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WARREN SHEAF.

Good Towns Add To Farm Values

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WARREN AN ATTRACTIVE CITY, IN A RICH TERRITORY

WHEN the history of the twentieth century is written it will be recorded as the greatest period in America's advancement, especially that pertaining to the Middle West, where the most fruitful field of city building and farm development has taken place. This is an epoch-making age along advanced lines of human endeavor and no section of the great republic has shown greater progress than that of the far-famed Minnesota Red River Valley. It has been truthfully said, that location, fertility of soil, or climate, does not of necessity make for great cities or countries, but the individuals that populate them are the all-important factors. This applies with telling forces to the agencies that have been working out the destiny of Warren, since its incorporation as a city in 1891. Its location was ideal, and it has also been endowed by the Maker of all things with the cream of the fertility of the soil, extending for miles and miles over this great Valley, a deep rich black alluvial and marl loam soil, running in depth from three to five feet, underlaid by clay, making it an everlasting soil for the propagation of all kinds of plant life. It is in this rich territory that we are writing this article on city building and farm development, using State and Federal statistics, so that he who runs may read and know, that it is the absolute truth without boost or exaggeration. It shall be written to the line, letting each reader draw his own conclusions as to whether this is the chosen spot to start the battle of life anew in business enterprises and farm-home making.

Warren has for a building site a gently rolling plateau, skirted by the Snake River, shaded by wide-spreading trees, giving it an ever-changing landscape. On this picturesque site has been built substantial pressed-brick business blocks, with full plate-glass fronts, cement-laid walks, "White Way" in the business zone, while in the residence sections are the beautiful homes, wide streets and boulevards; an electrically lighted city with water-works system, both municipally owned, making Warren a profitable city to do business in with all the best environments of home life. This is the trading mart for a large portion of this rich Valley: the primary grain market, having nine elevators with a combined capacity of 285,000 bushels, and the cash market for everything grown upon the farm. Warren is the capital city of Marshall, a county that is debt-free and having a modern $80,000 Marshall county court house, a $30,000 Sheriff's residence and a jail, two public school buildings costing $50,000, three banks with a combined capital of $90,000, with a surplus and profits of $30,000 and deposits of $960,200, or a per capita wealth of $595.28 for every man, woman and child in the city, based on the U. S. Census of 1910. As an inland railroad port of entry Warren has every facility as a receiving and shipping point. It has the Great Northern Railway, having fifty-four miles of trackage in the county, giving a daily passenger service of four trains, two North and two South. Warren is on the trans-continental line of this road between St. Paul-Minneapolis, Duluth-Superior to Winnipeg. The Soo Line gives a two daily train passenger service, one East and one West, opening up a big rich territory westward to Kenmare, North Dakota. Said railway has 77 miles of trackage in Marshall county. In point of importance on the railroad map in the Middle-West, Warren is the largest city west to Kenmare, North Dakota, and is also the largest and most progressive city North of Crookston to Winnipeg, Manitoba, and its real growth has not yet begun. These railroad facilities give the producers on the farm the high-priced markets of Minneapolis-St. Paul and Duluth-Superior, with their thousands of non-producers in these cities and on the iron and copper ranges of Minnesota, Wisconsin and Michigan, for everything grown and produced on the farms of Marshall county, of which Warren is the central cash market point. In the matter of transportation facilities, Warren is an inland port of entry, having the same shipping facilities as those of other inland cities, the only difference being that Warren has two great railway systems to reach the primary markets, while many of her sister cities have only one.

WARREN'S MUNICIPALLY OWNED PUBLIC SERVICE UTILITIES.

In municipally-owned utilities this city is fully abreast of the times, operating its own city electric light and water-works plants since 1902 and that have proved the backbone of its financial well-being as the following table will demonstrate.

Receipts and Expenditures.

Fiscal year ending, March 6th:	Receipts	Expentitures
1905	$ 6,123.29	$ 4,790.12
1906	9,589.11	8,196.85
1907	10,846.48	7,295.00
1908	12,002.88	7,373.84
1909	12,994.96	8,075.83
1910	13,542.46	8,282.55
1911	14,560.90	9,499.47
1912	15,916.17	10,337.81
1913	20,784.85	13,207.06
1914	21,633.14	13,434.55
1915	21,226.11	13,571.72
Total	$159,220.35	$104,064.79

It will be seen by subtracting the expenditures from the receipts that the Warren Electric Light and Water plants show a gross profit for the eleven years from March 6th. 1904 to March 6th. 1915, of $55,155.56. The net profits from these plants from March 6th. 1912 to March 6th. 1913, was $2,248.35. These figures make a remarkable showing when one considers that the city was furnished electric light and water free of charge.

The municipally-owned City Electric Light and Water-works plant was established in 1902. The water supply is taken from a well two hundred feet deep. The water is cold and is absolutely free from all organic matter and from analysis has only a trace of salt. The water is pumped in a tank of 50,000 gallons capacity, having an elevation of one hundred and ten feet, which gives a pressure ranging from forty to fifty pounds, sufficient for all fire purposes. There are 13,000 feet of water mains covering the business and residence sections and 29 hydrants for fire protection.

The Electric Light Plant is installed in a reinforced concrete and brick building, size 30x125 feet, with an eighty-foot smoke-stack. The equipment for this plant consists of a 200 h. p. Ideal engine and a 125 Kilowatt Generator, which will be increased to 375 h. p. and 225 Kilowatts. There are 325 meters and twenty flat-rate consumers, the rate being 10 cents per Kilawatt and down to 7 cents, while the power rate is 7 cents flat. There is 75 h. p. in use, which will be increased to 160 by December 31st. 1915. The "White Way" consists of 36 ornamental white light clusters for lighting up the business zone, and 48 arc lights and bracket lamps for the residence portion. The equipment of these municipally-owned plants has cost the tax-payers $50,000, and an expenditure of $16,500 will be made on the plant for additional electrical power and the changing from direct current system to the alternate current system. The plant furnishes a 24-hour service and has proved to be one of the best investments that any municipality could possibly have made.

The Warren Electric Light and Water Works are run under a commission, consisting of C. E. Lundquist, president; A. B. Nelson, and H. M. Swanson; with W. R. Haney as superintendent, who has held this position for the past eleven years, and who has been the main spoke in the wheel, in developing the service to its present high standing, and to whom all the credit is due for its present efficiency and earning capacity.

WARREN TELEPHONE COMPANY.

This public utility plant was established in 1898 by Hans Swanson, its proprietor, and from a small beginning he has extended its lines until they encompass 312 miles, covering the territory tributary to Warren, connecting up as it does, many of the outlying farms and making this the trade center for a large portion of this area. Then there are toll lines connecting Viking, Newfolden, Oslo and Alvarado and long distance connections with the Northwestern Telephone Company, affording communication with all of the great centers of the country. The Warren Telephone Company has 500 patrons and is one of the growing public utility plants in this section of the Valley. Mr. Swanson, its proprietor, has shown great enterprise in extending the lines, which has proven his sagacity in foretelling what the service would eventually develop into.

MUNICIPAL PROPERTY.

Few cities in the Minnesota Red River Valley, with the one exception of Crookston, rank as high in the real things that pertain to city up-build as does Warren. The city hall and fire station was built in 1905 at an expense of $7,000. It is of two-story pressed prick construction, size 25x77. The first floor is devoted to the housing of the fire-fighting apparatus of the city, with a fire proof jail in the rear. The second floor is used for offices of the city officials, with a public meeting room in addition, which has a seating capacity of 300. The building is electrically lighted, with running water on all floors, and well furnished throughout. The fire department comprises 24 volunteer members and receives as a company $25.00 per month from the city, which is in full remuneration for fire protection. The equipment consists of steam engine, chemical engine, hose and hook-and-ladder truck, two hose carts and 2,000 feet of hose. The directing heads of the company are A. C. Swandby, chief; C. A. Nelson, assistant chief; and J. M. Halvorson, secretary and treasurer. There has been but one fire of consequence in many years, so faithfully has the fire department performed its duties.

CITY OFFICIALS.

The men who are at the head of city affairs in this most orderly and well-governed city are Chas. Wittensten, mayor; G. O. Cross, city recorder; W. N. Powell, city assessor; O. H.Taralseth, treasurer; with the following board of aldermen: L. Lamberson, Fred Johnson, R. B. Taralseth, all leading business men, who have the true welfare of the tax-payers at heart; and for this reason, there is no dissension in the city government, but all work together, for the upbuilding of the whole city.

CITY PARKS

There are few cities of 20,000 population in the North Star state that have a better system of parks, than that of Warren. First comes Island Park, a five-acre tract, heavily wooded with natural shade trees of elm, oak, basswood and boxelders, the entrance of which is spanned by a bridge over the Snake river, while throughout the park are tasteful rustic seats, and gravelled auto tracks encircling the whole, with a tastefully built pavillion centrally located and the entire grounds electrically lighted.

The Great Northern Park Square is another spot in the very heart of the business centre, dividing the East and the West sides. Here the celebrated Warren City Band gives weekly concerts. This square has been parked and set to shrubs and trees, with a band stand in the center.

Greenwood Cemetery is municipally owned and is a very beautiful spot, decorated with splendid monuments to the memory of the dead, proving that its citizens are not unmindful of their departed friends. Greenwood is situated some seven blocks on the East side of the city, giving it a central and commanding position.

Warren's Baseball club is a live organization that has the active backing of the business men of the city. The park grounds are the city's property and were originally used as a children's playground. The grounds have been fenced and provided with a screened grand-stand with a seating capacity of 200, which was partly paid for by public subscription and the sale of $5.00 season tickets. The club is under the management of E. O. Natwick, who has brot together a team that has won the championship of Northern Minnesota. The team has a record of wining 20 games in succession and has won 25 out of 30 games played.

WARREN COMMERCIAL CLUB.

One of the live assets of this hustling, growing city is the Warren Commercial Club, comprising 100 members of the live progressive men of affairs. The club rooms occupy a suite of rooms in the Taralseth block, comprising reading, card, billiard and pool rooms. The club was organized some ten years ago and has proved a leading factor in everything that pertains to the upbuild not only of Warren, but of the whole county of Marshall, and as a result it has accomplished things. The officers of the association are: C. E. Lundquist, president; W. F. Powell, vice-president; C. A. Nelson, treasurer; August A. Johnson, secretary.

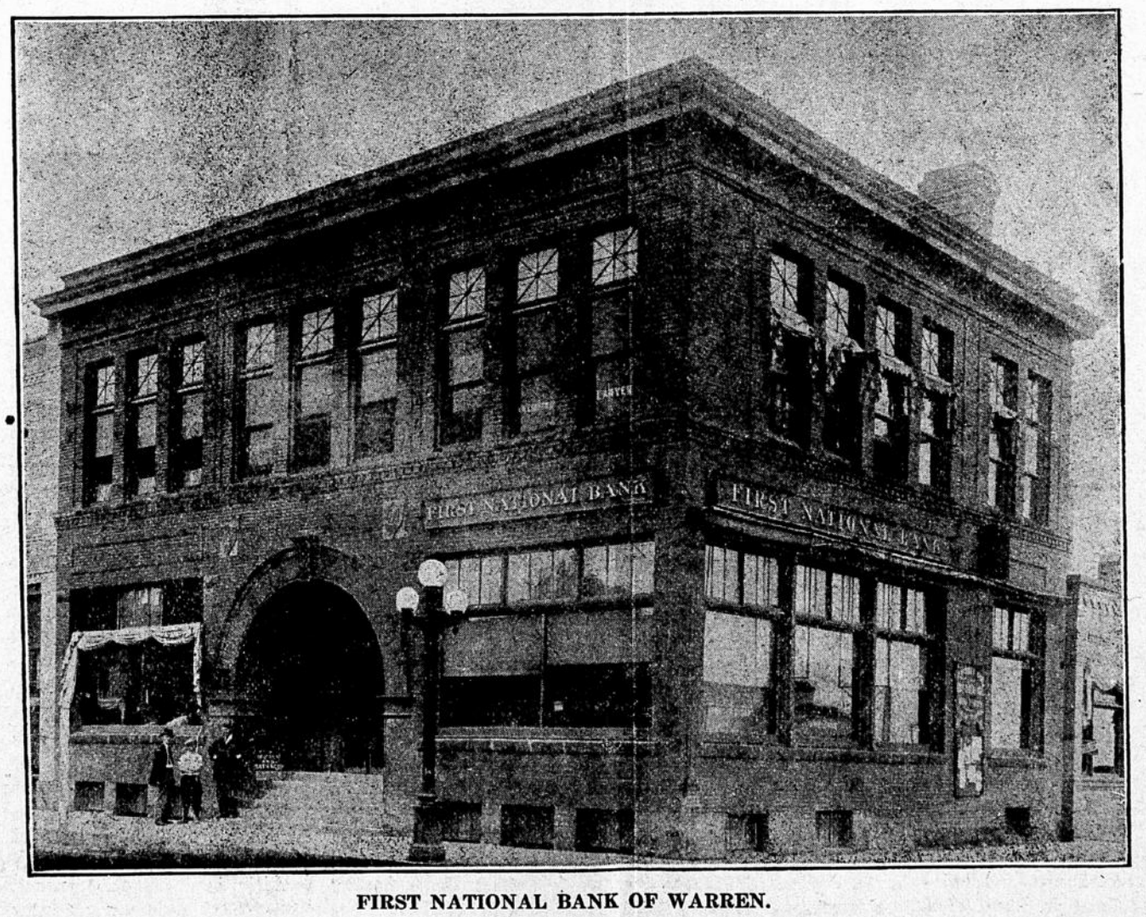
WARREN AS A LEADING MARKET AND DISTRIBUTING CENTER.

The finding of a market and the creation of a market in any broad sense, is dependent upon reasonable and ample means of transportation. Thus commerce first developed along the coast and navigable rivers, which a quarter of a century ago were thought to be the natural arteries of transportation, but railroad construction made possible the inland railroad ports of entry which have to a great measure reversed the situation as to transportation advantages once possessed by primary markets and distributing centers. Great distributing centers that held undaunted sway by reason of their natural watercourses or the construction of artificial ones, have experienced a continual decline, owing to the combination of all-rail and water transportation, a combination that has wiped away cheap water rates, and made a fixed charge based upon the railroad freight rates. To illustrate the full meaning of this, it is only necessary to point to the St. Paul-Minneapolis jobbing and industrial business, compared with that of Duluth, with its wonderful deep harbor and extensive dock facilities on Lake Superior, giving it the advantage of cheap water rates. These rates were neutralized by the all-rail and water haul, giving St. Paul-Minneapolis an undue advantage over that of Duluth, by making it the back door of the inland ports of entry, until the rate was adjusted in 1914 by the Interstate Commerce Commission. Kansas City and Omaha have both built up an immense inland jobbing and industrial business, owing to their commanding position as distributing centers for providing for the wants of the retail trade tributary to them. The same is true of Warren, situated in a rich territory covering a large portion of the Minnesota Red River Valley. The city is today providing for the wants of the retail trade and furnishing a cash market for grain, live stock, poultry and potatoes, owing to Warren's geographical location as a distributing center by virtue of the Great Northern and Soo Line railroads that gridiron this section of the Valley, and that is why this is the largest city in population, wealth and as a shipping point north of Crookston to Winnipeg, Man., by the Great Northern railway and west to Kenmare, N. D., on the Soo Line. Warren is the billing center for nine elevators, with a combined capacity of 285,000 bushels, and there was shipped from these elevators from the 1914 grain yield 600,000 bushels, forty carloads of live stock, five cars of poultry, and twenty-five cars of potatoes, which was the surplus after providing for the home markets of this great productive section. This tells part of the story of why every farmer is so prosperous and wealthy in the Minnesota Red River Valley, of which Marshall county has the very cream of the soil, so fitly illustrated by the bank deposits of the county, which exceed $3,000,000 and, figured on a per capita basis, would give every man, woman and child in Marshall county, $185.78.

The story of the evolution of the Minnesota Red River Valley, as partly represented in Warren's markets and distributing facilities, reads like a fairy tale. Thirty-five years ago where this great citadel of wealth now lies, the country was opened to homestead settlers and was considered away out West. Now, let us ask "where is the West." It is merely a will-o'-the-wisp, dependent entirely unon the point of view. If the viewpoint be a false one, the West embraces the entire continent, but if Denver is the viewpoint, it narrows to the Pacific Coast. But by common consent the people have chosen a fixed point to reckon directions from, and this point has been transferred from Chicago to St. Paul-Minneapolis, geographicallly the center of the nation's domain, a dividing line between the Atlantic and Pacific oceans, the center of American activity in the vast territory running westward to the Pacific Northwest, and the Canadian Northwest. The average citizen does not seem to appreciate the vastness of our country, nor the tremendous scope of its resources. He knows that the Northwest extends from the Great Lakes to Puget Sound and that it measures something like 500,000 square miles in extent, but he does not stop to consider that this means a territory greater than that of England, France, Germany, Belgium and Holland combined. He does not know that it has a population of about 7,500,000 and does not take the trouble to learn that when it becomes as densely populated as Germany, it will sustain a population of 135,000,000, or when compared with England, it is capable of furnishing homes and livelihood for 325,000,000.

At the rate of the movement, now in full sway—a statewide filling up and the propaganda of better farming, that means the cutting up of the big farms, into one hundred and sixty, and three hundred and twenty-acre units—it is reasonable and not at all speculative to predict that Warren will have a population of 10,000, and that some of her rival sister cities in the valley will exceed this, for there can be no question but what the census of 1920 will give Minnesota 3,000,000 or thereabouts, an increase in 10 years of over 900,000. This increase will embody the new population on the farms and the steady growth of the cities and towns.

He who gives us better homes, better books, better tools—a fairer outlook and a wider hope—him will we crown with laurel.—Emerson.



FIRST NATIONAL BANK OF WARREN.

This splendid banking house was established in 1901, and to-day has a capital of $50,000, surplus and profits of $10,000 and average deposits of $356,000, which certainly is a splendid showing as to its stability. It is housed in its own building, a splendid two-story pressed brick with stone trimmings, full basement, size 55x50 feet, built and furnished at a cost of $11,750, steam heated and electrically lighted. Its furnishings are tasteful, giving it ample facilities for transacting its large and growing business. There are fire-proof steel reinforced concrete vaults with time locks, affording ample protection to the money and securities of its patrons. The First National Bank is conducted along liberal banking lines, affording every accomodation to its patrons, transacting business for non-residents and making commercial collections. The officers of the bank comprise the leading business men of affairs; W. F. Powell, president; C. A. Tullar, vice-president; H. L. Wood, cashier; and A. B. Nelson assistant cashier; each and every one of which were the original organizers of the bank.