	3,250
B	4,000
Anchor	850
Palisade	1,450
Phoenix (Rye)	1,250
Lincoln (Anoka)	1,250
Russell-Miller Milling Co.—A	2,050
State Experimental Mill	150
Washburn Crosby Co.—A	2,250
B	2,700
C	11,000
D (Minneapolis)	2,400
E (Humboldt)*	2,500
F	500
G	1,500
North Star Mill (Cereals)	400
Rye Mill	500
Minneapolis Milling Co. (Nokomis)*	3,000
Total	85,500

Grain storage facilities in Minnesota are of a size proportionate to the large milling industry.

Minneapolis has sixty-nine large elevators with a total capacity of 88,594,000 bushels of grain. Duluth has thirty-two elevators with a capacity of 45,790,000 bushels of grain. Minneapolis has the largest elevator grain capacity of any city in the United States, Chicago being second, with sixty-three elevators of a gross capacity of 51,495,000 bushels, and Duluth third.

SEE MINNESOTA!

Until the Minnesota resident has traveled in his state from Lake of the Woods to the Iowa state line, and from the Wisconsin boundary to the Dakotas, he has no conception of the beauties and attractions of the Land of Ten Thousand Lakes. SEE MINNESOTA NOW!

Ten Thousand Lakes Association Photo—
Twin City plant of the Ford Motor Company.

MINNESOTA A GREAT STATE

Minnesota is one of the great states of the Union. It ranks well toward the top in population and wealth. Recently an official estimate of population in all the states has been made and it appears that Minnesota ranks fifteenth among all the states in population. We lead such old states as Alabama, Connecticut, Florida, Iowa, Kansas, Kentucky, Mississippi, Oklahoma, Tennessee, and Virginia, while many other states trail far in the rear. Minnesota is coming to the lead in many things. We produce more butter than any state in the Union. We produce more iron ore than any other similar territory in the world. We have one of the finest state road systems in the country, and we are the leading farm co-operative state of the Union. Stick to Minnesota.

BUILDING LOAN COMPANIES AID

Home Ownership Fostered By Strong and Sound Agencies.

By C. H. PEARSON
Manager, Ben Franklin Building Loan Association.

"The future growth of the United States is unthinkable without the great work done by the building and loan associations," as a great financial paper recently summarized an article devoted to this important topic. Nor would the early development of Minnesota and the future of our state be thinkable without due homage paid to the benevolent work of these institutions and the fair promise they bid for the future continued prosperity of the state. Even from the days when the Indians sat in their wigwams on the lake shores of Minnesota, to the present era; small communities have been given birth and have gathered their strength and gained their growth through the activity of their local building and loan association.

They have given Minnesota people homes—real homes. There are instances and many—where the citizens boast of 75 per cent, 80 per cent and 90 per cent of the home being financed through the building and loan association; for instance, Slayton, Albert Lea, Red Wing, Hastings, Fergus Falls, Tracy, Mankato, and scores of similar communities throughout the state. They have come in these smaller towns to be looked upon much in the same light as the church, school and public library,—benevolent institutions,—for theirs has been a benevolent service managed by a board of trustees in most instances serving without pay, for the general good of the community.

The occupation afforded local citizens through permanent construction in the community created a payroll, —created a security for investors equal to the choicest of foreign bonds and kept money at work at home. The result was, increased activity and increased prosperity for all no matter what their business or profession.

The early conception of our pioneers has born fruit. We find those communities that have strong building and loan associations almost invariably enjoy enviable prosperity.

Minnesota justly may feel proud of its 83 building and loan associations. So successful has been their development that William Stephen Marlow, writing for the Magazine of Wall Street, accorded to associations of Minnesota an "A" rating in a recent nation wide survey. The associations of this state are ranked with those of such states as New York, New Jersey and Ohio, and are placed three grades above Pennsylvania, the birthplace of building and loan.

This progress is due to the co-operation of A. J. Veigel, commissioner of banks, with the state legislature and building and loan executives in cleansing this field of all promoters by maintaining the strictest vigilance over the conduct of each individual association, and by having a new code passed by the 1925 session of the state legislature. The new code definitely defines building and loan associations as "financial institutions, publicly controlled, and organized solely for the purpose of accumulating funds to be loaned to their members upon their homes or upon other improved real estate. ***** and furthermore provides that, hereafter no such corporations shall be organized or operated for any such end or nominal purposes otherwise than as herein prescribed."

They are supervised the same as banks; their operations are limited to the county, except that application may be made to the state securities commissioner for the extension of charter within the state after a hearing has been held to determine the need for such added territory.

Dealing in real estate is prohibited. Service fees are limited to $2 per $100 share which greatly discourages those who would exploit the good name of building and loan.

A reserve fund is compulsory. Operating expenses are limited to 2½% per annum, and must be paid only from earnings. No deductions can be made directly or indirectly from the principal sums invested.

Minnesota associations are truly co-operative organizations without any preferred stockholders. They accept the humble workingman's twenty-five cent piece as cheerfully as the millionaire's thousands, and pay to each exactly the same return and provide for each the same security—distributed first mortgages on homes.

Under the new Minnesota code, these associations are now nothing more or less than "investment trusts", purely co-operative in principle and managed by a board serving much in the same capacity as trustees of a church or library, or other beneficent public institutions.

The total resources amount to $25,643,287.96, an increase over the past year of $3,438,148.21. $22,334,429.18 of the above resources are invested in mortgage loans, virtually all on homes and distributed into 12,806 separate loans, averaging but $1,889 each. An additional $2,224,135.75 is invested in government bonds or carried as cash on hand or due from banks.

The reserve fund and undivided profits account together aggregate $1,064,678.42.

The amount actually invested by stockholders, together with dividends due thereon, and the amount of borrowed capital together with interest due thereon aggregate $24,758,213.48.

Out of the total resources exceeding $25,000,000, only $33,174.64 is due from members on loans or furniture.

The strictly non-speculative nature of these institutions and the wide margin of security they provide for their investors is clearly evident from the above figures.

Of outstanding note is the fact that the total expenses of operation of these associations for the past year was only $278,823.64, or exactly one-fourth of one per cent of the total resources—self-explanatory of the excellent profits paid to investors,—and indicates that they have practiced as well as preached thrift and economy.

The associations of the state are now bound into a League of Local Building Loan and Savings Associations, whose principle function it is to maintain eternal vigilance over the conduct of each individual association by seeing to it that each association at all times operates in strict compliance with an established code of ethics.

Minnesota in natural resources is the richest state in the Union.

A Part of the Money That Will Be Spent in Minnesota During 1927!

By Butter, Milk and Egg Buyers	$200,000,000
By Livestock Buyers	$175,000,000
By Grain Buyers	$150,000,000
By Manufacturers	$125,000,000
By Iron Miners	$120,000,000
By Railroads	$115,000,000
By Flour Millers	$110,000,000
By Tourists	$100,000,000
	$1,095,000,000

NOTE—This tabulation does not aim at being complete. A hundred and one other channels through which hundreds of millions of dollars additional will be placed in circulation in Minnesota this year easily could be added.