

HISTORY  
OF  
WINONA COUNTY,

TOGETHER WITH  
BIOGRAPHICAL MATTER, STATISTICS, ETC.

GATHERED FROM MATTER FURNISHED BY INTERVIEWS WITH OLD SETTLERS,  
COUNTY, TOWNSHIP AND OTHER RECORDS, AND EXTRACTS FROM  
FILES OF PAPERS, PAMPHLETS, AND SUCH OTHER  
SOURCES AS HAVE BEEN  
AVAILABLE.

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1883.

Chicago, Milwaukee & St. Paul railroad now crosses Fifth street to Chatfield street, and another line running from the present passenger depot of the Chicago, Milwaukee & St. Paul road to the depot of the Chicago & Northwestern road. The first-named line will traverse the city from west to east, along such streets as the city council shall designate, that from the Winona Wagon Co's works in the extreme west of the city to some terminus one block east of the macadamized road leading to Sugar Loaf Bluff, a total distance of about two and a half miles. The line connecting the railway depots will intersect this first-mentioned line at right angles, traversing the city from north to south, a distance of one and a quarter miles. It will obviate all necessity for further reference to this matter to add that the day following the passage of the above ordinance the street railway company promptly filed their acceptance of the conditions and limitations expressed in the ordinance with city recorder, and entered upon the construction of their lines.

#### WATER-WORKS DEPARTMENT.

The Winona water-works, though of recent establishment, are a just source of pride to her citizens, and have called forth the most eulogistic approval from as competent authority on hydraulics as is to be found in the United States. The friends of the movement, however, had a hard up-hill fight, lasting for a period of ten years, before they were able to accomplish their object and secure the needed supply of water for fire protection and street and domestic purposes. A brief sketch of these efforts will very properly preface a description of the present water-works system of the city.

Early in the summer of 1869 the question of an adequate water supply for the city was a subject of general discussion, and in August of that year a joint committee of citizens and members of the common council had the matter committed to them for examination and report. This committee called into existence by act of the city council was formed August 13, 1869, and, having fully considered the whole question involved, made their report to the Winona city council January 3, 1870. The members of that committee on behalf of the council were John A. Mathews (mayor) and aldermen Ball, Ralphe and Garlock; citizens, W. H. Laird, E. D. Williams and J. J. Randall.

Their report embraced a consideration of the best means for fire extinguishing, as well as the best system of water supply for the city,

and after discussing the relative merits of the "Holly" and "Reservoir" systems, pronounced in favor of the former and recommended its adoption. In the meantime the Winona board of trade had been resuscitated, after three and a half years of practical non-existence, and while the question of water-works was under discussion in the city council, the board of trade throttled the project, and condemned it by a vote of thirty to ten. This action was followed by a resolution declaring as the sense of the board that "the city charter be so amended as to prevent the city council from incurring any indebtedness exceeding the sum of \$10,000 for any one purpose, without first submitting the question to a vote of the people." This quietus was rendered additionally effective by a further resolution of the board of trade, adopted two weeks subsequently, "That no system of fire protection other than that now in use is necessary." Buried under these accumulating resolutions the question of water-works died out of the public consideration at least for that time. A little more than three years passed, and on the 23d of February, 1873, the legislature of the State of Minnesota authorized the city council to issue water-works bonds to the amount of \$80,000, provided, of course, the requisite vote of the citizens could be obtained. By ordinance of the council of the city of Winona, passed May 18, 1874, the creation of a department of water-works for the city was declared, and the question of issuing bonds to establish pumping-works and lay water-mains was ordered submitted to the people at a special election to be held some weeks subsequently. This action of the city council was rescinded of their own motion, in so far as deferring the election indefinitely was concerned, the committee having the matter in charge reporting that the citizens were not prepared to vote upon the question. The agitation, however, continued. A committee of the city council, of which Prof. W. F. Phelps was chairman, was instructed to prepare a report on the advisability of constructing water-works for fire protection and other purposes, to embody in their report the approximate cost of constructing the same, and submit the report in full detail to the common council for their action. The committee reported, and their report was unanimous in favor of the Holly system of water-works. Elaborate speeches in support of the report were made by Prof. Phelps, Hon. E. S. Youmans and others, and the opinion expressed that there would be no opposition to the movement, once it was fully understood by the citizens. In the meantime the report was ordered

printed while awaiting action of council, and on the 17th of November of that year, 1874, the city council declared itself in favor of the prosecution of the work, and ordered a special election to be held December 7 next ensuing, at which time all who desired the establishment of the works should vote *yea* and those opposed *nay*. The day of election came; polls were opened, and the returns showed that the project had been literally snowed under by a vote of 775 *nays* to 141 *yeas*. Thus ended the second chapter in the history of water-works enterprise in the capital of southeastern Minnesota. This action of the citizens was most unwelcome to the more considerable property-holders of the city, particularly to those whose interests and possessions were in the business center of the city, as it was only too apparent that they were at the mercy of circumstances should a fire once break out and gain headway in the business portion of the city. The danger which thus threatened the commercial interests of the place was doubly menacing to the manufacturing industries, which were principally lumber, and specially liable to destruction by fire. To effect their own self-protection, the lumbermen on the levee had connected heavy force-pumps with their engines, laid water-pipes in their mill yards and provided hose ready to be attached at a moment's notice. Feeling comparatively secure on their own account, and seeking some way of turning this security to the advantage of the business circles of the city, the two principal lumber firms opened correspondence with the city council. This communication came before that body July 27, 1875, and was a proposition from Youmans Bros. & Hodgins and Laird & Norton and C. H. Bohn to connect the water-works of their several establishments by a water-main running through the business portion of the city down Third street, with a view of furnishing "better protection against fire to the business houses, sprinkling the streets and supplying water for domestic purposes. The proposition was laid before the council by his honor the then mayor of the city, A. Hamilton, and the assurance given that should the offer of the firms, as above cited, be accepted they would undertake to keep steady pressure in the mains and provide ample power for forcing water wherever desired along the proposed route. The proposition as thus submitted did not assume any definite shape, but was simply presented as a suggestion that might lead to practical results. The scheme appeared feasible upon the face of it, and the city surveyor, J. B. Fellows, was instructed to visit Clinton, Iowa, examine the recently-

erected water-works at that point and submit a carefully digested report to the city council. The visit was made in company with city recorder Schroth, and included an examination of the pumping works at Davenport and Rock Island as well as Clinton. The results of their observations were duly incorporated in a report and presented to the city council, together with the length and estimated cost of pipe necessary to connect the works of Messrs. Youmans Bros. & Hodgins, Laird & Norton and Conrad Bohn. From this report it appeared that the total length of pipe required to make the connections with various mills, including L. C. Porter's grist-mill, and lay the mains, would be 1,440 feet of twelve-inch pipe, 6,450 feet of ten-inch pipe. The estimated cost of pipe, weight and thickness of metal scheduled, was placed at \$9,970.74. This report was ordered printed (we have not been able to secure a copy of it) and the recorder directed to correspond with pipe manufacturers with reference to price of pipe. Bids for the supply of pipe according to specification were opened September 7, 1875, and contract for a limited number of feet awarded to Dullard & Hayes, of Buffalo, New York. This action taken, bids were solicited for digging mains and laying pipe, and the finance committee of the council directed to make a temporary loan of \$10,000 for water-works expenditures. Thus it was that after six years' working and waiting the first actual step was taken to supply this long-felt want.

Before the close of the year 1875 there had been laid one mile one hundred and thirty-nine rods and seventeen feet of pipe; of which 1,582 feet were 12-inch pipe, 4,000 feet 10-inch pipe, 2,000 feet 6-inch pipe, and 150 feet 4-inch pipe. These pipes were laid at a depth of seven feet, and through them connection was made between the water pipes of Youmans Bros. & Hodgins, at the intersection of Fourth and Wilson streets, and the pipes of Laird, Norton & Co., on Second street, also with the L. C. Porter Mill Co., on Front street. Thirteen Mohawk hydrants were set that year, and eight stop-gates. The work as done was quite satisfactory; there was no trouble from freezing that winter, and no friction other than was easily remedied in the working of the hydrant's shut-off. The entire cost of the work to the close of that year, 1875, was \$11,632.05. The work was finished so late in the season that no water-rents were collected. The pipes as laid extended through Fourth street from Wilson street to Laird street, through Franklin street from Fourth street to Porter's mill, and

through Kansas street from Fourth street to Laird and Norton's, on Second street. Work was resumed in the spring of 1876, and during that year there were one mile and one hundred and sixty-four rods of pipe laid; seventeen Mohawk hydrants and four new stop-gates set. The entire cost of construction for the year was \$13,881.03, and the water-rents collected aggregated \$443.02. The pipe laid during the season was distributed as follows: on Fourth street, 1,180 feet; Broadway, 740 feet; Second street, 1,826 feet; Laird street, 1,464 feet; Kansas street, 392 feet; Winona street, 320 feet; Johnson street, 708 feet; Wabasha street, 1,140 feet; Center street, 56 feet; and hydrant connections, 160. The construction of mains was rapidly pushed during 1877, during which season nearly five miles were put down. Of this amount 3,716 feet were of 12-inch pipe; 3,786 feet of 10-inch pipe; 5,425 feet of 8-inch pipe; 12,516 feet of 6-inch pipe; and 360 feet of 4-inch pipe connecting mains with hydrants. There were 35 Holly hydrants and 18 new stop-gates set during this year, the whole cost of construction for the year being, with interest on drafts unpaid, \$32,235.90. Water-rents received for the year, \$1,572.33. This work as thus scheduled was performed under the directions of city surveyor John B. Fellows, and the total length of pipe laid (mains and hydrant connections), during the years 1875-6-7, was seven miles three hundred rods and two feet, at a total cost of \$57,889.60, including repairs to that date. The connections between the pumps in the Laird & Norton and Youmans' Bros. & Hodgins mills, and the mains on Second and Fourth streets, proving insufficient, measures for increasing their capacity were adopted in the spring of 1878. The mains on Second and Fourth street were the leading arteries of the water supply at that time, and were constructed of 10 and 12 inch pipe, while their connections with the pumps were made through 6-inch pipes, thus entailing the disadvantage of working through small pipes into large ones instead of through large pipes into small ones. The work of remedying this defect was begun in April, 1878, city engineer John B. Fellows, under whose directions an 8-inch pipe was laid from the corner of Liberty and Front streets, connecting with Laird & Norton's pumps, south a few feet across the railroad track, thence west parallel to the railway tracks to Market street, thence south on Market until an intersection was made with the 12-inch pipe on Second street, thus affording an additional outlet of eight inches from Laird & Norton's pumps into the 12-inch main

on Second street. On this line was set one 8-inch valve in Laird & Norton's engine-room, and three Holly hydrants at various points. At Porter's mill the 6-inch main was intersected with a cross 6×6 and 8×8, and a 6-inch valve set to shut off the water from the mill in case of emergency, and turn the whole force of the pumps through the city mains into the hydrants. At the same time there was laid a 6-inch pipe from the west end of the 10-inch main on Fourth street, running north from Fourth on Wilson street to the north line of Second street, and thence through Youmans Bros. & Hodgins' millyard to the new pump in the sawmill of that firm. There was also a branch line from this pipe, extending westward along Third street to a 6-inch connection with the pump in Youmans Bros. & Hodgins' planing-mill. This gave the 10-inch main on Fourth street a double connection with the pumps of Youmans Bros. & Hodgins, through two separate pipes, and was considered to afford the city all the water they could possibly need for some years to come. The cost of the work for 1878 was \$4,851.53; water-rents for the year were \$1,689.30, and the additional number of feet of pipe laid, 2,987 feet.

During the years 1879-80 comparatively little work was done in the way of laying additional pipe, and no changes were made in the operation of the work of supply. The pumps were doing all that their capacity enabled them to do, and the water service of the city was performed as satisfactorily as it could possibly be under the existing order of things, but it had become apparent to those best acquainted with the situation of affairs that the employment of additional power at the pumps, and an independent system of water supply for the city were only a question of time. The city had now, 1881, about nine and a-half miles of mains laid in the streets, and ninety-two hydrants for fire purposes. To meet the expenses of this work the bonds of the city were issued to the amount of \$40,000. These bonds were to bear interest at seven per cent per annum, and run for a period of ten years. The actual cost of laying pipe and maintaining the water supply of the city to this date had been somewhat in excess of \$60,000, and this excess of \$20,000 had been met by drafts upon the city treasury. The new lease of life taken by the city in 1879, as evidenced by the rapid multiplication of her manufacturing industries, and the effective work of stimulation performed by the Winona board of trade since its recreation in 1879 had led the capitalists of the city to indulge in brighter hopes

of her future. The years 1880-1 gave promise of an assured growth, and under the new incentive thus given to trade and manufacturing industry, public spirit seemed to revive, and among other works of a public character the establishment of such a system of water-works as would effectually settle the question of adequate water supply for decades to come was seriously entertained. The project took form in the winter of 1881-2, under the administration of his honor H. W. Lamberton, mayor, and was put into immediate execution. The council's committee on water-works was at that time composed of J. L. Brink, Wm. Noonan, Wm. Garlock and John Dotterwick, the first-named gentleman chairman. Every conceivable system of water supply, that gave promise of answering the end designed, was duly considered, and after a thorough canvass of all, and careful examination by committees and experts into their practical workings, cost of construction, economy of service, steadiness of supply, etc. etc., the city council in February, 1882, decided in favor of the standpipe system. The issue of \$60,000 water bonds had been previously authorized, and the issue was made July 1 of this year, 1882. These bonds were negotiated at par, have twenty years in which to mature, and bear annual interest at five per cent. The character of the work having been decided upon, G. C. Morgan, manufacturer and mechanical engineer, of Chicago, was employed to draw plans, make specifications and superintend construction of the whole work, his salary for all services rendered being fixed at \$2,500. The plans presented by him and adopted by the council were for constructions as follows: one well, one boiler-house, one pump-house, one standpipe. The work thus begun by the city council was not intermitted when their successors came into office in April, 1882. H. W. Lamberton was re-elected mayor, and the water committee was constituted as follows: A. W. Gage, chairman; Wm. Garlock, C. H. Lamberton and Fred Bauman; Messrs. Brink, Noonan and Dotterwick being no longer members of the council. The supervision of the work from April, 1882, until the pumps of the new works were started on the first of the following December, at which time the city relieved the Messrs. Youmans Bros. & Hodgins and Laird, Norton & Co. from all responsibility in supplying the mains with water, was committed to the chairman of the council's committee on water-works, A. W. Gage, a prominent contractor and builder in the city. Mr. Gage devoted almost his entire time to the service of the city during the months intervening from April to



December, and the manner in which that work was performed is abundantly approved in the result. During the nine years that the firms of Youmans Bros. & Hodgins and Laird, Norton & Co. had been pumping for the city the cost to the corporation aggregated from \$3,000 to \$5,800 per annum, and the work was most satisfactorily performed; but, as before stated, the wants of the city had outgrown their capacity to supply, and the erection of the works had become a necessity. The well from which the pumps draw water is of solid masonry, fifty feet in diameter and twenty-eight feet deep. The walls are laid up with stone and cement, and are practically water-tight. All the water that comes into the well filters through the sand upon which the walls rest and rises to the level of the river surface through the well bottom. The excavation for the well is made thirteen feet below extreme low-water mark, insuring at least thirteen feet of water at all times. This water, creeping through its natural sand filter, rises in the well and reaches the mains as clear as crystal. Pure water being one of the ends sought, the well has been carefully protected against all filth or vermin from whatever source, and being covered with a fire-proof roof may be considered a permanent fixture. At a distance of twenty feet from the well on the east, at the foot of Johnson street, stands the boiler-house. This is a substantial brick structure, 34×34 feet, resting upon a solid stone foundation, with a chimney sixty-five feet in height, the stone foundation of which is twelve feet square. In the boiler-room are two non-explosive Firmanich boilers, with a Baragwanath heater and a Worthington duplex feed-pump for forcing water into the boilers. These boilers are the invention of Firmanich, whose name they bear, an old sugar-refiner of Buffalo, New York, and are rated at a capacity of seventy-five horse-power each. Adjoining the boiler-room on the east is the pumping-room, built of brick and stone, as is the boiler-room, both of them covered with a good slate roof.

The pump-room is 34×46 feet, and is supplied with two Worthington pumps—one high pressure and the other a low pressure pump. The high pressure pump, designed for fire use exclusively, is of duplex construction, with 29-inch steam cylinders, 16-inch water plungers, and a 24-inch stroke. This pump has a maximum capacity of 3,000,000 gallons of water in twenty-four hours. The low pressure engine for domestic purposes is a compound duplex, its low pressure steam cylinders 24½ inches in di-

ameter, its high pressure steam cylinders 14 inches in diameter, with 14-inch water plungers, and 18-inch stroke. This pump has a capacity of 2,000,000 gallons per twenty-four hours, and the two an aggregate of 5,000,000 gallons, or 160,000 barrels every twenty-four hours. The steam cylinders and chests of the pumps are handsomely jacketed with black walnut, oil finished, and banded with brass. The water cylinders are painted in lake colors, nicely varnished, and modernly ornamented with gold. The pump-room is very tastefully fitted up. The floors, where not covered with oilcloths and mattings, are painted in imitation of tessel work, and this, with the ornamental work of the cylinders, the bright chandeliers and the stands of flowers, gives a very pleasing variety of color and a cosy cheerfulness to the place, which make it quite an attraction. The credit of this adornment, in great measure, is due to T. H. Botham, chief engineer, and his assistant, H. C. Higgins. An electric fire-alarm connects this building with the headquarters of the fire department in the city hall. Still east from the pump-room, a distance of 70 feet, rises the standpipe to a height of 210 feet above the cast-iron base and collar on which it rests. The standpipe proper is a wrought-iron tube 210 feet high, 4 feet in diameter, and varying in thickness from seven-sixteenths of an inch at its base to three-sixteenths of an inch at the top. The sections of which it is composed were solidly riveted together as it lay upon the ground, and the whole raised to its place by Captain Woolverton, formerly of the United States navy, who achieved considerable notoriety in some gunboat operations on the lower Mississippi river during the late war. It was quite an engineering feat to raise that hollow tube of iron, 210 feet long, from a dead level to a living perpendicular; but the work was skillfully accomplished without accident and the great bore solidly anchored in its upright position September 29, 1882. The foundation upon which it rests is a solid substructure of wood, stone and iron. The excavation is made in the sand to a point below extreme low-water mark, and at this depth the first course of timber is laid. These timbers, 12×12, 6×8 and 3×12, are laid transversely, solidly bolted together, and being below low-water mark, will be constantly covered, air excluded and decay prevented. Upon this timber foundation the masonry of massive stone is built up. Some of these blocks of stone are of immense size, from 16 to 25 inches in thickness, and all nicely fitted and solidly bedded together. This stonework

is carried up a height of 17 feet 8 inches above the timber substructure on which it rests, and stands about 6 feet above the natural surface of the ground. Upon this massive stone foundation, and firmly anchored to it, rests the standpipe, from which the pressure upon the mains is supplied. From this foundation also rises the inclosing masonry work of stone and brick surrounding the standpipe, yet leaving a space of 2 feet and 3 inches between the inclosing wall and the iron tube. This space is filled with a spiral staircase of iron leading to the top of the standpipe, which is decked over and guarded with an iron railing. The extreme height from the ground to the railing above is about 218 feet, and the view from this elevation is one of the finest conceivable. The first 58 feet of the inclosing wall are of rustic rockwork with cut-stone trimmings, the balance of brick trimmed with cut stone. The standpipe is connected with the street mains by a 20-inch pipe, and by its steady, uniform pressure relieves both mains and machinery from the shock of the recoil caused by opening and shutting the hydrants when under great pressure. Of the 20-inch pipe there was laid in the fall of 1882 a total distance of 434 feet, and of 16-inch pipe a distance of 762 feet. This pipe was laid in Johnston street, and through it connection was made with the 12-inch pipes on Second and Fourth streets, which are the main arteries of the water supply to the east and west ends of the city. At the time this connection was made with the city's pumping-works, a 16-inch gate was put in on Johnson street, just south of Second street, and a 12-inch water-gate on Second street, east side of Johnson. During this year, 1882, there were laid, in addition to the pipes already mentioned, 3,333 feet of 8-inch pipe, through which connection was made along Fifth street to the wagon-works in the west end of the city. The entire length of the city mains as now constructed, April 1, 1883, is within a small fraction of 11 miles, and through them are supplied 102 hydrants belonging to the city, and 15 others, which, though considered private property, are under control of the city for fire purposes. The actual requirements of the city per day of twenty-four hours is about 500,000 gallons on an average, only one-fourth the capacity of the low pressure pump. A test of the standpipe pressure shows a force of about 96 pounds to the square inch in the vicinity of the pipe when it is full. At a distance  $1\frac{1}{2}$  miles from the pumps the pressure drops to from 80 pounds to 85 pounds per square inch. This latter pressure is estimated to main-

tain from twelve to fifteen streams of water, if forced through an inch nozzle, to the height of from 100 to 125 feet. The entire cost of the pumping will be about \$54,000, and the expenditures of the city for all purposes of water-works construction will not fall much short of \$150,000. O. H. Clark is the present water commissioner for the city.

#### POLICE DEPARTMENT.

The administration of the department of police for the city as now conducted is of comparatively recent date, the very office of chief of police being one of which the city charter makes no mention, nor ever has. The office of marshal, created by the original act of incorporation, in 1857, and recognized in all subsequent changes, revisions and amendments of that instrument, is the only office to which is committed the execution of the orders of the council in matters pertaining to the public peace, good order and cleanliness of the city, and all other matters usually falling under the head of police regulations. Reference, it is true, is occasionally made in the charter to police officers, but only in the most general terms, although the city ordinances make frequent allusions thereto, and specially define their duties. From a careful perusal of the city charter and amendments thereto, and the various ordinances passed by the council bearing upon this subject, it appears that the city marshal is the sole responsible head of the police department of the city, and by virtue of the ordinance of September 12, 1872, is ex-officio "acting chief of police," with power to appoint a deputy chief of police, said appointment subject to the approval of the council. This ordinance of September 12 was supplemented with one bearing date October 7 of that same year, but in neither of these instruments is there any reference to the method by which the members of the police force are to be selected, whether by vote of council, or by appointment of chief, with or without the approval of council. The present mode of procedure is for the city marshal, acting as chief of police, to make such nominations from the several wards as are in judgment most fitting, and present the same to the city council for their approval or rejection, the vote of the council being final in that matter. The list of successive city marshals elected or appointed, just as the demands of the charter at any particular date required, will be found in the tabulated list of city officials given in a former chapter of this work. Tracing the police history of the city during the twenty-six years of