

**MUSKRAT HOUSES ARE VERY LARGE, WHICH OF COURSE INDICATES A COLD WINTER. CORN HUSKS ARE THIN, WHICH MEANS A MILD WINTER. IT IS A DEAD LOCK.** – *De Smet Leader*, September 27, 1884.

## 1-8-8-1 DE SMET

January 18: last passenger and freight train, no mail taken out until March 19

February 16: letters brought by six men and handsled (Tracy to Pierre)

February 18: supply of flour gone. Wheat ground from now until May 6

March 1: snow too soft for horses; men followed railroad grade

March 4: next mail delivery, including papers and letters, by team and sled

March 6: pleasantest day in months, thawed a little

March 15: snow over top of barn on two sides, horses snowed in, hens commenced laying

March 15 - April 15: horses and loads driven on crust of snow; drifts 6-10 feet

March 19: mail taken out by sled/team

March 29: estimated mail delivery in 2 weeks

April 12: again estimated mail delivery in 2 weeks

April 12: took until noon to feed/water two horses; drifts and snowing some

April 13: writer traded 18 eggs for 3 pounds of sugar

April 15: wild geese in large flocks

April 16: last sleigh ride of 7 miles; snow soft and 20 inches deep

April 23: snow all gone

April 25: prairie fires

May 1: First mail by railroad

May 6: in the middle of sowing wheat & oats & planting potatoes

## 1-8-8-0

**May 6, 1880** [Brookings Co. D.T. PRESS] – Wheat fields begin to look green and the outlook for a good crop thus far is very favorable. --- Mr. Charles E. Simmons, land commissioner of the C&NW Railroad, was on the train Monday evening and was very much pleased with our town (Aurora), and remarked about its healthy appearance and substantial buildings. --- Fred and John Gehm, who worked on the section here (Aurora) during the winter have taken homesteads and timber claims out in Kingsbury county, and are moving their shanty out there. --- Dirt is flying between Lake Preston and De Smet and Saturday night will see the grade finished to our town. (De Smet News) --- Huron was surveyed Monday, and in less than twenty minutes twenty-six lots were located by as many different parties. So we are informed by parties just in from that place. That's one of the towns that's going to boom. --- Show us a State or Territory where the local press is doing more for the interests of their part of the country that is the press of Dakota. Dakota may attribute a great deal of her rapid development to the generous and telling work of printer's ink. (ROSCOE EXPRESS)

**May 6, 1880** [Winona Daily Republican] (from Edwin Wheeler at Huron) At De Smet... we met Mr. Hopp, of the Press of Brookings and Times of De Smet, who says he will positively be on the ground with a seven column paper inside of ten days.

**May 12, 1880, Wednesday** [New Ulm MN Weekly Review] – This vicinity was visited last week by no less than four hail storms. Considerable window glass was broken in some localities. --- As the building being erected at Tracy for the U.S. Land Office will not be completed, by a few days, as soon as was expected the office will not open for business at that place until Saturday, May 22d. The office will be closed at this place today as announced.

**May 13, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The tree from which the Big Cottonwood river derives its name is described at length in the Lamberton COMMERCIAL of the 6<sup>th</sup>. Its trunk is 24 feet in circumference, and its lowest limbs about fifty feet from the ground. The tree is located about five miles northwest of Lamberton, and is described as towering above the bluffs of the vicinity. --- New Ulm celebrates the 25<sup>th</sup> anniversary of its settlement on Sunday, May 23<sup>rd</sup>, by a picnic at the City Garden, the proceeds to be applied to the cemetery monument fund. --- The Winona & St. Peter Railroad Company has given official notice that the station heretofore known as Burns is changed to Springfield, to correspond with name of the post-office of that place. --- The Lamberton COMMERCIAL notes the damage done in that vicinity by the storms of last week. --- There is a very great increase in the foreign immigration to this country this year. The arrivals at New York during April were 46,148, which is 3,405 more than during April, 1873, the largest number ever before landed at that port in any one month. The total arrivals at New York for the first four months of 1880 amount to 81,262, against 22,814 during the same period last year. It is expected that even this enormous increase will be exceeded the present month. About 60 per cent. of this immigration is destined for the West, Minnesota receiving the largest number. A striking characteristic of the immigration this year is the large proportion of hardy young people, many of them Scandinavians, who come chiefly from agricultural districts, prepared to purchase lands in the West.

**May 13, 1880** [Brookings Co. D.T. PRESS] – Mr. J.C. Stebbins, one of the grading sub-contractors, was here this week, looking over the line westward, on which he has a contract. A force of his graders went out to the work Tuesday. Mr. Stebbins has turned over the first sod west of the Jim and proposes to have fifty teams at work within a week. (Huron Settler). --- A long train, drawn by two engines, broke into three sections as it came over the hill, east of town, last Monday. The middle section had no brakeman upon it, and was absolutely free to run as fast as it chose. Down the grade came the head section with its two engines, followed closely by the “wild” piece. They shot through town at a thundering pace, causing men, women and children to rush out and see the chase. Down the grade they went four miles to the Sioux River, through the bridge like an arrow, only to stop in their mad career where the grade on the other side checked the speed of the hindmost section. No damage done.

**May 19, 1880, Wednesday [New Ulm MN Weekly Review]** – The effects of the U.S. Land Office at this place were packed up and shipped to Tracy last Wednesday, but the office will not be opened for business at that point until next Saturday, May 22d. --- The Lamberton *Commercial* is informed that the prayer of the petitioners for a new post office midway between Springfield and Lamberton has been granted by the Post Office Department, and the post office will be known as Sanborn. [named for Sherburn Sanborn] --- Severe storm last Wednesday night.

**May 20, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Showery and cool during the week. --- A cheap barometer. Put a small quantity of finely pulverized alum in a long half-ounce vial, and fill it with spirits of wine. When the atmosphere is dry and clear the spirits will be clear as crystal, but on the approach of rain or bad weather the alum will raise in the center in the form of a spiral cloud, which is said to be an infallible indication of rain or bad weather. --- W.H. Owens is listed as a County Commissioner.

**May 20, 1880** [Brookings Co. D.T. PRESS] – Hon. N.G. Ordway, of New Hampshire, was appointed Governor of Dakota Territory. Settlers were not happy, wanting a Dakota man for the job. --- Seed corn sells at \$1.50. Potatoes sell at thirty five cents. --- Somewhat windy weather lately. --- De Smet boasts of the longest side track along the line. --- They claim to have “struck ile” (Petroleum) near De Smet. --- An item going around says the Dakota Central is built one hundred miles west of Nordland. Our road don’t want any more change that it is entitled to. Knock off fifty miles of that story and it will be about correct. But the other fifty will be done in thirty days.

**May 26, 1880, Wednesday [New Ulm MN Weekly Review]** – Last Sunday was another rainy day. --- The passenger travel on the Winona & St. Peter railroad just now is immense. Nearly every train has from one to three extra coaches attached. --- The depot at Herron Lake was struck by lightning and burned to ashes last week. The

warehouse at Sibley was also similarly burned. A man and team at Walnut Station were struck, but only a colt was killed. [Marshall *Messenger*]

**May 27, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Thunder showers and measles prevail extensively. --- A cyclone passed through Mitchell, D.T., Monday evening last, doing much damage and killing several people. --- The Chicago & Northwestern railway company have put in force a new set of rules to govern news agents which will give travelers relief from their importunities to a certain extent. They must be clean and neat in their attire, and polite to passengers and others. Only one agent will be allowed on each train. They will not be permitted to individually importune passengers, but they may announce in a low tone, at intervals not exceeding three times in each car, the article that they may have for sale. They will not be permitted to deposit papers, books, etc., on the seats of the cars, or in the laps of the passengers. Agents will not be permitted to open their goods after 8 p.m. Conductors of through express trains are directed to see that news agents do not pass through or work the train oftener than once in each thirty miles. On mail or accommodation trains they will be allowed to work in the train once each forty mile run. Prize packages or gambling devices will not be tolerated on any train. [note: reprinted in *Railway News*]

WALNUT STATION ITEMS. Emigration westward seems to increase as feed becomes plenty. Teams can be seen at all hours of the day, and within the last few days there has been a good many cattle taken west.

**May 27, 1880** [Brookings Co. D.T. PRESS] – Report from the convention of newspaper editors of Dakota, which was held in Fargo. The steel on the Dakota Central is laid within fifteen miles of the Jim River. Huron will be reached by the prox. --- The staple cereal of the “Golden Northwest” is looking splendid in this section. Look out for a grand, good harvest of twenty to twenty-five bushels per acre. The prospect never was better, and indeed never so good for an abundant harvest. --- The Dakota Central is ironed within 16 miles of Huron and the work is going forward at the rate of two miles per day.

**June 2, 1880, Wednesday [New Ulm MN Weekly Review]** – A cyclone at Mitchell, Dakota, on the 25<sup>th</sup>, killed two persons and injured several others. --- The Chicago & Northwestern pay car passed up the road last Friday and made the boys happy. --- The W. and St. P. R.R. will sell excursion tickets to Chicago and return May 30<sup>th</sup> to June 2<sup>d</sup> good to return until June 5<sup>th</sup> for \$19.65 to persons wishing to attend National Republican Convention. --- The Lyon Co. *News* says the wind blows strong enough up about Marshall to turn back the furrows thrown up by the breaking plow. First and only instance on record of a western man telling the truth about the winds of his country. -- - A new elevator has been begun in Chicago for the Chicago and Northwestern railroad company. The capacity is to be 1,500,000 bushels. When this building is finished the Chicago and Northwestern Company will have an elevator capacity in Chicago of 5,000,000 bushels. --- A hail and rain storm passed over our city last Tuesday afternoon and as we understand did much damage to the crops. --- Schooners have lately made their appearance going west, or to Dakota. Judging by the number of schooners going up the Beaver road, there is a large immigration to the western country this spring. Most of them are Scandinavians from Iowa and the southern part of this State. --- One of our oldest citizens of the county had a severe attack of land fever, and it was so extensive that he was compelled to go up to Dakota and see the western country. His object before he departed was to take a claim and locate there, but when he arrived at his destination he was astonished to find the land no better in vegetable production than the land in his vicinity, but of a better location. he came home and make up his mind with a firm resolution to remain here the rest of his life. Experience is a good teacher, if a man don't believe, let him see.

AN ACT FOR THE RELIEF OF SETTLERS ON PUBLIC LANDS: *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

That when a pre-emption, homestead, or timber-culture claimant shall file a written relinquishment of his claim in the local land office, the land covered by such claim shall be held as open to settlement and entry without further action on the part of the Commission of the General Land Office.

Sec. 2. In all cases where any person has contested, paid the land-office fees, and procured the cancellation of any pre-emption, homestead, or timber-culture entry he shall be notified by the register of the land-office of the district in which such land is situated of such cancellation, and shall be allowed thirty days from the date of such

notice to enter said lands: *Provided*, That said register shall be entitled to a fee of one dollar for the giving of such notice, to be paid by the contestant, and not to be reported.

Sec. 3. That any settler who has settled or who shall hereafter settle, on any of the public lands of the United States, whether surveyed or not surveyed, with the intention of claiming the same under the homestead laws, shall be allowed the same time to file his homestead application and perfect his original entry in the United States land office as is now allowed to settlers under the preemption laws to put their claims on record, and his right shall relate back to the date of settlement, the same as if he settled under the pre-emption laws. Approved, May 14, 1880.

ELECTRICITY AND TORNADOES. PROF. TICE'S OBSERVATIONS ON THE RECENT MISSOURI TORNADO—HIS THEORY OF THE ELECTRICAL CAUSE OF CYCLONES [from the St. Louis Republican]

The word cyclone is of comparatively recent invention, and is only to be found in the more recent editions of dictionaries. It is the generic name for all storms that have a rotary motion around an axis, such as whirlwinds, tornadoes, waterspouts and hurricanes. There are species of cyclones. Hence every tornado is a cyclone, but every cyclone is not a tornado. It may be a dry whirlwind, a sandspout, a waterspout, etc.

From all facts so far ascertained the storm-center, whose cloud-canopy carried the tornado, had a forward motion or translation across the continent from southwest to northeast at the rate of forty-three miles an hour. Evidently the tornado was not continuous, nor was it formed at any fixed point on the cloud, but at different times numerous intumescences formed which developed into cloud-spouts and dropped as tornadoes. In proof of this, fifteen minutes after the tornado had passed through and devastated Marshfield, another cloud-spout was seen dangling from the sky and sweeping with equal if not greater fury through Panther Valley, fourteen miles south of Marshfield. Nor did the tornado sweep with uniform velocity along the face of the earth, but it was seen at times for a few moments to stand still, and then with inconceivable velocity to dart forward again; however, only to halt again for breath. It was on such a dart that it swept through Marshfield in less than half a minute. One of the citizens of undoubted veracity, who was in it, but whose house was fortunately not wrecked, who was looking at it while coming and passing, to give an idea of the shortness of its duration said he could think of nothing that would give an idea of it except "that two of us being together, I, facing south, saying 'Here she comes,' he, facing north, saying, 'There she goes.'" Twenty persons at least were present who were in the tornado and they corroborated this statement. They said—and their statements were confirmed by Mr. T.K. Paul and others who had war experience—that an unearthly howling, as though the air were filled with thousands of flying shells, heralded the approach of the tornado, a momentary tremor to the house and then a w-h-i-sh and the house was gone, and all was over.

The shortness of the duration is an important fact that must not be overlooked in explaining facts that will be mentioned hereafter. At one point beside the railroad, some four miles before it reached down, it excavated the earth to a depth of five feet, according to some, and of much greater depth according to others, and several rods square. This is a repetition of what was done in Reno County, Kansas, on the 17<sup>th</sup> day of May, 1878, when at least one-half an acre of the soil was shot into the cloud-spout, as though a mine had been exploded underneath. According to the monthly weather review for May, 1878, printed by the signal office, a similar explosion occurred twice at Barrington, Ill., on the 23d of May, 1878, when in all respects a similar tornado to that of last Sunday swept the States of Iowa, Wisconsin and Northern Illinois. The Signal Office, however, gives the area of soil hurled up in one case about one acre, in the other one and a quarter acres. For a distance of about seven miles along the railroad which the tornado followed trees are not only prostrated and denuded of bark, but large trees nearly three feet in diameter were plucked up by the roots and carried forward. In town forest trees a foot in diameter, standing in lawns, were plucked up by the roots and carried away. Stones from five to six feet in their shortest diameters were lifted out of the ground and carried to the top of a hill. A stone estimated to weigh 4,000 pounds fell in a field belonging to J.C. Rose, killed with several of his family by the destruction of his house. The distance it was carried and whence it came had not been ascertained. In the great Georgia and South Carolina tornado of March 20, 1875, a stone over two feet thick and weighing from 18,000 to 20,000 pounds, although only exposing on one side five inches to the tornado, was lifted out of its bed and carried seven feet. As in all tornadoes, houses, both frame and brick, were lifted from their foundations, the former generally carried some distance, the latter hurled back and crushed on their foundations. Like elsewhere, wagons, buggies, carriages, sewing-machines, everything with iron about it, seemed to be the objects of its especial fury. Not a metallic roof of any kind is left in town. The Post-office, owned by Mr. Smith, the most substantial brick building in town and covered with tin, was utterly demolished, while the tornado to reach it passed over two buildings covered with shingles. After demolishing several other adjacent buildings, also covered with tin, it leaped over a brick house covered with shingles, doing no harm, pouncing upon the houses north, and sweeping them and everything clean to beyond the city limits. The High School, covered with shingles, stood three hundred yards from the nearest point of the tornado's track. It was intact, but, unfortunately, its tower was covered with tin. The whole tower to the square was torn down. The powder-house stood southwest of the

school-house, not nearer than six hundred feet to the track of the tornado. It was newly build and covered with tin. The roof was snatched off and hurled about eight hundred feet northwest into the center of the tornado, passing a two-story frame dwelling unharmed. A house two squares east of the Courthouse, and four hundred feet beyond the eastern line of destruction, covered with shingles nailed upon an old tin roof, lost the greater part of the roof. The mill north of the town was a quarter of a mile from the track of the tornado, yet the iron smoke stack was snatched off and carried four miles and lodged in a tree-top. The susceptibility of metallic roofs being wrenched off even with long distances outside of the track of tornadoes I have observed as a uniform occurrence elsewhere.

I have repeatedly called attention to the fact that tornadoes begin or expend their greatest energy upon bodies of water or railroads. In my lecture at Indianapolis I called attention to the fact that the tornado which passed through that city on the night of the 4<sup>th</sup> of March last began on White River; leaped to Fall Creek, then upon the car stables at the end of the Indiana Horse Railroad, then upon the canal skirted by the Lafayette Railroad, then upon two other horse railroads, and finally leaving the city on the Peru Railroad, doing all its damage and manifesting its most terrific energy at these points.

The tornado of Sunday drank up all the ponds and rivers on its track from Arkansas to Marshfield. It in all cases manifested its most intense energy at these points. Take, for instance, the junction of James and Findley Rivers, both of which it drank up, where it fell with its most destructive fury upon the adjacent settlement, which it utterly devastated, the destruction of which is unparalleled in the history of tornadoes.

The phenomenon that attracted most attention and gave rise to the greatest diversity of opinions was the denudation of trees, saplings, hedges, shrubbery, etc., of their bark, either partially or totally. The side facing the direction the storm came was generally divested of bark, while the whole tree or shrub was not generally denuded. As most of the area swept by the tornado was a stream or perfect avalanche of matter, consisting of dust, sand, gravel, stones, brick, lumber, debris of wrecked houses, in fact everything movable in its path, hence there was no lack of evidence that trees, shrubbery, bushes, etc., were hit with flying missiles. In fact they were completely peppered with them. The conclusion was therefore jumped at that all the denudation of bark was the sole effect of hurled missiles assisted by the wind. It hence became a desideratum to find a locality where no missiles were flying and where the barking of the trees was not on the side facing the direction—from the southwest—that the storm was moving, but in the direction the tornado was at the time. Such a locality I found on the point between two ravines, on the declivity of the hill on which had stood Judge Barnes' house, totally wrecked by the tornado. It is about one hundred yards south of where the road coming from town, following one ravine north, crosses the ravine coming from the southeast, about two hundred yards above the mill. There is a pile of wagons and wheels at the crossing. The tornado, after destroying Barnes' house, for a few moments stood still at the base of the hill and then leaped upon the hill east. While standing still its center was about one hundred and fifty yards southeast of the point to which I have reference. The trees at this point had lost their bark on the southeast side, that is on the side facing the tornado, and a strong wind—as is shown by some trees broken down or uprooted—came from the northwest, that is from the side opposite to that from which the trees had parted with their bark. Here were trees standing upright shattered, as elsewhere, into thin strips, no thicker than lath, not like those which were in the track of the tornado facing the direction the storm came, but in the direction it was then halting, that is southwest.

I was moreover so fortunate as to find more than I sought, in fact more than I dreamed of as existing. I found some trees—black oaks—that had lost a strip or two of bark, but all that remained on the tree was separated from the trunk and some of it hanging loose. I found the bark entirely detached from the stem and incasing it like a sheath. I pulled it off by piecemeal all around one tree and down to the roots. Further search resulted in finding a hickory tree—species, *Carya sulcata*, the thick-shelled and thick-barked hickory—that also had its bark detached by an explosion from the stem, not one particle of it gone, however, but most of it hanging so loose that it can be shaken. Not a vestige can be seen on the bark of any flying missile having struck the tree.

It is one of the most wonderful, important and significant physical facts I ever saw. It should be secured by some scientific institution, and, if not for its scientific importance, as a memento of one of the most fatal tornadoes on record. But it will be of inestimable value for study and information to future generations in their researches into the mysteries of Nature. The tree stands about a rod northwest of a shattered black oak equally as interesting and significant, whose top, bowed southeastward—for I hold there was no wind—by the electric attraction of the intense vortex, was prevented from breaking down by forming a brace of a strip two inches thick, split off the trunk by a simultaneous explosion. The strip is not separated from the trunk at its ends. The brace makes an angle of about one hundred and thirty-five degrees. It is evidently owing to the simultaneousness of the pull and explosion that the brace was formed. The fragment, forced out by the explosion, was prevented from returning by the shattered trunk bending from the pull at its top at the same instant.

I brought away specimens of limbs, stems from Osage orange hedges and tops of brush that were in the track of the tornado. They are not only divested of their bark, but the ends of the limbs and the smallest twigs even

are rifted into fine fivers so that they look like paint-brushes or little brooms. There is a significant fact accompanying this rifting which gives a clue that unravels the whole mystery. This fact is, that only green branches and twigs are rifted into fibers, the twigs to the very stems to which they are attached. The dry and dead branches and twigs are intact.

What explanation can be given of these phenomena, and what cause can be assigned for their occurrence. There is but one explanation that can be given, and but one cause that can be assigned for all of them. That explanation is that they all are the effect of electric action, and consequently that electricity is the cause of them.

That electricity is the cause of them is evident and well-established electric laws and from well-known modes of electric action. Beccaria, one hundred and fifteen years ago, perforated a solid glass ball two inches in diameter. In one end of the perforation he put a wire and a drop of water on the end of it; in the other end he put another wire in contact with the water. Both wires were a part of a circuit in connection with a Leyden jar. In passing a discharge through the circuit, the glass ball was dispersed into dust. What was the cause of this explosion and consequent dispersion?

One pound of water measures 22.752 cubic inches. If the water be gasified it will make 44,882 cubic inches of gas, that is 14, 934 cubic inches of oxygen gas and 28,888 cubic inches of hydrogen. The water, therefore, in being gasified, dilates about two thousand times in volume. The passage of the electric current electrolyses, that is gasifies, as instantaneously the water as fire explodes gunpowder. The drop of water hence was instantaneously expanded to two thousand times its original volume, and this shattered the glass ball into fine dust.

The sap under the bark and in the body of green wood was in the tornado instantly gasified by the bursting up from the earth of a negative electric current to meet the positive electricity descending on the cloud-spout. An explosion was the consequence; the sap, or rather the water in it, was expanded by gasification two thousand times in volume, throwing off the bark, shattering the trunk and rifling the green twigs into minute fibers. That this was what took place is proven conclusively by the fact that the dead and dry limbs and twigs were not affected, and, though in immediate contact with green ones, remained intact.

The green affinity of tornadoes for bodies of water, for railroads, for metallic roofs, for anything made of metal or containing it, is explained upon the same principle. Metals are the best conductors of electricity known. They, hence, respond with the greatest alacrity to the inductive action of the electric cloud, and confront it with higher charges of electricity than any other objects upon the surface of the earth. The most violent electric explosions, hence, occur at the points covered by metals. Every one conversant with electric laws knows that this will be the natural and inevitable result.

I could take up seriatim all the phenomena attending tornadoes and demonstrate that they are the effects of electricity, but I have neither time nor space to devote to that purpose. One more remark and I will close. That tornadoes are electric phenomena is beyond controversy. All experience and observation prove it conclusively. This proof is amply furnished in their aspect, if it were in nothing else. The funnel-shaped pitch-black cloud-spout depending and dangling from the buff-colored or deep orange upon cloud indicates it. A fiery red core is sometimes in this jet-black spout; sometimes green, blue and red flames run all around and over the lower end of the spout as though it were on fire; at other times the spout has a dull leaden core like a burning candle surrounded by a haze with a phosphorescent glow. These aspects are constantly changing, and endure but for a moment.

At some points after this last most wonderful meteor had passed fire balls brought up the rear, exploding like rockets; at other points electric currents for half an hour flowed through iron rails and wires. A telegraph used by boys in Marshfield to learn the art of telegraphing was thus affected for more than thirty minutes afterward. That water was gasified by the tornado is proven by the odor of sulphur, or rather phosphorus, along the track. This odor was ozone, and ozone is oxygen gas just liberated from its combination with other elements. —John H. Tice.

**June 3, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — Census enumerators in Redwood and nine other western counties are paid four and a half cents a name; in most of the remaining counties of the State two, and two and a half cents only will be paid for names, and twelve and a half cents per farm.

**June 3, 1880** [Brookings Co. D.T. PRESS] — Page 2, column about contested claims and homestead laws. --- Albert B. Eves was murdered, shot through the heart, in eastern Brookings county, SE 22-110-47. --- Heavy rainstorm on May 25. --- Newcomers are constantly arriving. There is a great deal of breaking being done by both old and new settlers. --- The wheat crop is booming. We counted from eleven to twenty-three stalks from one kernel of wheat. Oats and barley are looking equally well. --- It is astonishing how many invalids come to Dakota to get well. --- Three million acres of land have been taken up in Dakota within the past year.

**June 9, 1880, Wednesday [New Ulm MN Weekly Review]** — Albert Eves, a young man about 24 years of age, was found dead in his claim shanty a few miles west of Lake Benton on the 31<sup>st</sup> ult. It is thought that he came to his death by foul means, as an ugly gash made by a knife being found near the pit of his stomach. --- A few grasshoppers have been noticed in different parts of Nobles county. --- Uncle Sam is determined to snort, puff, and roar through his steam-throttle till the U.S. Capitol is here [Gosalingdom MN], where he, the center of gravity, will engineer nor only Sigel and the U.S. but the universe. But for a few months yet, his throne will be a muskrat house, his crown a pumpkin, his advisers the frogs and tadpoles of this adjoining sloughs. --- From Lone Tree Lake. Grain is looking well in consequence of the late cool weather and copious rains. / The city of Redwood with her booming railroad can't raise money enough to buy a bushel of wheat, so says Mr. Hewitt who had three sacks in town last week, and couldn't sell it to the elevators or mills. This doesn't look very promising for Redwood. --- A man is never ashamed of his ancestors until he runs for office in a free country.

THE HURRICANE which visited Mankato, Lake Crystal and other places last Saturday was the severest and most destructive ever known at any of those places. At Mankato between 25 and 30 of the best buildings in the city were unroofed and otherwise badly damaged. The Normal building was damaged to the amount of \$5,000, the total value of the property destroyed in the city being estimated at about \$30,000. At Lake Crystal the storm was equally severe, the railroad elevator and depot were unroofed and a dozen or more other buildings badly damaged.

A tremendous hail storm passed over Ramsey, on the Southern Minnesota R.R., last Thursday evening about 7 o'clock, lasting about half an hour. The hail stones averaged three inches in circumference, and one was found that measured eight inches.

On Thursday afternoon there was also a severe hailstorm in portions of Blue Earth Co., doing a great deal of damage at and near Winnebago Agency. The hail fell for about thirty minutes in immense quantities, and averaging about half an inch in diameter. It took a path of about four miles in width. The glass, on the south side of the houses at the Agency, were nearly all broken out. The wheat it is believed was injured more than one-third.

During the thunder storm, last Saturday the lightning struck the telegraph wires, about a quarter of a mile below the depot, breaking and splitting several of the telegraph poles into hundreds of splinters, two of the poles being broken clear off nearly midway between the top and ground. It was undoubtedly the same bolt which entered the depot at that time, giving the operator such a severe shock that it threw him over onto the floor, also completely ruining one of the instruments and setting on fire the window casing, which however was soon extinguished. one of Crone's boys, who was standing just outside of the window, on the platform, was also knocked down senseless, but both he and the operator soon revived from their shock and in a short time were as well as ever.

VERY HEAVY RAINS, which at times were accompanied by severe hail and wind storms, visited different portions of our State during the latter part of last week. On Thursday night and Friday the north and western portions seemed to have the heaviest rainfall, while some of the southern parts of the State had the misfortune to be visited by tremendous hail storms. At this place we had several heavy showers at different times during the week, but the severest rain came during Saturday forenoon. It commenced between seven and eight o'clock in the morning and for about two hours there was a steady flow of water, which in a short time covered portions of the streets in this town and the level portions in the country with large sheets of water. During the afternoon there was a cessation for some time, but towards evening it set in again and continued most of the following night, though much less severe than in the forenoon. On low, level land the large amount of water overflowing it has, of course, done some damage; but in general it is thought that the grain will not suffer much, owing to the favorable weather which followed. At Mankato the rain was accompanied by heavy gales which tore the roofs off from several buildings, including the roof of the Normal school building. At St. Peter several roofs were also torn off from houses, walls being torn down and at some places large shade trees broken off.

TRAIN WRECKED. The freight train coming in from the east last Thursday afternoon, was wrecked about a mile below the depot at this place. Just as the train approached the crossing there were a number of cattle hurrying to get across the track, but as the train was moving at a somewhat rapid rate it could not be stopped in time to avoid running into the drove. Two cows were run over by the locomotive, one of which was killed while the other had a leg broken; the engine being thrown from the track at the same time and tipped over on its side in a muddy place. The tender was totally demolished and several of the cars were also badly smashed. It took about two days to clear the whole of the wreck, the engine being raised onto the track on Saturday afternoon.

**June 10, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The storms of the past week have made traveling by rail hazardous as well as vexatious. The train from the East has been several hours late for the past few nights, and as we go to press there are rumors of further damage to bridges along the line of the Winona & St. Peter road, caused by the heavy rain this morning. There is now every indication of more rain, and we are in for a wet time. --- Money to loan. J.W Anderson, Walnut Grove. --- Report of the Annual Meeting of the C&NWRR. [saved elsewhere.] --- Report of “hurricane” at Mankato. List of casualties.

WALNUT STATION ITEMS. We have had an abundance of rain during the past week. On Friday the fourth inst., we were visited with a light hail storm, and although the hailstones were unusually large, there was no damage done, except to lettuce beds; but if the wind had been blowing at the time, the windows would have suffered. We had a drenching rain which lasted all day Saturday and during the night until about three o'clock Sunday morning.

Crops never looked better at this season of the year than at present.

The terrible scourge, diphtheria, has reached Tracy. Mr. Webster Moses buried two children inside of five days time, one aged ten and the other two years. Other families are having it.

The Congregational Ministers will hold their conference at this place, commencing Thursday, the tenth, and lasting over the Sabbath. It is expected there will be about thirty Ministers present. The invitation is general and a large crowd is expected.

A terrible windstorm visited Currie the fourth inst., and carried the school house nearly half a mile. One house was left a complete wreck, but we have not heard the particulars of the case from any reliable source.

**June 10, 1880** [Brookings Co. D.T. PRESS] – The jail is now completed. --- Rain every day for a month past. --- C. Manchester's family have moved to Kingsbury. [Manchester is named after him.] --- No reports of any grasshoppers in any locality thus far this season. --- G.A. Mathews of the De Smet News spent a few days at Brookings the first part of the week. --- W. Shortley, once Brookings' pioneer blacksmith, but now of De Smet, visited his friends here first of the week. --- Attention is called to the “ad” of C. & N. Graham in another place in the Independent. They have the contract for grading on the Jim river division of the Dakota Central, and want 500 men and teams. Their headquarters are in Watertown, one door south of Central House. (Watertown Independent) Hurrah for cheap fuel. --- Stop! Read! We clip the following items from the Morris (Minn.) Tribune, for the general welfare of farmers of this county. It is supposed that the parties now canvassing this county are those referred to in the items. / “Reports of the swindlings, open robbery and rascality of the lightning rod pirates (North American Lightning Rod Company), continue to be heard on all sides. In one county west of this the villains drew their revolvers, and compelled a farmer to sign a note for four times the contract sum.” Here are a few more words of warning and advice. If any of our farmers have been swindled by these fellows, the columns of the PRESS are at their service, free of charge. --- From Volga. The big rain Tuesday evening filled the main street until it looked like a lake. --- The De Smet newspaper claims that De Smet has the best wells and best water in them of any town on the Dakota Central, but we of Volga know that Volga can't be beat in that regard.

**June 16, 1880, Wednesday [New Ulm MN Weekly Review]** – The disaster on the Chippewa river expected for several days occurred last Sunday morning, when the great Eau Clair boom gave way and started two million feet of logs upon their journey to the Mississippi. The breaking of the dam had effects more immediately disastrous than its effects upon the lumber trade—the waters imprisoned in the dam, when let loose upon the city, filling its cellars, flooding its streets and floating off its buildings. Still more serious damage of this sort is feared from the farther rising of the water. --- A portion of the cyclone which passed over Mankato and Lake Crystal also passed over a portion of Martin county. The reports are from the township of Frazer only, and show fearful work. One man named Julius Yatz was killed, one man had his head cut open, a child had an arm broken at two places, and all that were in the house were injured and the house destroyed. --- Trains on the Winona & St. Peter railroad commenced running regularly again last Monday. --- Last Thursday was another day of severe rain, wind and hail in many portions of the State and elsewhere. About 3 o'clock in the morning Sioux City was visited by a heavy hailstorm. It is reported that all the glass was broken on the north and west sides of every house in the city. The shade trees were entirely stripped of their leaves and it is feared the fruit is destroyed. The hail stones came with torrents of rain which flooded the streets and tore up wooden side walks. At Winona there was a tremendous rain storm between 8 and 9 o'clock in the morning, during which the rain fell in torrents for about half an hour. A lumber yard was struck by lightning and a man named Kadrofski instantly killed. On nearly all railroads leading into that city there were large



washouts at different places delaying trains and thus causing great inconvenience to travelers. At Sparta, Wis., a large round house was blown down and ruined, the roof of an elevator blown off, and a large portion of the grain contained in it completely drenched. Lumbermen in Wisconsin have sustained serious losses; logs which were tied at different places having broken loose and were scattered along the river in a promiscuous manner. --- The elements last week were rather severe on the Winona & St. Peter railroad. The damages of the Saturday previous near Lewiston had barely been repaired when on Wednesday night and Thursday morning one of the most violent storms that Minnesota has ever experienced visited that section of country laying between Rochester and Winona, doing great damage to buildings and the growing crops. Great damage was done along the Winona & St. Peter railroad. Between 20 and 25 bridges were taken out and trains between Winona and Rochester were entirely suspended until Saturday evening, when a train left Winona and transferred the passengers and mail to another train on this side of the break, between Stockton and Lewiston. Over three hundred laborers employed in the railroad stone quarry near Stockton were caught in the bluffs and could not get out until about 9 o'clock Thursday evening. Fortunately they had their dinner pails with them and, therefore suffered no serious inconvenience, though some of the section men had a pretty tough experience. Three of them were on a hand car crossing a bridge over a small ravine with the hurricane struck them. The wind was so violent that they were unable to go forward, and before they could get out of danger a tremendous wave swept down the ravine, overwhelming them in a resistless flood. One of the men was carried under the bridge and the other two were well-nigh drowned, but all finally escaped. --- From Lone Tree Lake. We are having copious showers nearly ever day or night and farmers are beginning to fear that a portion of the small grain will go down. Corn will never get up unless taken up by birds or gophers. --- From Lorenzo. We have had a good deal of rain and wind during the last three weeks, and we fear that if it continues much longer we will be left in regard to the wheat crop.

**June 17, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – Missing issue.

**June 17, 1880** [Brookings Co. D.T. PRESS] – An agricultural society was started in Brookings. --- The report that this is a rainless country must have been a mistake. Rain, rain, rain, and yet our fields are not flooded nor our crops washed out. This is the best season for breaking that we have had in three years. --- The country around here is overrun with land hunters. Soon there will not be a quarter section, broken or unbroken, left to locate on. --- From Aurora. We had a very hard wind the night of June 11; it broke several lights of glass out of the schoolhouse. -- Grain is very heavy in these parts. --- The poor railroads; they have a terrible hard time in this new country. The station agent for Volga only received a little eleven thousand dollars for freight and passengers during the month of May. Show us another town of the size in Dakota that has paid that amount during last month. --- Mr. Ruth, the banker, has his building at De Smet nearly ready for use and will soon move his family up there. Sorry to have him leave here for Volga needs a good bank. --- From all quarters we hear of washouts and floods. The damage done to crops back East is very serious and the losses are enormous. --- There has been a terrible lack of drouth in this section of the country the past week—rain every day and sometimes two or three times a day. O, yes, this is a dry country; over the left. --- We understand that Hopp, of everywhere, is to establish a third paper at Huron. How is it George? (Huron Central) We bet you, Bro. James. Your understanding is correct in that regard.

**June 23, 1880, Wednesday [New Ulm MN Weekly Review]** – Trains are yet running very unregular. The passenger on Monday evening was four hours late, and but one or two trains have come in on time for over two weeks. --- The Lake Benton Times says that a stretch of track about a quarter of a mile in length on the Chicago & Dakota road, four miles west of Tracy, was liberally greased one day last week with pigs tallow by some mischievous chap, delaying trains for nearly two hours. N.B.—Since the above has been in type we learn from the Tracy Gazette that an attempt has since been made, at or near the same place, to wreck the train by placing a rock and an iron cross-bar on the rails. The chap of all this mischief needs looking after. --- D.H. Evans and Karl Branns, of Tracy, came down last Wednesday and made arrangements with the New Ulm Silver Cornet Band and the Governor's Guards to visit Tracy on July 3d to assist in the grand celebration at that place, but Superintendent Sanborn has since telegraphed the executive committee that owing to the floods in the east he would be unable to furnish cars for an excursion train, and so neither the bands or guards will go up. This will be quite a disappointment to the Tracyites as on the strength of the promise of a train they have already gone to quite an advertising expense.

**June 24, 1880. Thursday.** [*The Redwood Gazette, Redwood Falls, Minnesota*]. The railroad company have found an abundant supply of water at Tracy. The well is 117 feet deep and eight feet in diameter. The citizens of that place rejoice, as it is the only good well their village contains. --- The late storm blew down an immense amount of timber in the Big Woods, and it is in such a condition that owners will be compelled to work it up into cordwood.

**June 24, 1880** [Brookings Co. D.T. PRESS] – It is stated that the C. & N. W. R. R. have made arrangements with the Sioux Indians by which they are allowed to use a section of their land on the West Missouri for a Depot. --- The cars will run into Huron today. --- It is our opinion that every man in the county has the best piece of wheat. How can we help it. It all looks so good as we go from one to another we are fairly dazed.

**June 30, 1880, Wednesday** [*New Ulm MN Weekly Review*] – The storm of Saturday morning, June 12<sup>th</sup>, destroyed ten houses in one neighborhood on Elm Creek in Martin county. One man had his neck broken and one woman her back. --- The Chicago & Northwestern Railway will sell round-trip tickets from all its stations, for the Fourth of July celebrations, at largely reduced rates. Tickets will be sold at all stations on July 3d, 4<sup>th</sup>, and 5<sup>th</sup>, and good to return to and including July 6<sup>th</sup>. Do not forget that this is via the Chicago and Northwestern Railway. --- We learn from John Haucenstein who has just returned from an extended trip through eastern Dakota that the track layers on the Tracy branch reached the Jim river last Friday. It is expected to have the road completed to the Missouri before snow flies. A large force of graders are also at work on the Jim river valley branch which wil run in a northerly direction from Huron.

**July 1, 1880. Thursday.** *The Redwood Gazette, Redwood Falls, Minnesota* – The Chicago and North-Western Railway will sell round trip tickets from all of its stations, for the Fourth of July celebrations, at largely reduced rates. Tickets will be sold at all stations on July 3d, 4<sup>th</sup> and 5<sup>th</sup>, and good to return to and including the 6<sup>th</sup>. Do not forget that this is via the Chicago and North-Western Railway. --- [Two columns about wheat exports/imports, including countries shipped to , countries growing wheat, etc. See chart below.]

<i>YEARS</i>	<i>Average annual export WHEAT</i>	<i>Average price per bushel WHEAT</i>	<i>Average annual export FLOUR</i>	<i>Average Price per bushel FLOUR</i>
1790-1795	880,782	. . . .	743,307	. . . .
1796-1800	19,782	. . . .	596,142	. . . .
1800-1905	270,338	. . . .	1,031,613	. . . .
186-1810	348,744	. . . .	787,807	. . . .
1811-1815	115,367	. . . .	981,092	. . . .
1816-1820	71,364	. . . .	1,104,126	. . . .
1821-1825	12,323	\$1.32	876,147	\$6.57
1826-1830	25,965	4.46	921,007	4.44
1831-1835	142,867	1.03	1,018,393	5.61
1836-1840	368,548	.98	818,586	6.65
1841-1845	589,272	.96	1,272,939	4.88
1846-1850	2,509,305	1.02	2,457,649	5.65
1851-1855	3,289,273	1.32	2,629,904	5.75
1856-1860	7,761,715	1.37	3,159,658	6.62
1861-1865	27,769,382	1.28	3,951,581	6.75
1866-1870	16,341,513	1.43	2,290,957	7.95
1871-1875	44,803,875	1.30	3,359,537	6.80
1876-1879	72,539,407	1.18	4,214,056	5.98

WALNUT STATION ITEMS. The weather continues favorable for crops. The wheat is heading out finely and the prospects for an abundant crop is good. Some rust, but we have seen none that is likely to damage the grain, as it is confined principally to the lower leaves.

The grading up of our streets has been quite an improvement to our village.

There will be no celebration in town this year. A number talk of holding a picnic on the banks of Lake Seigel.

The town boards of North Hero and Springdale met the 29<sup>th</sup>, to select a site for a bridge across Plum Creek, about one mile from town.

**July 1, 1880** [Brookings Co. D.T. PRESS] – Haying has already commenced, the rattle of the old mower appears to give new life to all around. --- Brookings has got to be quite a wholesale point. Every train takes more or less goods from here to towns further West on the line. --- From the Iowa Falls Sentinel: The saddest scrap of human history that we remember reading in years is this—Mrs. John Yeuter, mother of 21 children, has just been taken to the Independence Insane Asylum. She lives near Ackley. (now George, Poor tired mother, no wonder.) --- Eggs—actually 6.5 x 7.5. We searched all over the county for another large egg produced by a small hen... found at the farm of B.W. Breed, a few miles north of town, a couple of beauties 6.5 x 7.5 inches. We are prepared to prove this story. --- From Volga. Again it rains. Dime sociable last Wednesday at Mr. Bandy's. \$5.29 was the financial result. There will be another sociable this evening at the Rich house. --- Most barley is headed out and very evenly too. Oats doing the same, but not quite as far advanced as the barley and in our judgment 25 bushels is not an over-estimate of wheat that will be harvested per acre. Corn, we think, is a little backward. Potatoes are O.K.

**July 7, 1880, Wednesday** [New Ulm MN Weekly Review] – Heavy rains Friday before the 4<sup>th</sup>.

LETTER FROM HURON, D.T. EDITOR REVIEW:

I have contemplated writing for some time but neglected doing so. Several of my friends in Brown county requested me to write to the *Review* and give them a description of Dakota. I crossed the Jim river forty days ago on a rude raft made by nailing lumber together. At that time there were only seven or eight small buildings here. Three of them were land locating agencies; one of them is about 12 x 14 ft. and besides being a land office it also contained a law and printing office, while at night it afforded sleeping room for a dozen of men. There was four saloons and they too were used at night for sleeping rooms, and people were very thankful to get under a roof of any kind, notwithstanding there was not a shingled roof on the town site. The only material used was tarred paper. But the whole thing has changed wonderfully since. They now have several good buildings in town, the most extensive amongst them being the Riverside Hotel which has just opened for the accommodation of the traveling public. It is a building 32 x 80 ft. and is to be still further enlarged by a 40 feet addition. There are about 40 buildings in town now and all are occupied for business of some kind. There is no dry goods store yet, which, perhaps, is because there are but few women in town. The railroad has been extended from Volga this spring a distance of 65 miles. The first train crossed the Jim river yesterday and as it came whistling into town it was loudly cheered. The grading will be finished 25 miles further west in two days more and the contractors defy the iron gang to catch them before they get to the Missouri river. I never saw such a wild and furious rush after land. Men are coming here every day from all the old settled States of the North-west, all like a pack of hungry wolves in pursuit of prey. Doctors, bankers, lawyers, and professional men of every shade have come here a thousand miles to avail themselves of the benefits of the timber culture act, and many of them intend to locate here in town and go into business. There are about eight lawyers here at present. Although the county is unorganized and there is not a civil officer of any kind within its boundary there does not seem to be much need of law here as there has not been a fight or row since I have been here, though it is supplied with seven saloons and filled with a rough class of citizens, such as is generally found in railroad and frontier towns. Nearly ever man and boy carries an abridged code of laws in his hip pocket in the shape of a six shooter. There will be three railroads centered in this town next fall. The C. & N. W. R.R. are building a branch road from here to Bismarck, and they have in the last few days surveyed and platted out four town sites between here and Redfield where they will cross the Hastings & Dakota road. As yet there is not a solitary living inhabitant in all that distance and any man can have his choice of corner lots in these new towns. The Chicago, Milwaukee and St. Paul is building another road to run through here, called the Maple river branch, they are grading both of these roads north of here. They run parallel with each other and at one point not two miles apart. The land is good on both ranches. I have located between three railroads and I can have a choice of three stations to go to market and none farther from me than five miles. There are several Brown county boys here. The three Clancy brothers have taken land close by me. I get the *Review* regularly and it is a welcome visitor. I get it once day earlier than they do at Iberia. I would like to know what has become of all the regular correspondents of the *Review*. More anon. M. Dinneen. Huron, D.T., June 26, 1880.

**July 8, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – C.B. Tyler, Register of the land office at Tracy, was a delegate to the county convention last week, and dropped into our office while here. As a retired newspaperman and printer, he takes a friendly interest in the unfortunate class from which he has emerged.

WALNUT STATION ITEMS. A terrible accident occurred at this town July third, in which two little boys came near losing their lives. About one o'clock in the afternoon a number of little boys obtained some powder unknown to their parents and were engaged in putting it in an oyster can, throwing in a firecracker and then placing a stone over the top of the can and waiting for the explosion. Although seen at this work by a number of men who warned them of the danger, no one thought seriously enough of the matter to take the powder from them, until Dr. Hoyt was informed of it and started for the place. He had gone a few steps when the fatal explosion took place. The boys had placed the powder in the can, wrapped in paper, and thrown in their lighted firecracker, which died out, and when they found that was the case, Willie Owens a little boy of W.H. Owens, aged ten and a half years, lit a match and bent over the can to light the firecracker. The powder of course ignited instantly and he received the contents in his face. Thus in a moment of time a dear little boy was changed to a most pitiful sight, with hardly one feature of a human creature visible in his face. The injuries are confined to his face, left ear, his neck, extending down on the left side of his breast a short distance. The flesh was not torn away only burnt and swollen. Llewellyn Hall, son of F. Hall, of this place, aged fourteen, was one of the number engaged in this dangerous play. He had gone off a few steps and was turned facing the can. He received injuries, but not very serious, although he has suffered a great deal. Dr. Hoyt immediately took little Willie in charge, and under his skillful management the little boy is doing well and bearing his suffering with remarkable courage. Dr. Hoyt telegraphed for Dr. Faro of Tracy to come to his assistance, but being sick he could not come. He then sent for Dr. Crandall of Lambertton, but he was out of town. Mr. Owens had not returned from Redwood Falls, where he had been sent as a delegate from this town to attend the county convention. It was after sunset Saturday evening before he learned of his little boy's sad misfortune. The Dr. cannot tell yet in what condition the little sufferer's eyes are, but thinks the sight is not destroyed. The swelling is going down so fast that the worst will soon be known. Dr. Crandall called with Dr. Hoyt to see the patient on Sunday afternoon and informed the parents of the little boy that it was apparent he was receiving the best medical treatment that it was possible for him to have. The people of this village show their deep sympathy for the sorrowing family by rendering all the assistance they possibly can for which Mr. and Mrs. Owens feel very grateful. We trust this terrible accident may prove a warning to all children who hear of it, and that it may hinder them from engaging in such dangerous sport.

**July 8, 1880** [Brookings Co. D.T. PRESS] – The Celebration. A Large Day in Brookings. Twenty-three Hundred People Attended. (full column). A good band had been provided, with Mr. Fitch, of Tracy, as leader, assisted by others. After speeches and dinner, the fun began. Ragamuffins. Horrid, amusing and frightful were the costumes. There were about thirty characters who took part. The orator of the gang was B.M. Rice, of Sherman, and he acquitted himself manfully. He made a speech that entertained and immensely amused the crowd. The singing by the club—consisting of the Palmer boys—was most excellent. The parade was pronounced a great success. Following this was the match game of ball between Brookings (1) and Aurora (16). Then fireworks (entire box lit and exploded), then the dances. --- A shower most every day. --- Alphabetical Fuller, G.A. Mathews, and Jake Hopp, of De Smet, spent the glorious Third in Brookings. (celebrated on the 3<sup>rd</sup> because the 4<sup>th</sup> was Sunday). --- Report about horrible Ortin Circus that was in town.

**July 14, 1880, Wednesday** [New Ulm MN Weekly Review] – N.G. Ordway, the new Governor of Dakota Territory, who was inaugurated on the 23<sup>rd</sup> of last month, is six feet and four inches in height, well proportioned and in the prime of life. --- Last Saturday was a scorcher, the thermometer registering over 100 in the shade. --- Considerable grain was laid flat by the heavy wind and rain storm last Saturday night. --- Our former station agent, J.B. Russell, is partner in a furniture store at Lake Benton, where he is also station agent. --- The Winona & St. Peter R.R. Co. has issued a circular inviting counties along the line of their road to take steps toward making a proper display of grains, grasses, flax, fruits, vegetables, livestock, dairy products and wool, at the State fair to be held at Rochester the first week in September. Our county agricultural society should take this matter in hand and arrange to have a proper display of Brown county's product made at the State fair. --- The Currie *Pioneer* of the 8<sup>th</sup> inst. states that according to the best information that could be obtained in regard to the crops was, that the prospect for wheat had been materially lessened since the late frequent showers followed by incessant hot weather. Some

pieces being already considered worthless and others of but little value, while in some instances the farmers think their fields are not damaged to any great extent. Corn and oats are very promising and a large yield is expected.

The new time table went into effect on the Winona & St. Peter Railroad last Sunday. There is no material change over the old time table with the exception that the night express now passes this station at 3:45 p.m., 27 minutes earlier than heretofore. The mail train under the new arrangement goes east at 5:50 a.m. The west bound trains now pass this station at 8:58 a.m. and 5:48 p.m. The night express running through to Watertown, which arrives here at 8:58 a.m. makes connection at Tracy with a passenger train to Huron, Dakota. Huron is 136 miles from Tracy and could heretofore be reached only on an accommodation train. --- Emigration still continues westward. Are the eastern States being depopulated?

WILLIE OWENS. The Redwood Gazette contains an account of a terrible accident which occurred at Walnut Station on the third of July, in which two little boys came very near losing their lives. The boys had some powder wrapped in paper which they put in a can and after placing a lighted fire-cracker on the same, placed a stone over the can and then waited for the explosion. The fire-cracker died out after which one of the boys, Willie Owens, put a lighted match to the contents. The powder ignited instantly and he received the contents in his face, which became so burnt and swollen that it presented a most pitiable sight. The Dr. having the case in charge could not ascertain at the time whether the eyes were injured or not. The other boy, being further away from the can, was also burnt in the face but not very seriously.

**July 15, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column] --- Census of Redwood County. Below we give the enumeration of Redwood County by township. The footing shows the population of the county to be 5,315. In 1870, the population was 1,829. In 1875, 2,982. North Hero Township: 316. Springdale Township 340. WG not listed separately. --- A brakeman at Sleepy Eye was killed Tuesday evening while coupling cars. --- According to the Redwood Co. census: Acres in wheat in 1880, 83,068; in 1879, 29,624. Increase 3,444. Acres in oats this year, 8,433, an increase over 1879 of 2,467. --- Mark Twain, speaking of a new mosquito-netting, writes: "The day is coming when we shall sit under our nets in church and slumber peacefully while the discomforted flies club together and take it out on the minister."

"WHAT WILL THE HARVEST BE?" The momentous question just now is the above, or something similar. At this writing, we think the question is solved, almost beyond a doubt, so far as our immediate vicinity is concerned. To quote the words of some of the older residents, "Never has there been such a prospect" for bountiful crops of all the cereals. Wheat—the great staple—stands thick on the ground, the heads well filled, and the straw long enough for any purpose. The rust, which has been talked of considerably of late, has been nothing but a blight of the lower leaves, which was more of a benefit than an injury—permitting the air to circulate through the thick mass of wheat-stalks with greater freedom. Last week the weather was very unpropitious, but since the early part of this week it has been all that could be desired—dry and reasonably cool, with northwest winds. With the exception of a very few fields damaged by hail, there is no injury reported in this part of the country. We predict a big crop of wheat of good quality.

**July 15, 1880** [Brookings Co. D.T. PRESS] - Charley Grabill, step-son of John Sheehan, boss of the track laying gang, was run over and killed yesterday. He was passing from car to car and by mis-step fell between them and was terribly crushed. He was only 18 years of age. He was entirely conscious from the time of the accident until the moment of his demise, realizing the while that he must die. He gave his mother directions as to his personal effects, and asked her to write to several old school mates and to the lady who had won his affections. The accident occurred at about 3 o'clock last Thursday and he died at 9 the next morning. --- It is too hot for any use these days. --- The wheat crop in portions of Minnesota is just about ruined by the late heavy rains. --- First regular passenger train on the Dakota Central went East Monday morning, about 50 minutes late. --- G.A. Mathews, of the De Smet News, boarded the first passenger train East, Monday, bound for—to see his—ahem,—well, he's gone home on business. - -- The passenger train going West last evening ran into a yoke of oxen belonging to Benedix Hartwickson. One was instantly killed and the other had two or three legs broken. --- We would like to direct the attention of our city authorities to the half-dozen troublesome mosquitoes around this town. We'd like to know what our jail was built for, anyhow? --- Nordland is having a healthy growth, the business men a good trade, and all have a smile, a hearty shake and a word of encouragement for a poor country editor. May Nordland continue to grow and its people

prosper. --- The cost of sending a bushel of wheat from Brookings to Liverpool is as follows: Brookings to Chicago (estimated) 18 cents; storage at Chicago 1.5 cents, freight by water to Buffalo 6 cents, marine insurance half cent, Buffalo charges 5/8 cent, canal freight 6 cents, expenses in New York 1 cent, ocean freight 8 cents, insurance 1 cent. Total 42+ cents. --- The census for Brookings county shows that the county contains 5,350 people. The west side of the river has about 1500 people and the east side 3900. This shows a wonderful increase over two years ago, when there were scarcely 150 souls in the county.

**July 21, 1880, Wednesday [New Ulm MN Weekly Review]** – The weather the past week has been unexceptionally fine for growing crops, especially wheat. --- Officers of the Winona & St. Peter railroad and the members of the Winona Board of Trade, as their guests, passed west last Monday afternoon on a grand excursion to Dakota. After visiting Watertown on the main line, and Huron on the Chicago & Dakota and Dakota Central, they will again pass this station on their homeward journey between five and six o'clock this evening. --- Wheat in portions of Redwood and Renville counties was considerably damaged by recent hail storms. --- E.W. Shenton a brakeman in the yard of the Winona & St. Peter railroad at this place was run over and killed on the evening of the 13<sup>th</sup> inst. While walking along the track he got his left foot into a frog and before he could release himself a freight train that was slowly backing up to make a coupling, ran over him. He only lived about an hour after the accident. Oh Saturday last Charles White, also a brakeman, came very near meeting a similar fate by falling off at a box car of a moving train.

Iberia, July 17, 1880 – Dear Review: Since writing my last communication I have transferred myself from the banks of the sluggish Jim river to the pleasant and familiar scenes of what might very appropriately be called the “charming, romantic and beautiful Cottonwood.” The Dakota, or Jim river cannot in any respect so far as beauty or attraction is concerned be compared with the beautiful Cottonwood. There is not a bush, tree, or shrub to be seen along its banks for miles that would give shelter to a weary traveler or a panting dog. It is a muddy, sluggish stream of a uniform width and depth, and for miles it is difficult to tell which way the current is running.

On my arrival home the contrast is marked and pleasant. Every familiar face greets me with a kindly smile, every bush and tree invites me to sit in its refreshing shadow, rippling streams whisper for me to bathe my fervid brow or to quench my burning thirst.

Brown county with its numerous lakes and streams of pure water, its green forests and rich fields of waving grain, is a gem amongst the counties of Minnesota, and I feel a sort of pride when I am in the far west to see it furnishing such vast quantities of most of the substantial necessities of life for man and beast. Nearly all the feed, such as corn and oats that is used by the R.R. Co. is furnished by this county; besides butter, eggs, ham and flour. The brand of the Eagle Mill is to be found in every town and store along the line; and Schell and Hauenstein furnish the thirsty denizens of the numerous towns of eastern Dakota with nearly all the good fresh lager beer that's used along the line of the Dakota Central and Winona & St. Peter roads, and that is no small quantity. I had looked for Capt. Burg to be at Huron to supply them with his choice cigars but I never saw him west of Volga. I was pleased to meet his pleasant face there.

I have not looked for any Iberia news yet, but would say crops look splendid and promise a more bountiful harvest than we have had for years past providing nothing happens in the next few days. –M.J. Dinneen.

**July 22, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The weather for the past ten days has been all that could be desired to perfect the wheat crop, and our people generally are exceedingly happy over the prospect of soon harvesting a most bountiful crop of good wheat. The latest estimates as to the probable yield in this vicinity indicate an average of twenty bushels or more per acre. The harvest will be in full blast next week. --- No woman was ever known to marry a man whose first remark on being introduced to her was about the weather.

THE C. & N. W. IN DAKOTA. The Chicago & Northwestern Railway company is operating 150 miles west of Tracy, Minn., whence it started its engineer corps into the field on the 17<sup>th</sup> of June last year. It is tarrying for a few days at Huron, on the west side of the Dakota or James river, merely to allow materials to accumulate with which to finish the nearly graded line to Fort Pierre, on the Missouri river. The road that is finished, and that portion that is not being built, is laid with heavy steel rails, and is being made in every respect a first-class railroad. From Fort Pierre the Northwestern will operate a stage line to the Black Hills. It is understood that a daily line of Concord stages will be put on this route as soon as the road reaches Fort Pierre, which, at the rate the steel rails are now being laid, will

be by the first days of October. In addition to this central Dakota line, the Northwestern has also built and nearly finished about ninety miles of railroad running north from Huron along the west bank of the Dakota river to near Columbia, in Brown county. The Chicago & Northwestern railway has contracted for a steam ferry across the Missouri river at Fort Pierre, and has arranged for the rapid transfer by express freight wagons of all kinds of freight between Fort Pierre and Deadwood. --- The Chicago and Northwestern railway has obtained control of the Des Moines & Minneapolis narrow gauge, and will build it as a standard gauge road through to St. Paul and Minneapolis.

**July 22, 1880** [Brookings Co. D.T. PRESS] – A refreshing shower Wednesday night. Dakota knows how to put them in. --- There never was a finer prospect for a good harvest. --- The beautiful weather we are having makes the heart of the farmer leap for joy.

**July 28, 1880, Wednesday** [New Ulm MN Weekly Review] – From the Brown's Valley Reporter: Last Sunday night was a night of terror to the human race in the Valley. The heat was terrible—not a breath of air stirred, and the mosquitoes, holy mackerel! They were as large as a breaking plow, and had stabbers like knitting needles, and there were millions of them. They went through mosquito netting like water through a sieve. --- The familiar click-click of the mower and harvester is now heard on every side. --- Dr. J.B. Wellcome's new office on Main street fills out very nicely. --- The weather the past week has been very favorable for all kinds of growing grain and the familiar rattle of the reaper may now be heard in all directions.

A writer in an exchange grows enthusiastic over dried apples, and tells how they should be cooked: "After the apples are well washed and rinsed in at least two waters, place them in a porcelain kettle or tin pan; fill the vessel nearly full of cold water; this, however must depend on the size of the vessel and the quantity of the apples. Let them very gradually come to boiling, keeping them covered tightly. As soon as they are boiling put in as much sugar as you think will be required. I generally use about a teacupful to a quart of apples measured before being washed. Keep a tea kettle full of boiling water always ready when you are cooking, and while the apples are stewing, add boiling water from time to time, as it is needed. Boil them slowly and steadily until tender, but not until they seem to shrink up and turn dark. If you use white or brown sugar and don't add spices and don't mash the apples into an unsightly mess and have plenty of juice, with sugar enough to make it rich but not to deaden its taste of the apple, and serve up while fresh, you can have a dish good enough for anyone to eat, and something better than half the canned fruit in use. The evaporated apples are better than the dried. They should be covered with cold water and only let simmer ten minutes. They are not in general use, and are of high price. I must not omit to mention that the juice of nicely stewed dried apples is a delicious beverage for the sick, and possesses a flavor that is peculiarly refreshing and grateful, especially where there is fever."

**July 29, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column.] --- A large number of harvest hands were visible on the street during the week, many of whom hailed from Dakota. The prices at which most of them found employment ranged all the way from \$2 to \$3 per day. --- A *Pioneer Press* dispatch from Sioux City says there is reliable information that the Northwestern company has let an additional grading from Webster City, Iowa, north to Tracy, Minn., the work to be completed next season. This will require the building of 100 miles of road.

**July 29, 1880** [Brookings Co. D.T. PRESS] – County Fair to be held in Volga this fall. --- "Warm" won't begin to express it. --- Wm. Shortley, De Smet, came to town last week. --- Ryington, De Smet, passed through town early this week. --- Geo. W. Kingsbury, of the Yankton PRESS & DAKOTAIAN, visited our town yesterday. He paid the PRESS a most agreeable call. We find Mr. Kingsbury a great deal like the paper he edits, a pleasant, intelligent and agreeable companion. He is greatly impressed with the beauty and fertility of our county. He has been in this Territory eighteen years and is yet a young man. He is entitled to much credit for what he has done to aid in the development of the Territory. We hope he will visit us again soon. --- We think it strange that as Dakota is such a dry country that it should rain almost every day. --- Before we came to Dakota we were told it was a cold, worthless, grasshopper country, only fit for Sitting Bull and his braves. Now, the most of us have been here two years and in that time have seen Uncle Sam give away every quarter in the county, have seen the wild prairie change

into a waving field of grain. Two years ago last spring there was nothing to mark the abode of man, now the prairie is dotted over with good comfortable dwellings, many of which would be a credit to an older country. Within the past nine months three towns have sprung up in our midst, and we will challenge any county outside of a mining district to show three larger and more prosperous towns of the same age. We have milder and shorter winters than in any place in the same latitude east of here, and as for the crops (we have seen but two—the crop of last year and this) that of last year surpassed our wildest expectations, and what is the prospect this year? Well, they say it is not a good plan to count chickens before they are hatched, but I think we may safely put our wheat crop at twenty-five bushels per acre. To the starving thousands in the over-crowded East, Dakota extends you a welcome. Within her boundaries are millions of acres of as rich a soil as there is beneath the shining sun, which our rich Uncle is giving to the honest sons of toil; land that you do not have to work all your lives to open up a farm and then leave the blackened stumps for your tombstone and a mortgaged farm to your memory. The only objections we have with the country is that we have to harvest our own crops for we have no chinch bugs to harvest it on a share of three-thirds. The change comes rather hard physically, but financially we stand the racket very well. Come West young man, come West. —Dakotaian.

--- The weather here has been hot, hotter, hottest; and mosquitoes are thick, thicker, thickest, and more of them than we have ever experienced.

**August 4, 1880, Wednesday [New Ulm MN Weekly Review]** – John Bender and wife, the notorious Kansas murderers, were captured a few days ago in Nebraska and have been identified. They were traveling eastward on foot and made inquiries as to whether the whereabouts of the Bender family had ever been discovered, which excited suspicion and led to their arrest. --- Redwood county has a population of 5,378. --- The Chicago & Northwestern pay car came up on the 30<sup>th</sup> ult. and made the boys happy.

GAME LAWS. As our city possesses many sportsmen, who, perhaps may not have the game laws impressed within their minds, we append the following for their benefit, telling when and what to kill, as prescribed by the State game laws: Woodcock – July 4 to November 1; Prairie Chicken – August 15 to October 1; Quail or Partridge – September 1 to December 1; Ruffed Grouse or Pheasant – September 1 to December 1; Aquatic Fowl – September 1 to May 15; Elk & Deer, etc. – November 1 to December 15; Brook Trout – April 1 to October 1.

There is also a law protecting all birds classified as “harmless birds,” which reads as follows:

Sec. 8. No persons shall kill, cage or trap any whippoorwill, night hawk, blue bird, finch, thrush, lark, linnnet, sparrow, wren, martin, swallow, bobolink, robin, turtledove, cat-bird, or any other harmless bird not mentioned in this chapter, excepting blackbirds and wild pigeons. Any person or persons offending against any of the provisions of this section, shall be punished by a fine not less than \$5 nor more than \$50, or by the forfeiture of any gun or guns, cage, trap, net or any other device, and all sporting implements in his or their possession, together with the costs of prosecution, or both, in the discretion of the court.

**August 5, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column.] --- Horse Thieving. Two men, giving the names of E. Mitchell and Stanley Knipe, were arrested at Sacred Heart last week for horse stealing. They had put up their horses in a barn there, and in some way attracted suspicion. O.W. Reishus telegraphed to Watertown, D.T., and found that the pair did not own any horses, but that two had been stolen at Volga. The thieves got wind of these proceedings and went to the stable for their horses, breaking open the fastenings for lack of a key. On coming out they were met by a party of citizens who proceeded to arrest them, which they did not succeed in doing until one of them was chased about three miles. For lack of evidence to proceed against the two for the original theft, they were arrested for unlawfully breaking into an outbuilding in the day time and taking therefrom horses, found guilty, and sent to Beaver Falls jail to await trial at the next term of court. --- It is reported that the C.& N.W. railway company anticipate extending the Tracy branch through to the Pacific coast—that steel rails are being laid and the road graded with the greatest care, with a view of making it a great transcontinental line. --- Splendid harvest weather this season, which continues dry and comparatively cool. A good many farmers will undoubtedly thresh from the shock.

**August 5, 1880** [Brookings Co. D.T. PRESS] – Splendid weather. Harvesting is going in earnest. --- Fuller, of Fuller & Dox, came in from De Smet yesterday. He goes to Chicago on Friday to buy a large line of goods. --- Notice is hereby given that the President of the United States, by executive order dated July 14, 1880, has, pursuant



to law, directed that the office for the sale of public lands now located at Sioux Falls, Dakota Territory, be removed to Mitchell, in said Territory as soon as practicable....J.A. Williamson, Com'r General Land Office.

**August 11, 1880, Wednesday [New Ulm MN Weekly Review]** – Another week or ten days of good weather will let our farmers nearly out with their harvest work. --- A correspondent of the Pioneer Press says that the Chicago & Northwestern Railroad company has decided to connect its Black Hills lines of road with Watertown on the main line, by a road from Volga up the Sioux river. Work will be begun at once, and the grade completed and iron laid this year. The distance is sixty miles. The Watertown line will be extended to the James river to a connection with the James Rive branch, but this will probably not be done this fall. With the completion of the extension from Tracy to Fort Pierre, the Chicago & Northwestern will have a continuous air line from Chicago to the upper Missouri river of 783 miles in length. To reach the Black Hills the company will have to construct only 160 miles more road from Fort Pierre. --- From Springfield. Our farmers report that the wheat yield will average from 18 to 20 bushels per acre, mostly No. 1.

**August 12, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column] --- [Newspaper mentioned: Spring Valley VIDETTE] --- A severe storm occurred last Saturday afternoon, near Canby. Considerable damage was suffered from hail, but in a quite limited area only. --- President Hayes owns a wheat field of 200 acres in Dakota.

**August 12, 1880** [Brookings Co. D.T. PRESS] – Brookings County as an Editor Sees it. Geo. W. Kingsbury, editor of the PRESS & DAKOTAIAN, who recently spent a few days in this county, tells the people what he thinks of us, in his excellent paper, as follows:

Thirty miles east of Huron is the four months old town of De Smet, county seat of Kingsbury county, and the home of about 250 people, representing all branches of trade, professions and the useful mechanical arts. This town will make a prosperous trading center and an important grain shipping point. It has tributary to it a vast grain country equal in productive capacity to our world famous Red River river region. To Mr. V.V. Barnes, an attorney of De Smet, this scribe was indebted to for a trip out into the rural regions surrounding, and what he then beheld confirmed most fully the claims put forth by the settlers here in favor of the fertile character of this portion of Dakota. Mr. Whiting, a Wisconsin gentleman who settled in this county a little over a year ago, has met with surprising success in his farming operations. His wheat, of which he has a great abundance, was estimated to yield 30 bushels to the acre. Other grain, including corn was no less surprising. The Kingsbury County News, a live exponent of western progress, is published at De Smet by G.W. Hopp and Co.

Thirty miles east of De Smet is situated a third prominent railroad town, Volga. Volga is two months older than De Smet, and hence its ambitious first settlers feel somewhat patriarchal. They have borne the privations incident to a few weeks pioneering and can entertain you with an account of their early trials, similar in experience to those who passed through the catfish and corn bread era of southern Dakota. Volga seems destined to become a bright and shining light. Its surroundings are on a grand scale and its citizens fully appreciate the advantages their location gives them, and exhibit a public spirit that is not only commendable but insures a prosperous community and a delightful city. Mr. T. H. Maquire, a merchant, Mr. A.S. Mitchell, an attorney, Mr. Farrington, a genial landlord, and Mr. Brown, a genuine journalist, with scores of others are the ornaments of Volga's citizenship, and the moulders of its destiny. We are now in Brookings county and seven miles east of Volga, across the Sioux river, lies the village of Brookings, county seat. The church spires of Brookings are plainly discernible from the streets of Volga, and a few minutes ride on the Dakota Central railroad over this glorious valley takes the traveler from Volga over to its neighbor—Brookings. There is a sort of rivalry up here, something of a Broadway and Capital street antagonism on a more extended scale. Brookings has the county seat and Volga covets it. An election has been held to decide where it shall be settled, but it seems that the election was not decisive. Medary, a twenty-five year old town, had enjoyed the honor before the advent of these vigorous youngsters; but with their coming Medary was sent off "over the hill to the poor house," and her jewels were hung around the neck of a younger, fairer place. The antagonism engendered by this strife does not assume a bad natured phase at all—it is more like a generous rivalry and the citizens of each community are on the best of terms. The probability is that Brookings will continue to hold the bone of contention for several years anyway, because the question has been taken into that very deliberate and conservative institution—the court. Brookings enjoys an excellent trade and is growing right along. It is nearly a year old and has a population of 5,500, and still they come. It will sustain a hundred thousand people in farming

industries alone. As an agricultural county, none in Dakota will prove superior. G.W. Hopp is one of the best journalists that the Dakota Central enterprise has given to Dakota. He is publishing an excellent paper – the Journal, which is doing going work for the Sioux valley.

Looking at the results of less than a year's effort, one must acknowledge that this railway enterprise through which so much has been accomplished in so short a time has been wisely and energetically directed, and we are not at all surprised to find these people unanimous and hearty in their praises when referring to their railway interests. The Northwestern has pursued an excellent policy—it has taken a paternal interest in the people who have settled in these towns and along their line, and the result is they have an assurance of prosperity that will strengthen with time and become as permanent as the soil.

--- This week will finish up the harvesting. Wheat will yield from twenty to thirty bushels per acre in this country. --  
- You can buy goods cheaper in Brookings than in any town on the Dakota Central. --- The US Land Office at Sioux Falls will close Sept. 11<sup>th</sup> preparatory to its removal to Mitchell, Hanson county. --- George W. Hopp, of the Brookings PRESS, is about to establish another paper at Huron. --- many wheat reports, 25-32 bushels per acre, excellent crop, etc.

**August 18, 1880, Wednesday. [New Ulm MN Weekly Review]** – A tramp visited a farm house near Spring Valley, Fillmore county, recently, and finding no one but a woman present, he drew a revolver and ordered her to give him what money there was about the house. The lady went to the bureau and seeking a loaded revolver took it and deliberately shot and killed the tramp. She served him right. --- The total acreage in Minnesota in wheat for 1879 was 2,762,521 acres, and the crop there-from is reported to be 31,218,634 bushels, which gives an average yield per acre for the State of 11.30 bushels. In 1880, 2,963,325 acres of wheat yielded 41,449,875 bushels. The present outlook for yield per acre is 15 bushels. --- The first rain for over two weeks fell last Sunday. It commenced to rain early in the morning and continued during nearly the whole of Sunday and Monday, farther than retarding stacking for a day or so no damage was done. --- Such of our citizens as happened to glance towards the northern skies last Thursday night were awarded by witnessing a most beautiful display of northern lights. At first the aurora appeared as an arch of light across the heavens from east to west. After a time this gradually disappeared and streams of light shot upward and toward the zenith from a dark bank, a few degrees above the northern horizon. Instantly one of the merry dancers would disappear and be succeeded in a moment by another still brighter. It was a beautiful sight to behold and all who witnessed it were inspired with admiration.

**August 19, 1880** [Brookings Co. D.T. PRESS] – Rain in the area Saturday night and Sunday. Farmers worried about wheat still left standing. Yet farmers still expect 15-30 bushels/acre. --- Geo. W. Hopp, proprietor of this paper, is in Iowa on business. --- The first load of new wheat was brought in town yesterday by Andrew Sorsdahl. It was nice wheat and taken in at Van Dusen's warehouse by Lawshe. He paid 63 cents per bushel for it.

**August 25, 1880, Wednesday [New Ulm MN Weekly Review]** - On the night of the 17<sup>th</sup> inst., a terrible tornado swept the southern portion of Cass county, Dakota, about twelve miles south of Fargo, demolishing buildings and every conceivable thing within its track. Many families were made destitute and homeless. Agricultural implements, clothing and almost everything of furniture were broken and scattered about, leaving no trace of their former existence. The track of the storm was about two miles in width, and was the most severe ever witnessed in the territory. Near Glyndon, Minn., the cyclone did a great deal of damage. A number of fields of grain in shock were swept clean, and the grain nowhere to be found. --- The Mankato Free Press of last week has reports from threshing from 20 places in Blue Earth country, and the average yield of wheat per acre among those is about 19 bushels.

**August 26, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column] --- Much needed rains will “speed the plow.” The ground was too dry before. --- The cloudy and rainy weather which has prevailed since Sunday has put a stop to threshing operations. Comparatively little rain has fallen, however, and those who have finished stacking are secure. Continuous rains may give belated farmers a costly lesson on the danger of leaving grain to be threshed in the shock. --- The Sleepy Eye WIDE AWAKE has changed hands, and will hereafter be known as the GAZETTE. D.W. Coulthard and H.E. Baker are the new proprietors. Mr. Baker, a promising young lawyer of Sleepy Eye, is a son of the editor of the Mankato FREE PRESS, and, if a chip of the old

block, will make of it a live Republican paper. It has been anything but “wide awake” of late. --- For Inflamed Eyes. Borax, half drachm; camphor water, three ounces. The above simple prescription is in common use by the highest medical authorities. It is good for inflamed eyes. In using it, lean the head back and drop three drops in the corner of each eye, and then open the eye and let it drop in. Use it as often as the eyes feel badly. [see *The Long Winter*]

**August 26, 1880** [Brookings Co. D.T. PRESS] – Agricultural fair to be September 30<sup>th</sup>. --- Considerable rain last Monday. The weather has again become warmer. --- Sixty-five cents is being paid for No. 1 wheat. --- It is said a frost has killed the tomato vines. --- The C&NRR has obtained right of way across the Sioux reservation west of the Missouri River. --- On the 11<sup>th</sup> the tracklayers on the Dakota Central were within forty miles of the river and were going rapidly. --- Grading has commenced by the C&NRR on the road from Volga to Watertown and will be completed this fall. –

**September 1, 1880, Wednesday evening. Winona (Minn.) Daily Republican.** – 00 (1 am), 00 (7 am), 00 (1 pm), 79 (6 pm).

The hop-picking season is now in progress in New York, and the crop is reported a fine one. --- Wheat was 80 cents on the street and barley sold up to 77 cents.

THE JAMES RIVER VALLEY. ITS WONDERFUL FERTILITY—RAILROADS AND SETTLERS.

Fresh evidence of the wonderful fertility of the James river valley is shown in some fine specimens brought in from Redfield by Mr. John Manning, who has just returned from locating a homestead and soldier's claim—in Spink county. He brings the grain and vegetables grown on this year's breaking on the farm of Mr. Myers. The wheat promises a yield of fifteen bushels per acre; oats from thirty-five to forty bushels, while the corn and potatoes indicate a very prolific yield. New settlers are steadily going into the section of country named. A party of six from Illinois located near Mr. Manning. Work on the railroad is to progress on the road bed of the Watertown extension, and also on the Maple River Branch from Huron north. The grading is about half done on the latter road, but the iron will probably not be laid until Spring opens.

**September 1, 1880, Wednesday. [New Ulm MN Weekly Review]** – The storm of last Thursday night did considerable damage at different places along the W. & St. Peter road. At Stockton an elevator was blown from its foundation and carried five or six feet, resting upon the ground in about a foot of water. At Dodge Center the roof of the depot was blown off, a church spire tipped over, several houses damaged and also three or four persons slightly injured. --- Rain! rain! rain! Another heavy shower passed over this section last Monday night to the great disgust of the farmers who have not got their stacking done. --- Much grain in some localities in this vicinity remains yet unstacked, and unless the weather remains clear long enough to allow the grain yet in the shocks and on the ground to dry out and be brought into stacks, it will not be worth stacking in a week from now. The unstacked wheat is already badly bleached and we noticed a field of unbound oats last Sunday that was spoiled entirely. --- Mr. S.D. Peterson, who has just returned from a visit to Lincoln County and eastern Dakota, informs us that the wheat in that section will yield at least 25 bushels per acre, and all of a good quality. --- Farmers are complaining bitterly of so much wet weather and say that the grain not yet in stacks is being damaged to a great extent. Some say they have most all their grain to stack yet.

**September 2, 1880, Thursday evening. Winona (Minn.) Daily Republican.** – 66 (1 am), 66 (7 am), 80 (1 pm), 84 (6 pm). Clear.

**September 2, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The best tea for 60 cents per pound can be found at Bunce Bros. --- A correspondent of the Lamberton Commercial says that some excitement was caused at Walnut Grove last week, over the arrest of Gustaf Sandberg, saloonist, for selling liquor after his license had been revoked by the village board. He was fined fifty dollars, but said he would “go to yail and get out on a horbus Christie.” He went. --- Wheat and oats are badly damaged by the recent rains and bad weather. A great deal of the grain is growing in the shock. Grain is about one half stacked. --- John Turnbull has threshed his grain. His wheat went 15 bushels per acre; only sowed three-fourths of a bushel of seed to the acre. --- Marriage.

Shilliam-Byington. On the 31<sup>st</sup> ult., at the residence of Mr. Walter Belt, by Rev. C.S.H. Dunn, Mr. Charles M. Shilliam, of Lyon County, to Miss Matty L. Byington, of Redwood County [Walnut Grove] --- If you want good starch, mix it with cold water; add boiling water until it thickens, then add a dessert-spoonful of sugar and a small piece of butter. This makes a stiff and glossy finish equal to that of the laundry. --- Those of our farmers who have suffered seriously from the late rains have the doubtful comfort of knowing that the storm has been general throughout a large portion of this State and Dakota. How great the damage has been is still conjectural, but most reports admit that it has been serious. Even stacked grain has not escaped damage in some localities. The constantly reiterated conclusion made from such disasters is that there is safety only in smaller wheat fields and greater care.

NO MORE HOPPERS. Governor Pillsbury is in receipt of a very interesting letter from Cyrus Thomas of the United States Entomological Commission connected with the Department of the Interior. Mr. Thomas gives his reasons for believing that Minnesota will hereafter be comparatively free from the invasions of the locust. The letter is a very able and scientific production, free from the deductions of a mere theorist, and withal a very readable and interesting document, so that we regret that want of space precludes the possibility of publishing it entirely.

The writer strongly urges the cultivation of forests. Tree planting, he says, should be carried on as extensively as possible in all the settlements. The lakes and ponds and even marshes scattered over Minnesota and Eastern Dakota should be carefully preserved. Drain these and dry them up, he observes, and the day will surely come when this entire section will become as arid and barren as the great plains of the West. The preservation of our streams, lakes and ponds, and the cultivation of trees which engender humidity in the atmosphere will, he states, contribute more than anything else to free us from the locust pest, and adds: "If these facts are borne in mind and acted upon, the grasshopper will no longer be a burden upon the agricultural prospects of this beautiful State."

**September 2, 1880** – [Brookings Co. D.T. PRESS] August 26 cyclone at Dodge Center (Kasson County), destroyed all store fronts. --- It not only rained but it poured Monday night. --- The rains of the past few days have destroyed wheat in the shock considerably. --- Following we give the second section of an act of Congress approved June 15, 1880, giving persons who entered lands under the homestead laws prior to date of approval, an opportunity to purchase their land of the Government at \$1.25 per acre, less the amount heretofore paid the Government upon said lands. The law, as yet, is not in operation at the Sioux Falls Land office: Sec. 2. That persons who have heretofore under any of the homestead laws entered lands properly subject to such entry, or persons to whom the right of those having so entered for homesteads may have been attempted to be transferred by bona fide instrument in writing, may entitle themselves to said land by paying the government price therefore, and in no case to be less than one dollar and twenty-five cents per acre, and the amount heretofore paid the Government upon said lands shall be taken as part payment of said price: provided, This shall in no wise interfere with the rights and claims of others who may have subsequently entered such lands under the homestead laws.

**September 3, 1880, Friday evening. Winona (Minn.) Daily Republican.** – 69 (1 am), 60 (7 am), 78 (1 pm), 76 (6 pm). Cloudy.

Dakota. The *Alert* of Jamestown, Dakota, gives a list of buildings already erected in that village this season, numbering forty-four, and costing about \$55,000. Other residences, two churches, and several stores and shops will be added before the building season closes, bringing up the total of such improvements for the season to about \$100,000.

**September 4, 1880, Saturday evening. Winona (Minn.) Daily Republican.** – 60 (1 am), 62 (7 am), 86 (1 pm), xx (6 pm). Clear.

Wheat receipts were very light at 80 cents. Barley was freely offered at 75 cents.

Collision at Mankato Junction—Freight Train Wrecked in Wisconsin.

A fatal collision happened on the Winona and St. Peter Railroad at Mankato Junction on Friday night about ten o'clock. A freight train coming east from Sleepy Eye in charge of Conductor Smith collided with the special [State Fair in Rochester] Fair train going from Rochester to Mankato in charge of Conductor Daniel McGuane. A brakeman named Lott on the passenger train was killed. He resided at North Freedom, the first station west of Baraboo, Wisconsin. The engineer, Carroll, was slightly injured, but was feeling all right today. He lives at Waseca. No other train men were hurt and none of the passengers were injured.

**September 6, 1880, Monday evening. Winona (Minn.) Daily Republican.** – 00 (1 am), 00 (7 am), 00 (1 pm), xx (6 pm).

**September 8, 1880, Wednesday. [New Ulm MN Weekly Review]** – Lyon county embraces 452,024 acres, 372,000 of which are first-class plow land, and well adapted to the growing of all crops belonging to the climate. 44,000 acres are natural meadow lands, producing the finest qualities of native grasses, which yield from two to four tons of choice hay per acre. --- With the exception of the heavy rain of Monday night the weather during the entire last week was clear and pleasant, and was duly appreciated by the farmers who were behind with their stacking. --- The rapid completion of the Chicago and Northwestern Railroad toward Fort Pierre, on the Missouri river, makes this route altogether the shortest and best to the Black Hills. Capt. Russell Blakely of St. Paul, says the Winona Republican, has recently returned from Chicago, having completed arrangements for removing all of his stage stock and stage line property now used in the Fort Lincoln – Black Hills route to the new route from Fort Pierre. This route is about fifty miles shorter than the old one by way of Bismarck, and will make the Chicago and Northwestern and the Winona and St. Peter roads the short route from the East to the Black Hills. --- A serious and fatal collision occurred on the Winona and St. Peter RR near Mankato junction last Friday night, between a freight train going east from Sleepy Eye and the special Fair train coming west from Rochester. The freight was in charge of Conductor Smith and the passenger of conductor Daniel McQuaine. A brakeman named Lott on the passenger train was killed. The engineer, on the passenger engine was also severely injured. No other of the train men or passengers were injured. Both engines, the baggage car and several baggage and box and flat cars were badly wrecked. The passenger train, it appears, was behind time but as it only ran as far as Mankato the freight conductor mistook the number registered at the junction by the conductor that preceded him and supposed that it had already gone into Mankato. The trains met on a sharp curve and the engineers did not see the approaching danger until too close to avert the accident. --- Governor says the lakes and streams and marshes of Minnesota and Eastern Dakota should be carefully preserved. Drain these and dry them up and the day will surely come when this entire section is as arid and barren as the great plains of the West. [more]

**September 9, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column] --- From the Marshall MESSENGER: The C. & N. W. R'y Co. has sold from the 1<sup>st</sup> of May to the 20<sup>th</sup> of August, 1880, 76,081 acres of land, for \$284,000. 10,800 acres of the above was purchased by John Sweetman, of Dublin, Ireland, who intends to dispose of the land on long credit to those of his countrymen who only have a small capital of from 200 to 300 pounds, who will make a class of good, thrifty farmers. A large quantity of this land has been purchased by Canadians with considerable capital, who will settle and improve the land immediately. --- From the New Ulm REVIEW: A serious and fatal collision occurred on the Winona & St. Peter R.R., near Mankato junction, last Friday night, between a freight train going east from Sleepy Eye and the special fair train coming west from Rochester. The freight train was in charge of Conductor Smith and the passenger of Conductor McQuaine. A brakeman named Lot, on the passenger train, was killed. The engineer, Carroll, on the passenger train, was also severely injured. No other train men or passengers were injured. Both engines, the baggage car and several box and flat cars were badly wrecked. The passenger train, it appears, was behind time, but as it only ran as far as Mankato, the freight conductor mistook the number registered at the junction by the conductor that preceded him, and supposed that it had already gone into Mankato. The trains met on a sharp curve, and the engineers did not see the approaching danger until too close to avert the accident. --- Quaking Pudding. Scald a quart of cream; when almost cold, put to it four eggs, well beaten, one spoonful and a half of flour, some nutmeg and sugar; tie it close in a buttered cloth, boil an hour, and turn it out with care, lest it should crack. Serve with sauce.

**September 9, 1880** [Brookings Co. D.T. PRESS] – A cyclone visited Lake County last week, destroying some buildings but fortunately no lives were lost. A cyclone also visited Salem, in McCook county.

**September 15, 1880, Wednesday. [New Ulm MN Weekly Review]** – The yield of wheat in Illinois, Iowa, Minnesota, Nebraska, Kansas, Wisconsin and Dakota is reported at 147,731,270 bushels in 1880, against 126,466,690 bushels in 1879. The yield of winter wheat in Illinois is stated by the State Board of Agriculture to

exceed 53,000,000 bushels, being the largest crop ever produced in the States. --- The wheat in portions of the south eastern portions of the State turns out much poorer than it was thought some time ago. East of Ramsey the yield is from three to eight bushels, grading No. 3 and 4. --- In New Ulm, a slight frost, the first of the season, was visible last Wednesday morning. It was not heavy enough, however, to do any damage to growing vegetation. --- Our millers have already received considerable new wheat, the grade of which is No. 1 and 2. Considerable of that which was first brought in was rather damp, but it is gradually drying out. The price paid during the last week ranged from 65 to 70 cents per bushel. --- From Springfield. The farmers are all through stacking, and they say the grain is gathered in better shape than they expected after having had so many rains.

PATENT FLOUR. Almost everybody knows of patent flour, but not everybody understands what it is. Stripped of technicalities, this is about the story of its manufacture: The best used to be made of winter wheat. Spring wheat yielded either much less in quantity, or else so much of the bran got into the flour in its manufacture that its color was intolerably dark. The wheat would be ground then bolted. In the refuse—the bran and the middlings—would be included a large proportion of the weight of the spring wheat, and this would sell particularly for feed for horses. Now the best of flour, and the most expensive, is made of this very refuse of the old-fashioned process. It all came out of a discovery of the way to draw out the bran. Under the new process the wheat is ground about as before. The first result is an ordinary flour sold for exportation. Then the remainder is taken and put upon great horizontal sieves and while agitation is going on there an ingenious system of draft is rushing through and carries off the bran. What is left is the glutinous portion of the wheat, the most nutritious and most productive and out of this, purified now by drawing off the bran, we get our new process flour. The result of the discovery of the process has been to make the poor spring wheat of Minnesota and upper Wisconsin the most valuable kind of grain.

CLIMATE AND COMPLEXION. There is a great diversity of opinion as to the reason of the differences of complexion to be observed among mankind. Roughly speaking, the hue of the skin varies with the latitude, and fairer races having their homes at a distance from the equator; the darker, within or near the tropics. This fact would seem to point to the position of the sun with reference to those on whom he shines as the cause. But the question presents difficulties which this supposition does not aid us to solve. At the same distance from the equator we find the fair Englishman, the yellow Mongol and the copper-colored Indian. To the north of the white Russian and Finn live the swarthy Lapp and Samoyed. North of the Caucasus are dark-skinned Tartars, south of it fair-complexioned Circassians. The aborigines of America vary less in color than the natives of the Old World. None of them are as fair as the Swede, none as black as the negro of Congo, and those living in Brazil on the equator are not the darkest. There are blacker men in Australia and New Guinea than in Borneo and Sumatra, though these islands are on the equator and those are not. The Shillooks of the Upper Nile, who live about ten degrees north latitude, are blacker than the Monbuttoo who are six degrees farther south. [*Popular Science Monthly*]

**September 16, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column] --- The C. & N. W. railway company propose building an eating house at Tracy this fall. --- From the Mankato FREE PRESS: Mr. P.H. Carney, of this city, lately returned from the plains of Dakota, near the Jim river. He says the face of the country, to look at it, presents as fine an appearance as the garden of Eden, but in reality, the soil is good for nothing; it is sort of an alkali with a subsoil devoid of life; the grass don't grow over five or six inches high and what does grow, lacks the nourishment of our prairie grass. --- Messrs. Laird, Norton & Chollar recently sold a large bill of lumber for an addition to the hotel of C. W. Mead, at De Smet, D.T. Mr. Mead will have a fine and commodious hotel, with the addition he is making to his former very good building. --- Onions sown now and protected with litter through the winter will give early onions in the spring. --- The rapid completion of the Chicago & Northwestern Railroad toward Fort Pierre, on the Missouri river, makes this route altogether the shortest and best to the Black Hills. Capt. Russell Blakely, of St. Paul, says the Winona REPUBLICAN, has recently returned from Chicago, having completed arrangements for removing all of his stage stock and stage line property now used in the Fort Lincoln Black Hills route to the new route from Fort Pierre. This route is about fifty miles shorter than the old one by way of Bismarck, and will make the Chicago & Northwestern and the Winona & St. Peter roads the shortest route from the East to the Black Hills.

**September 16, 1880** [Brookings Co. D.T. PRESS] – Wheat sold for 79 cents on the 14<sup>th</sup>. --- Several heavy frosts this week. Jack Frost is playing freeze-out. The Volga fair opened this morning. --- Wheat is beginning to come in rapidly. --- Wheat in McCook county averages 24 bushels per acre. --- Several wagonloads of Indians passed through town on Monday, on their way to the Sisseton reservation, to participate in a meeting of some sort there. --- It is reported that the Jim river has been so high for some time that crossing it was impossible. Bridges were swept away and considerable other damage done. --- Dakota against the world for gentle breezes. Frost Sunday evening, killing corn and vines of all kinds.

**September 22, 1880, Wednesday.** [New Ulm MN Weekly Review] – A Sleepy Eye editor got raging mad, at the New Ulm turn-fest, because the Society were too much engrossed to lead him to a brewery and let him drink out of a beer vat. In spite of the shooners they shoved at him he almost withered away. [Tracy Gazette] --- We had a repetition of July weather last week. The thermometer at noonday on Thursday indicated nearly 90 in the shade and Friday was but little cooler. The hot weather was followed by heavy showers on Saturday and Sunday, which had the effect of cooling off the atmosphere somewhat. --- Diphtheria is making sad ravages in our city just now. --- The rain on Saturday laid the dust somewhat, and at the same time caused a delay to the threshers. --- Republican county convention next Saturday.

**September 23, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [No WG column.] --- Wheat Items. Fred Holt threshed 35 acres which averaged 25 bushels to the acre. H.C. Coles threshed 90 acres at 22-1/3 bushels per acre. C.L. Holmes marketed 3000 bushels, 700 acres averaging 22 bushels per acre. --- Delicious Pumpkin Pie. Pumpkin the size of a 2-quart bowl, steamed and sifted, three pints of milk, one cup of cream or two tablespoonfuls of butter, four eggs, quarter of a teaspoonful of cinnamon, the same of ginger, half a nutmeg, sugar and salt to suit the taste. Bake in a slow oven one hour and a half. --- Green Tomato Pickle. One peck of green tomatoes, three onions, six green peppers; chop fine; squeeze the water off through a colander; salt to taste; put on enough vinegar to scald up once, then let it cool, and drain off the vinegar. Make a dressing of one cup sugar, one quarter of a pound of mustard, two teaspoonfuls black pepper, with vinegar enough to cover the whole; heat and pour over. --- Cooking Hard-shelled Squashes. These, like all the varieties of the squash, are usually prepared for the table by removing the cooked squash from the shell, seasoning with pepper, salt and butter, and transferring the mushy mass into a dish. This is all a mistake; no one knows the rich lusciousness of a fine Butman, Marblehead or Hubbard, if it has been served in this style. The mashing of the squash utterly destroys its fine grain, and we might as reasonably expect a mealy potato to show its dryness under like manipulation. Again, the old saying, “the nearer the bone the sweeter the meat,” holds emphatically true in application to the hard-shelled squash—the nearer the shell, the richer the squash. Very likely your little girl or boy has found out all about it, and is in the habit of scraping out the shells with a spoon as cook lays them aside. The true way to bring all the hard-shelled squashes to table is to bring them on in the dishes nature made for them—their shells. Cut the pieces before cooking to a size to serve entire; cook them by steam, and after removing any stringy portion from the surface, bear them to table without any further manipulation.

**September 23, 1880** [Brookings Co. D.T. PRESS] – Wheat is still on the rise, 78 to 81 cents is being paid every day and from 600 to 1000 bushels received every day. --- The west end of the Dakota Central is now 10 miles west of Huron. --- The new law permitting final proof to be made before the clerk of courts goes into effect October 4<sup>th</sup>. --- Quite a thunder shower last Thursday night. --- Fair at Brookings Sept. 30 and Oct. 1<sup>st</sup> and 2<sup>nd</sup>. --- Some of our young men think it is time a fire was started in the parlor stove. --- J.J. George of the PRESS is leaving to start a newspaper at Estelline, the Hamlin County Times.

**September 29, 1880, Wednesday.** [New Ulm MN Weekly Review] – From Fort Ridgely. Jack Frost has made his appearance, to the sorrow of a good many of our farmers. / Wheat in this vicinity is yielding abundantly. Some of our farmers say it will go twenty bushels to the acre and most will test No. 1.

**September 30, 1880. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Walnut Grove Items, in Lambertson COMMERCIAL: Considerable lawing has been done the past week in the efforts of the people to stop the

unlawful selling of tanglefoot by Messrs. Sandberg and Sandquest. Three times has Mr. Sandquest been arraigned before the bar of justice, and Sandberg once; and on Tuesday both parties were placed behind the prison bars to await their trial on Wednesday. Attorney Thorpe appears for the State, and Matthews & Andrews, of Marshall, for the defendants.

Ladies who do their own work will find a garnet ring quite becoming in the marked contrast made by it in connection with the white dough of the morning biscuit. Diamonds are no longer considered in good taste, though they are occasionally used with good effect in mixing gingerbread. --- A recipe for New England baked beans: Boil the beans (the small peabeans is the best) in plenty of water and put them in an earthen pot, with cover, and bake slowly for two hours or more, in water enough to keep them well-moistened. Most people in New England add from one to four tablespoonfuls of molasses, according to their taste. This gives them a rich brownish shade, and a better taste. Put in pork or not, and in quantity to suit.

**September 30, 1880** [Brookings Co. D.T. PRESS] – C.S.G. Fuller, the hardware man, came in from De Smet today, to make one of his periodical visits. --- The following is an extract from an article written by Rev. W.L. Gage, D.D., of Hartford, and published in the Congregationalist, of Boston, Mass.:

I am writing amid scenes so new and a form of life so complicated, fresh and interesting that, in spite of fatigue and a general wish to leave the pen and ink alone, I am compelled to think it a duty to transfer a few of my impressions to the columns of the Congregationalist. Frontier life has so unexpectedly and bewitchingly changed that few people away from it have any conception of the manner in which our civilization is advancing into the vague space of these fat western prairies. I am writing from a little primitive settlement on the extreme western limit of the great Chicago & Northwestern Railroad. It is not necessary to give its name, for in a week or two there will be a settlement further west. It is in the south-eastern corner of Dakota, whose wheat lands are already the talk of the nation. I am in the neighborhood of the James river, the rival of the Red river of the North in fertility, and a little more accessible. You may call the name of this village De Smet if it will help the imagination to have a place to work upon. Three months ago there were no houses here; simply a railroad station, put up with care and expense, and with the obvious determination of creating a town, the distance from the last station being twenty miles, and the future necessities of the country obviously requiring a depot here for trade with the farmers and the reception of produce. The railroad offers a store lot for fifty dollars, on the condition that the buyer shall put up a building at a minimum cost of two hundred and fifty dollars, which can be easily done, as timber is brought by freight trains direct to the spot. In my room at the hotel is an uncommonly elaborate organ; and the strangest part of all this is that in spite of a certain roughness of speech and rudeness of dress, there is about everything which New York has to offer of the substantial and obviously useful, brought directly to hand, at prices not much advanced beyond what you are paying at home. In three more months more these rude and primitive houses will be painted and put into attractive condition, the shanty aspect will be gone, and the place will be one which will give one no homesickness.

Ride back a mile from town and you are in the heart of this unsurpassed wheat country, no finer exists in the world, and a drive of five or six miles brings you to public land where you can have three hundred and twenty acres for the taking, if you become an actual settler. And what land it is! I simply depict it as it lies here before my eyes as I write, yielding this very year, the second it has ever been sown, eighty bushels of wheat, when planted on the back of upturned soil. Wheat will not come the first year but it will the second and wheat is the great natural product of this country. And so without any long waiting, and with a railroad thoroughly equipped to convey the grain to market, the settler can take possession and realize a handsome net return. Surely this is a world wide removed from the old, slow and patient way of emigrating.

And it is a fine set of men who are coming here, too. You do not need to notice more than that there are no liquor places to be seen, and no gambling holes to be found, to know that the standard of character is high. \* \*

And one of the striking features of this whole matter is, that religion and education do not come lagging along after the material prosperity is well established, and ask what they have to do. They come at once; they take a leading hand in shaping the future. In three months a large schoolhouse will be build, and a church will raise its neat spire. A Sunday school is started at the very beginning; the missionary of the American Sunday School Union being as quick to see his opportunity as a merchant or blacksmith. \* \* \*

Twenty miles back from here is a place called Brookings, which has had a growth of about seven months; and its nicely painted houses, its school, its church, its two banks, its two papers, its numerous well equipped stores,



and its decent, orderly people, you see the second stage of what I have shown you the first in De Smet: a pleasant, settled, home-like place.

**Friday, October 1, 1880 Winona (Minn.) Daily Republican.** – Temp: 42 (7 am), 64 (1 pm), 62 (5 pm) --- Minnesota. The Wheat Crop. Chicago, Oct. 1. A Minneapolis special says, In the aggregate the wheat in Minnesota and Dakota has turned out better than expected three weeks ago when a heavy rain storm overtook the harvesters. Minnesota's crop is but little short of an average, and Dakota is fully up to the average, turning from twenty to thirty bushels to the acre, and mostly grading No. 1. In some localities the yield is thirty-five bushels to the acre. The Northern Pacific railroad is employing its entire freighting capacity to move the grain to Duluth. --- Coal prices: Egg coal \$9, Nut and Stove Coal 9.50, Cannel \$8.50. --- October comes in beautifully. --- Temp. at 5 pm= 54 degrees Sept 30. Today at 7 am. 42, at 1 pm. 64 degree. --- Wheat, new #1 88c., #2 86c., #3 80c., flour retail \$6.50-7.59. Oats 29-1/2 c. , corn 35@38c. Timothy hay \$10/ton. [includes grocery prices, coffee/tea/syrup, and lumber prices, etc.! on page 3. And prices Chicago/NY, etc.]

**October 2, 1880 Winona (Minn.) Daily Republican.** – Temp: 48 (1 am), 45 (7 am), 74 (1 pm).

**October 3, 1880 Winona (Minn.) Daily Republican.** – Temp: 50 (6 pm)

**October 4, 1880, Monday Winona (Minn.) Daily Republican.** – Temp: 40 (1 am), 38 (7 am), 57 (1 pm), 63 (5 pm)

**October 5, 1880, Tuesday Winona (Minn.) Daily Republican.** – Temp: 44 (1 am), 45 (7 am), 66 (1 pm), 62 (5 pm)

**October 6, 1880, Wednesday Winona (Minn.) Daily Republican.** – Temp: 42 (1 am), 34 (7 am), 60 (1 pm), 58 (6 pm)

Winona already begins to receive the benefit of the extension of the Winona and St. Peter Railroad to the Missouri River. Mr. F.D. Slean, wholesale dealer in fruit, on Tuesday made a shipment of apples direct to the Black Hills. The fruit goes by rail to the Missouri and thence by wagons to the Hills.

**October 6, 1880, Wednesday. [New Ulm MN Weekly Review]** In relation to the tuberose bulbs after blooming, the Gardener's Chronicle says if after flowering they are placed under a stage in a vinery, without other water than the moisture of the house, they will by the end of April throw up their flower spikes from young tubers formed immediately upon the top or crown of the old ones, and from the union of which—when the plants have received a thorough watering and otherwise are subject to a growing temperature—a profusion of roots will emanate. Later the plants should receive a suitable shift to a small pot, and each individual flower will expand in the most satisfactory manner. --- Don't forget to examine your chimneys and if necessary have them cleaned before putting up the stove—it may save you money, and perhaps loss of life. --- Rev. O.P. Champlin, well known to most of our readers, has been selected as pastor of the Congregational church at Tracy, at which place he will hereafter reside. -- - The St. Peter Tribune says that the man who was blown off the Winona & St. Peter bridge at Kasota, a short time since was Mr. Linquist, of St. James, and that he is improving rapidly. --- The grasshopper commissioners have found the valleys of Montana to be the breeding ground of the locust, and that their settlement will forever end the ravages of the insect. --- The Winona & St. Peter railroad company will sell excursion tickets Oct. 18<sup>th</sup>, 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> to Chicago and return for \$19.90. Tickets good to return until October 36<sup>th</sup>. --- Was not the Greenback-Labor Mass Congregational convention, recently held in Farmington, off of its base when it appointed Dr. J.W.B. Wellcome, of Sleepy Eye, one of the members of the district committee? The doctor, so we are informed, has for some time affiliated with the Republicans and will this fall support the whole ticket headed by Garfield and Arthur. --- From Loreno. Yesterday and today we are having two of those old fashioned Indian summer days. Very fine indeed. / Farmers are getting along nicely with their threshing. It's all hip! hurrah! with them.

HURON, DAKOTA, Oct. 1<sup>st</sup>, 1880. Editor Review: This seems to be one of the most noted towns in the far-famed West, and it certainly is one of the wonders of this fast age. None of the fairy tales of olden times, nor the creative fancies of the author of the Arabian Knights ever imagined anything so strange as the transformation that has become a living reality on the spot from which I now write. Just five months ago this whole section of country was a desolate, dreary waste; no human face nor voice was to be seen nor heard west of the Jim river, nor scarcely one to be seen for a distance of seventy miles east of this till one arrived at Volga, which was the terminus of the R.R. Last winter the timid antelope gambled and sported undisturbed on the site where now there is a town as large as Sleepy Eye, with all the improvements of the age, namely, two large and commodious depots, two telegraph offices and an express office. There is also a machine shop nearly completed, 60 X 180 feet, and a round house with ten stalls, also an extensive blacksmith shop. The R.R. is completed to within 15 miles of the Missouri river, so that in a few days the two majestic rivers will be connected with continuous iron bands. The distance from Winona to Fort Pierre is 585 miles. There are often a dozen of locomotives steaming back and forth, or to be seen in the distance, and from one to two hundred cars on the numerous tracks. Every train brings in car loads of emigrants and their movables of every description. Here are two of the most commodious hotels that can be found on the line anywhere west of Rochester. The Riverside, is a splendid house kept in first class order by a Minnesotian, Mr. Wright. The dimensions of the house are 32x120. It is constantly overrun with travelers from all directions. The Central building, now nearly completed by L.J. Corbin, will be one of the finest public houses to be found in any small town west of the Mississippi; its size is, --front 50x64, wing 34x52. Besides these there are several smaller hotels and restaurants, but all are insufficient to accommodate the travelling public.

There are a thousand things that I might write about from here that would be interesting to the readers of the Review, as many of my friends requested me to let them know all about this country through the columns of your valuable paper; but as I have so long neglected it I will do better in the future. The Review comes as a regular and welcome visitor, and it seems like seeing the face of some familiar friend bringing all the interesting news—even of all the details of the last Republican convention.

There are two live newspapers published here by two intelligent and energetic young men. As evidence of their pluck, sagacity and foresight, it's only necessary to say they came here before there was a town or house or living inhabitant within miles of them. It is young men of their indomitable pluck and perseverance that build up new towns in the distant West. They stood alone on the banks of the lonely Jim; they set type and issued their papers and had them scattered broadcast over the land, inviting people to come and settle the beautiful broad prairies that nature designated should be a refuge, a home and a land of plenty for the hungry and the oppressed of every county and clime. These two young editors must today feel a proud satisfaction in seeing their dreams of creative fancy more than realized. Where solitude reigned supreme and no voice to cheer the editor, is now a scene of animation, life and activity; and the whistle of locomotives and ringing of bells must be music to their ears, sweeter than the song of Seraphs or the melody of Vesper hymns. —M.J. Dinneen.

**October 7, 1880, Thursday Winona (Minn.) Daily Republican.** – Temp: 40 (1 am), 48 (7 am), 62 (1 pm), 62 (6 pm)

Railroad Improvement. The New Railroad Hotel at the Missouri Crossing. The Chicago and Northwestern Railroad company is preparing to build a large hotel at Pierre, on the east side of the Missouri where their road crosses the river. The work will be done by Mr. W.H. Compton of Winona, who has engaged a force of eleven men to go out with him, leaving here on Friday night of this week. The construction will be under the superintendency of Mr. P.H. Nichols, and the lumber for the enterprise has been purchased of Messrs. Laird, Norton & Co. as heretofore noted in these columns. The hotel is to be twenty six feet wide by seventy six feet in length, with an extension of eighteen by twenty-four feet. There will be a large barn twenty-six by one hundred feet and a hay shed twenty-four by one hundred feet. The work of putting up the buildings will probably take from forty to sixty days. It will be lively business.

**October 7, 1880. The Redwood Gazette, Redwood Falls, Minnesota –**  
WALNUT STATION. CORRESPONDENCE OF THE GAZETTE.

The weather continues very pleasant and farmers are improving the time gathering in their crops. Wheat is not turning out as well as was expected, but there will be a fair average crop. Flax sown on old ground turned out well and will average about 15 bushels to the acre, but on new breaking it was a very poor crop. Corn, potatoes and sugar cane turns out a good yield.

We have had a few cases of diphtheria during the month of September, one of which proved fatal, a little girl of S. O'Hara's, aged eight years. There are no cases of sickness in town at present.

**October 7, 1880** [Brookings Co. D.T. PRESS] – The pay-car passed east Saturday morning. --- Over one thousand bushels of what was received at Brookings on Saturday. Over three thousand bushels of wheat were taken on Friday, Saturday, and Monday last. --- Lake county is undergoing a terrible county seat war. The LEADER has three solid columns devoted to that and nothing else. --- We are sorry to learn from the PRESS AND DAKOTAIAN, of the death of Mrs. Mary C. Kidder, wife of Judge Kidder of this judicial district. The lady had long been an invalid having been confined to her room for the past six years. Judge Kidder has the sympathy of all in his terrible bereavement. --- Mr. Harley's building will soon be completed and ready for occupation. Mr. Hadley has been all along this line of railroad, looking for the best location and showed his judgment by locating at Brookings, which he pronounces the best town on the road. While here he telegraphed to his wife who was at Granite Falls, Minn., to come on. After waiting expectantly for several days for her to come on the train, he was surprised to see her arrive by team, having come all the distance, about two hundred miles alone. How many eastern women would dare to make that trip across the prairies? --- Long report of agricultural fair.

**October 8, 1880, Friday Winona (Minn.) Daily Republican.** – 54 (1 am), 58 (7 am), 80 (1 pm), 72 (6 pm)

**October 9, 1880, Saturday Winona (Minn.) Daily Republican.** – 58 (1 am), 58 (7 am), 70 (1 pm), / 60 (6 pm, Sunday)

Ad.: Elmer & Tenney, Photographers, And Wholesale and Retail Dealers in Photographic Stock, Artists' Materials, Engravings, Albertypes, Chromos, Picture Frame, Mouldings, and Art Goods generally. Publishers of Stereoscopic Views. 13 Center Street, Winona, Minnesota.

**October 11, 1880, Monday Winona (Minn.) Daily Republican.** – 52 (1 am), 50 (7 am), 54 (1 pm), 50 (6 pm)

Wheat quoted at 95 cents. Barley stead at 89 cents. --- A gentle rain on Sunday night has relieved the town of the dreadful dust.

**October 12, 1880, Tuesday Winona (Minn.) Daily Republican.** - 39 (1 am), 32 (7 am), 64 (1 pm), 52 (6 pm)

**October 13, 1880, Wednesday Winona (Minn.) Daily Republican.** - 36 (1 am), 34 (7 am), 64 (1 pm), 60 (6 pm)

Out West. MR. CHARLES E. ELY, who removed to Huron recently, has just been out on a trip to the Missouri, and in a letter to a friend in this city makes the following notes, which will be read with interest:

I took a trip to the Missouri last week with Mr. Reed. It takes a day and a half to go from here. It makes me think we are not so very far west. But at Pierre you know you are there. The barren hills of the Bad Lands, the bowie knives and revolvers of the cow boys, the heavy freight wagons of the transportation companies, the price of 5-cent cigars—all remind you that you are west “with a vengeance.” We thought we had seen some land before we arrived here, but when you can ride for 72 miles upon a straight track without a cut or a fill, and see nothing but wide prairie without a settler you are reminded that it isn't an easy job to get up a corner on wheat farms.

The Northwestern Railroad Company have occupied a magnificent country and in a short time the immense herds of stock from the grass lands of Dakota will be moving to market over its line. You can form some idea of the amount of traffic with the Black Hills by the number of teams it takes to move supplies to the mines. Four thousand head of stock and 700 wagons were counted on the Fort Pierre route recently, by a stage passenger. The Northwestern Stage Company have a large force of men at work improving the road and will soon move their stages towards Pierre.

It has been but five short months since I arrived in Dakota, but to look at the growth of the country it seems as many years. Huron, in the character of its buildings and business activity, is ahead of Winona at five years of age, and no halt is made yet, but there is on the contrary a disposition to improve, nearly touching to extravagance. It have every confidence in this line and country. Its future is undoubtedly immediate prosperity. I have had this “knocked into me” in spite of all a most critical fault-finder could say or think. –C.E. Ely.

**October 13, 1880. Wednesday.** –[New Ulm MN Weekly Review] The institution for the deaf and dumb at Faribault opened last month, and there is ample room for all deaf mute children who may apply for admission. [note: Dow connection] --- The weather during the greater part of last week was mild and generally pleasant, but on Saturday the strong wind made the dust fly around in an uncomfortable manner. --- New wheat has been brought into town at a somewhat rapid rate during the last few days. For some days last week the Eagle Mill Co. received, on an average about 1,000 bushels per day. The prices paid on Saturday were 77 cents for No. 1 and 74 for No. 2. --- The Canby *News* says that two horses were stolen last Thursday from Mr. Dodge, a livery man at that place. Early on that morning three young men who were accompanied by a woman, together with Mr. Dodge's driver and the team which had been hired by the gang, left town. When they got about fourteen miles from Canby they bound the driver hand and foot, after which they drove off and left him. The driver was found by a farmer and brought back to town. The thieves had been seen near Lac Qui Parle on Thursday noon. Mr. Dodge and a deputy sheriff have gone in pursuit of the tribe. --- The threshing season is now in full blast; most of the wheat grades No. 2. Prices bring from 73 to 76 cents. --- The grain has now commenced to come in to market quite lively; but as yet only one firm has been buying, namely G.W. Van Dusen & Col, under the able management of A.G. Aarness.

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**DR. J. W. B. WELLCOME,**  
**Physician and Surgeon,**  
**SLEEPY EYE, - - - MINN.**

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**October 14, 1880, Thursday Winona (Minn.) Daily Republican.** - 52 (1 am), 54 (7 am), 68 (1 pm), 64 (6 pm)  
 It is rumored that the Chicago, Milwaukee and St. Paul company will run a fast train between Minneapolis and Chicago, next Spring, which will make the trip in fifteen hours.

**October 14, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – No WG news.

**October 14, 1880** [Brookings Co. D.T. PRESS] – A heavy shower of rain fell yesterday. --- Fresh oysters have made their appearance. --- 87 cents were paid for wheat at Brookings, on Tuesday. --- These chilly mornings make folks think about banking the house and preparing for winter. --- There is a young man in Brookings who says that he owes his straightness of figure to the fact that there are no front gates in this country. --- Our barber-ous shop has raised the price of a shave to fifteen cents. The result is a grand kick which will probably start a new shop. --- It is reported that several Brookings girls were around Wednesday morning inquiring if there was such a thing in the market as a clock with a patent, automatic beaux ejector attachment, set to go off at ten o'clock p.m.? --- [Note: Fashion notes regularly appear in each issue. ]

**October 14, 1880** [Worthington, MN ADVANCE] – Many Minnesota farmers are now engaged in husking corn.

**October 15, 1880, Friday Winona (Minn.) Daily Republican.** - 44 (1 am), 44 (7 am), 65 (1 pm), 58 (6 pm)  
 Wheat 97.7c., barley 85c.

noaa.gov U.S. daily weather maps here:  
<https://library.noaa.gov/Collections/Digital-Collections/US-Daily-Weather-Maps>

**October 16, 1880, Saturday Winona (Minn.) Daily Republican.** – 48 (1 am), 44 (7 am), 38 (1 pm), -- (6 pm) – snowstorm last evening

THE EARLY BLIZZARD. A Heavy snow storm “out west.” Reports from the west are to the effect that a hard storm began there on Friday night, combining all the elements of snow, wind, and electricity that form the dreaded and genuine blizzard. At Huron the snow on Friday evening was eight inches deep and still coming. At the general office of the Winona and St. Peter Railroad it was learned that the wires were working very badly and no news could be obtained west of St. Peter. It was snowing and blowing hard there. The passenger train which left Sleepy Eye this morning encountered a good deal of difficulty with snow.

Superintendent Sanborn will send a snowplow out to-night, although he is not sure that it will be necessary to use it. He says he has no fears for the men working on the extension to the Missouri. They have plenty of provisions and fuel, and good comfortable boarding cars for any emergency of this kind.

In company with General Manager Hughitt and other officers of the road, Mr. Sanborn went to the end of the track this week, which was then within four miles of the Missouri river. They expected to reach Pierre the station on the East side of the river by the 25<sup>th</sup> of the month.

It is reported that snow fell to the depth of two inches in Chicago. The wires were down in nearly every direction this afternoon.

**October 18, 1880, Monday Winona (Minn.) Daily Republican.** - 29 (6 pm Sunday), 24 (1 am), 27 (7 am), 34 (1 pm), 30 (6 pm) - cloudy.

Wheat 96 cents on the streets. Barley sold up to 89 cents. --- The Chicago and Northwestern train from the East was an hour late this morning.

The Blockade Out West. On the Winona and St. Petes Road –

Oh, the snow, the beautiful snow,  
Filling the cuts so trains can't go.  
Belated passengers sedate,  
Caught in the drifts,  
Compelled to wait.  
Wires down—they think it all over—  
Hard luck – snowed in in October.

Such is the state of affairs on the western end of the Winona and St. Peter railroad, the reports received giving gloomy promise of what will probably come before the Winter has passed. Cuts west of Sleepy Eye, fifteen feet deep, are filled with snow, telegraph lines are laid to the ground, the wires and poles having been, in many instances, blown across the track, and the wires cut by advancing trains.

On trains west of Sleepy Eye, nothing has been heard since Friday night.

Conductor Lyons at New Ulm Saturday morning, found heavy snow ahead and left his coaches and a flagman, while he went on with the engine and baggage car, arriving in Sleepy Eye that day. Conductor Hughes followed from Winona and reached New Ulm, proceeding from that point with two engines, when six miles out the snow drifts compelled him to return; finally he worked through and reached Sleepy Eye at 3 o'clock Sunday afternoon. The track is now clear to that point, and trains are running regularly.

THE STORM ELSEWHERE. The storm was severe along the Northern Pacific. Twenty miles of telegraph line were blown down.

At midnight of Saturday at Brovaton [?], a station west of Glencoe on the Hastings and Dakota road, the snow was seventeen inches deep. Later information reported a train blocked by snow near Stewartville. A gang of shovelers left for the scene on Sunday.

The Deadwood stage coach which left that place on Tuesday last was struck by a blizzard on Wednesday or Thursday and blown over a precipitous bank, horses, passengers, baggage and all. A Mrs. Morgan was so badly injured that she had to be left at a way station. The others escaped with minor injuries.

**October 19, 1880, Tuesday Winona (Minn.) Daily Republican.** - 22 (1 am), 28 (7 am), 46 (1 pm), 40 (6 pm)

Saturday's storm was more widely spread and more disastrous than the first reports indicated. In Dakota and on the western border of this State the snow-fall was very heavy, and the accumulations of snow in the ditches and cuts along the lines of the railroad were so great as to prove a serious obstruction to the movement of trains for upwards of forty-eight hours. The storm was particularly furious in Nebraska and Iowa, where the snow drifted in numerous places to the depth of ten or eleven feet. Great damage was done to the shipping on Lake Michigan, the full extent of which is not yet known.

The snow blockade on the western end of the Winona and St. Peter Railroad still continues. Last night a train got through to Redwood Falls, and that branch of the road is now all right. Three hundred men and three engines with snow plows attached were sent west from Sleepy Eye this morning, sixty men being obtained at Rochester. The telegraph line is not working beyond Sleepy Eye and is reported as still lying on the ground for miles. It is supposed several crews of men are working at various points this side of Marshall and that the road will soon be open,

although nothing definite is known. When the men reached the junction west of Sleepy Eye a horse and cow were found frozen to death, which gives an indication of the intensity of the cold that has prevailed.

**October 20, 1880, Wednesday Winona (Minn.) Daily Republican.** - 38 (1 am), 40 (7 am), 60 (1 pm), 42 (6 pm)

DRIFT FROM THE STORM. All the railroads coming into Sioux City except the Sioux City and Pacific have been blockaded, but the Illinois Central was opened on Tuesday and other roads are fast getting out of the drift. The weather has not been cold, but large losses in stock are reported by nearly all the farmers in the neighborhood. One man is reported to have lost 300 head of sheep, and others have lost from one to five head of cattle.—The roads have been so blocked up and communication by rail and telegraph so completely cut off that reports from the country are yet meager and unreliable. The oldest inhabitant does not remember a storm of such severity so early in the season.

[snip shipwreck news on Lake Michigan here and later paragraphs]

Train No. 19, which left St. Paul on the Manitoba road on Friday night, was detained thirty seven hours in a cut half a mile west of Alexandria, and about three miles east of Brandon the snow was, for a distance of twenty-two links, about six feet high. This train was also stuck in the snow six hours at West Union. It finally got through to Fergus Falls with three coaches and a baggage car of emigrants at 10 o'clock on Monday night.

At the Pacific Junction, twenty miles south of Council Bluffs, Iowa, a large brick roundhouse, about completed there by the Burlington and Missouri Railroad Company, was demolished by Friday night's storm. On Saturday on the Maple Valley branch of the Chicago and Northwestern was blockaded by snow drifts reported from five to seven feet deep. At Missouri Valley, twenty miles north of Council Bluffs, the walls of a new two-story brick building were twisted and warped from five to seven inches out of line and the building had to be braced together. All along the Sioux City Railroad from that point to Sioux City snow fell continuously Friday night and Saturday, melting almost as fast as it fell. Saturday night a sheet of ice and snow was reported three to five inches thick.

RAISING THE BLOCKADE. — Telegraphic communication was reestablished all along the Winona and St. Peter road at 12:55 today. The situation at the west is much better than feared. The storm was very light beyond Huron and railroad construction near the Missouri was uninterrupted. The worst snow-drifts are between Sleepy Eye and Tracy, but Superintendent Sanborn hopes to have the track clear by Thursday night. --- The crew engaged in opening up the railroad west of Sleepy Eye only progressed eight miles on Tuesday. The snow is extremely hard, the drifts varying from ten to fifteen feet, making the snow plows useless in such an encounter. To-day Burns, a station eleven miles west of Sleepy Eye, it was expected would be reached. No telegraphic communication as yet can be had beyond Sleepy Eye.

**October 20, 1880. Wednesday. [New Ulm MN Weekly Review]** — Owing to the unfavorable weather of last Saturday, Mr. Hausdorf has postponed the Harvest Festival Ball until Saturday, the 23d inst. --- We learn from Alonso Nichols, of Cottonwood township, that a great many calves perished at different places among farmers in that town during the severe blizzard and cold of last Saturday and Sunday. --- Major Strait and Hon Wm. Bickel remained in this city last Sabbath, the Major having arrived on Saturday morning intending to go up to Marshall that same day; but as the snow blockade refused to let even congressional candidates go west at that time, he came to the conclusion that the only thing to do under such circumstances would be to remain for two or three days. --- H. Werring, of Golden Gate, B.F. Webber, C.W. A. Krook, Jacob Hoescheler and ye editor, of this city, returned home from ma yesterday afternoon. They walked from Tracy to Springfield, on Monday and from there they came on to Sleepy Eye by team. The snow drifts between Burns and Lamberton are enormous, and the road to the latter point will not be open for several days to come. --- The late storm which struck us so forcibly has extended all over parts of this State, and also into Iowa, Michigan and Wisconsin though in a milder form in those States. Along the line of the Southern Minnesota railroad it was the severest known for years. Passenger and freight trains along the line were blockaded in snow drifts from ten to twelve ft. deep and trains with provisions had to be sent to their relief. A considerable number of horses and cattle have perished at different places. At Duluth the storm was especially severe. The damage to railroad and harbor property at that port will reach about \$10,000. Cars were broken and tracks washed away, and covered to the depth of six to eight feet with gravel. --- E. Wellcome boasts of killing 21 geese, 4 cranes and 87 ducks during the last three weeks. --- The great storm which commenced on Friday afternoon took everybody in this place with surprise. It was the severest one known here since the winter of 1873. -- - Wheat No. 1 83c; No. 2 80c. / ham 10c/lb.

ELECTRICITY AND TORNADOES. Prof. Tice's Observations on the Recent Missouri Tornado—His Theory of the Electrical Cause of Cyclones. [From the St. Louis Republican] – three columns, apparently about recent tornado in Missouri –

<http://chroniclingamerica.loc.gov/lccn/sn89064939/1880-10-20/ed-1/seq-1/;mode=full>

**October 21, 1880, Thursday Winona (Minn.) Daily Republican.** - 43 (1 am), 36 (7 am), 36 (1 pm), 42 (6 pm) – cloudy.

THE GREAT STORM. Mr. Wm. H. Fry of this city returned home this morning from Southern Dakota, where he had some unpleasant experiences of the remarkable “blizzard” which swept over that region last week. He went out to visit his farm, situated about twenty miles north-east of Sioux Falls, and was unexpectedly “shut up” there for several days. The effects of the storm Mr. Fry describes as bearing with peculiar hardship on the recent settlers throughout that region. Nobody was prepared for such a visitation. At the close of a beautiful day, on Friday night, the wind began to blow a perfect hurricane, accompanied with snow and sleet, and continuing without interruption until Sunday morning. The people, their horses, cattle, vegetables, etc., all were exposed to the violence of the storm, and to shelter against it even temporarily was an impossibility, so furiously did the blinding snow sweep across the open prairies from the northwest. Not only was the immediate suffering very great, but the damage done to potatoes, garden vegetables, hay and other perishable products, is almost incalculable. No preparation had been made for cold weather, which usually does not set in until near the middle of November. Mr. Fry relates that when he came away the north sides of all the houses were coated with ice and frozen snow to a level with the uplands—thus rendering travel dangerous if not impossible. He succeeded in getting through to the nearest railroad station with a pair of Indian ponies and bob-sleds, carefully avoiding the ravines. Aside from the damage and inconvenience caused by the storm, the settlers on the frontier are and have been well situated and hopeful. Their crops yielded magnificently, and the country is dotted over with wheat stacks—the grain being of the best quality. But little threshing has been done yet, and not much plowing.

RAILWAY NOTES. Engineer Delano has instructions to prepare for a preliminary survey of a road to run from Watertown, Dakota, the present terminus of the Winona and St. Peter, to Fargo and down the west side of the Red river to Grand Forks, and thence to the Pembina mountains.

**October 21, 1880. Currie, Minnesota, Pioneer.** An October Blizzard. On Friday last one of the worst storms ever witnessed at this season of the year by the oldest inhabitant, commenced and continued with increasing fury until Saturday night.—Early on Friday morning the wind veered to the northwest, and in a few hours a driving rain storm accompanied by sleet and ice followed by a blinding snow storm commenced, making travel dangerous to the most experienced. The storm continuing to increase throughout Friday night, by daylight immense mountains of snow was heaped about all buildings exposed to retain the snow, and by Saturday night locomotion of all kinds was impossible. Coming, as it did, at this early season of the year all were taken by surprise, and doubtless the suffering among those who were unprepared for such a change must have been immense. We have learned of no lives lost, but several have reported stock which perished in consequence of smothering in the immense heaps of snow piled upon them. S.P. McIntyre, while returning from Fulda on Friday evening deemed it advisable to remain at the residence of C.C. Doss, a few miles south of this village, and on Saturday evening found his horse dead in the stable, as well as one of Mr. Doss's cows. The latter gentleman was compelled to take one of his horses into the house to save its life. W.W. Calkins, it is reported, lost a valuable cow, which, with others, strayed from the stable, and was found buried in a snow drift, almost dead.

The suffering and loss to the settlers cannot be imagined, as nearly all have their threshing yet to do, and the fury of the wind with the rain and snow will make it almost impossible unless a warm spell follows; many had dug but a small portion of their crop of potatoes and only a few had husked their corn. These facts of themselves do not give any evidence of suffering, but when we consider that many are greatly in debt and rely on the late crop to satisfy the claims of those who have furnished them, in some instances, with their summer's supplies, it is impossible for them to do so without making greater sacrifices than would otherwise have been necessary, it is evident it is a great misfortune to all who are within reach of its unwelcome visit. In Dakota we learn that the storm was even more severe than in Murray County, and the fact that no trains reached Tracy over the Chicago & Northwestern railroad on Saturday, and not until late on Tuesday, shows that the storm extended for some distance towards the east.

**October 21, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – The big storm and mud does not stop the people after goods at Wilson's. --- The snow is going fast, and groceries at Bunce Bros. are carried around the town in wagon lots. They still deliver goods. Fresh goods received daily. If you want winter apples, leave your orders. --- Delhi items. Snow has fallen to an enormous depth in some places. Nearly all farmers who own stock know something of Saturday's storm. Ever since, men and boys are on the hunt for live stock, and find them scattered among the neighbors.

The storm which swept over the Northwest on Friday night and Saturday was a phenomenal one here. The night of a rainy Friday set in with a thunder shower about bed time, accompanied by high winds. Morning revealed a strange transformation. The ground was covered with several inches of drifting snow, and a tempestuous gale from the northwest was sending the flying flakes with such force as to make it out of the question to remain out doors a great while at a time. Such a storm in October entirely unprecedented here, and found people but poorly prepared for it. Farmers are in the midst of their plowing and threshing, and the corn and potato crops are not yet generally gathered in. The weather has been warmer since Sunday, and as the snow is fast disappearing, the chances are favorable for resuming all farm work in a few days.

We are sorry to learn that several stock owners throughout the county are losers by the storm. W.E. Baker, Geo. W. Braley, Geo. Charter, Aug. Knipple, a Mr. Ruckey, of Swedes' Forest, and Whitman Bros. are mentioned on the street as having lost stock. The returned delegates from Tracy report that Mr. Bedal and Mr. Webber, of Walnut Grove, also lost cattle, the former losing about thirty sheep besides a considerable number of cattle.

H. Brosius, an artist in the employ of J.J. Stoner, of Madison, Wis., the well known publisher of bird's eye views of cities, has sketched a view of Redwood Falls which commends itself for truthfulness in all important details. It exhibits almost every public building, store or residence in the village, the exceptions being a few buildings lying out of the range of vision of the artist. Such a view is far more satisfactory than a large photograph, because it better serves the purpose of a map as well as that of a picture. The names of the streets, etc., are given. If the artist receives orders for one hundred copies of the finished pictures, it will be lithographed and furnished at \$2 per copy, a reduction from that price being made to those who order extra copies to send to friends. The sketch will be a landmark in after years, when the wooden stores give place to brick business blocks, when our educational shanties are supplanted by school houses, and when the vacant lots are filled with tasteful homes. We venture the criticism that an ordinary railway train ought not to be represented as bigger than the court house. [note: De Smet bird's-eye view published by Stoner]

"FRIZZES" AND "BANGS." A current item states that "a confirmation was held in St. John's Catholic Church, at Concord, N.H., and the young girls were told beforehand by the priest that the Bishop would not lay his hands on any "frizzed" or "banged" heads. The Bishop of Concord has also forbidden "banged" or "frizzed" hair to be worn in his diocese.

This is a move in the right direction. It was about time something was done toward rescuing our young girls from the frightful demon of "bangs" and "frizzes." When a maiden acquires a taste for this soul-destroying fashion, her head first appears with a couple of modest little curlicues fondly clinging to her temple; but pretty soon her downward career becomes more marked; the blood is poisoned, the whole system permeated with a vitiated taste for bangs and frizzes, and she boldly promenades the street with her forehead garnished with the corrupting bangs from one ear to the other, and reaching down to her eyebrows! And if this terrible passion is not checked in its first stages, before it seizes hold of the girl with such a vise-like grip that she cannot shake it off, the victim is carried to a "banged" and "frizzed" grave with all her imperfections upon her forehead, and her parents are plunged into a sorrow that will not be comforted. Girls! Look not upon the bang when it curleth over the brow like a viper! Shun the first friz as you would a hoppergrass [sic] at a picnic! For at last it stingeth like a steel-blue wasp and keepeth the sensible young men aloof. Mother! Where is your daughter tonight? Is she in her chamber preparing the baleful quince-seed juice with which to fresco her fair forehead with the demoralizing bangs in the morning? Speak to her—plead with her—apply the slipper before it is everlasting too late! —Puck.

CHAPPED HANDS. The raw winds of late autumn often produce in the hands of those who are much exposed to them that roughness and cracking of the skin known as chapping. If nothing is done to prevent, and the person is obliged to have his hands frequently wet and dried, the cracks will often get deep and be painful. Corn husking is frequently accompanied by sore hands from this cause. As both a precaution and cure for chapped hands we have used the following with benefit: Wash the hands, and the face also if it is inclined to chap, with borax water, and afterward



rub with an ointment made by melting mutton-tallow (or suet), and then gradually adding an equal quantity of glycerine, stirring the two together until cool. For the hands, this mixture can be best applied at night, using it freely, and warming it in by the fire, after which an old pair of gloves can be put on to keep the bed-clothes from being soiled, and also make the skin of the hands softer. An excellent glycerine ointment for chapped hands is made by melting, with a gentle heat, two ounces of sweet oil of almonds, half an ounce of spermaceti and one dram of white wax. When melted, remove from the stove, and add gradually one ounce of glycerine, and stir until the mixture is cold. The ointment can be scented with any perfume to suit the fancy. —*American Agriculturist*.

THE TEMPEST. The storm of Friday and Saturday last was widespread and very disastrous in its effects. Throughout this State the railroads were blockaded by snowdrifts, telegraph lines prostrated, and travel seriously interrupted on most of the roads. The storm extended south through Iowa and east across the lakes, blowing down buildings in many places and causing great damage. The heavy fall of snow appears to have been confined principally to this State and Dakota. On the lakes the storm was quite disastrous, and many losses are reported. Among other losses, we notice that of the steamer Alepena, Capt. Napier, from Grand Haven for Chicago, with all on board. It is supposed that seventy lives are lost by this terrible disaster, among whom were several St. Paul people, and Mrs. Newton Bradley and her daughters, of New Mexico. Mr. B was for many years a resident of St. Paul, and at one time one of the proprietors of the St. Paul PRESS.

**October 21, 1880** [Brookings Co. D.T. PRESS] — Severe colds are quite prevalent. --- The snow is disappearing rapidly. --- The telegraph wires were got up on Wednesday. --- It has been a trifle sloppy under foot for a few days. --- J. Haber lost a lot of chickens and turkeys by the storm. --- Shoveling snow has been very fashionable for the past few days. --- The section hands have had a rather hard time of it for the past week. --- The first mail in after the storm was from Flandreau and came horseback. --- The blizzard levied rather heavy on Knut Bokke, killing three oxen and two cows.... caused death of cow and calf... Farmers should now attend to fixing up winter quarters for their stock immediately. --- The blizzard created a rising market for underclothing and overcoats for a few days. --- Farmers have been hauling immense quantities of wood out of town since the storm. --- Parties who have been putting off their fixing up for winter seem to be in a grand rush now. --- Our town was fortunately supplied with fuel and provisions sufficient to stand the siege in good shape. --- The man who brags on how much snow he can shovel in the summer came very near getting caught at his own game. --- Dox says that in his opinion the only crop that can be successfully raised here is oranges, and advises all to turn their attention to this business. -- - Huron came very near being starved out during the storm. Conductor Wieman was around Monday in Brookings buying provisions to be shipped to them just as soon as possible. --- The Palmer boys, E. Cook. and Geo. Boothroyd, of Sherman were all in town Thursday. They reported provisions as running low at Sherman during the storm. We are sorry to hear that much stock perished in their neighborhood, but were glad to see the boys alive and well. --- Reports state that south of us, around Dell Rapids and Sioux Falls, nearly half the stock has perished. One herd of four hundred head of cattle lost two hundred and seven. --- Nearly fifty men were at work shoveling out the cut just east of town on Monday and Tuesday. The snow consisted of a strip two thousand feet long and from 10 to 12 feet deep. --- We are glad that no lives were lost during the storm, so far as can be ascertained. The lack of severe cold and the snow storm of Friday, which prevented many from being caught out in the blizzard, probably was the cause. --- The regular passenger train was held up at Volga during the blockade. The train being crowded with people the hotels were of course unable to hold them, and a board to sleep on was in demand. No suffering but lots of inconvenience was the result. --- For nearly a week Brookings constituted a little world, all by itself. The telegraph wires being down and no trains running we knew nothing of the great world outside. After good weather came, however, we can safely say there never was a jollier world than Brookings. --- The loss of stock so far reported is rather heavy, few of the farmers being prepared for the storm.... between 60 and 100 head of cattle, one horse.... two horses... six head of cattle... two head of cattle... five hogs... a cow and a calf... --- Mrs. A. Robinson of Kasson, Minn., arrived last Friday evening on the passenger train... Mr. Robinson was expected to arrive the same day on the six o'clock freight, which was stuck in the snow, obliging him to remain until the road was opened. --- We have enjoyed the company of... the storm-bound travelers at the Brookings house so well that if it wouldn't be mean we would rejoice at their misfortune of being unable to get out of town. Mr. De Groff (publisher of the Buffalo County JOURNAL in Wisconsin) keeps a cabinet of weather specimens and says that his most valuable specimens have been procured during the last few days. He goes home with a number of affidavits as to their genuineness. --- Report of Mrs. Judge Kidder's funeral in St. Paul from the Globe, Oct. 1. Judge Barnes attended, being Judge Kidder's associate upon the bench in Dakota Territory. ---

**THE BLIZZARD.** On Wednesday last it commenced raining and continued almost constantly up to Thursday night when it turned to snow, and in this manner continued until Friday night when the wind, which had hitherto been quiet, commenced blowing a gale, and by nine o'clock p.m. we found ourselves in the midst of a genuine blizzard.

The storm continued at its worst from Friday night to Saturday forenoon, during which time it was impossible to see across the street.

The numerous storm-bound persons gathered around the fires at our hotels and told about the hard winters they had seen and made the best of bad circumstances. Business was very nearly suspended all day, most people in town sticking close to the fire at home. The storm commenced to abate about noon Saturday and continued to slowly get better until Sunday afternoon when it ceased entirely, and no finer evening could be asked for than that of Sunday. The town on Monday morning was a picture of desolation. Everything was covered with snow. It had blown into every crack and crevice which air could get into, and snow banks from two to twenty feet high were the only scenery.

The passenger train going west on Friday night was so hindered by the storm that it was considerably behind time, and when it stuck the cut just east of town, about six o'clock, it stuck in the snow. Conductor Waterman came down and found a crew of volunteers from Brookings who went up and shoveled out the train, which then proceeded as far as Volga and stopped, snow-bound in October. An extra, consisting of an engine and caboose, went east just after the passenger and stuck in the same cut where it remained until Monday morning. The regular six o'clock freight going west stuck this side of Aurora, and stayed there the better part of a week. The 5:30 freight going east stuck in the kotas [coteaux] near De Smet, and stayed several days.

On Saturday morning there was only one live engine between Huron and Sleepy Eye, and that was the engine of the west bound passenger which went into quarters at Volga.

The storm extended west to Huron and east, the wires being down between Tracy and Sleepy Eye, it was impossible to tell how far it did extend. All day Sunday and from that time on men had been at work in every direction getting the track clear.

The damage done by the storm, owing to lack of cold, has been very light, some few head of stock have perished, but that is all we believe. On the other hand, the good done to the ground and the crops next year by the immense quantity of water which has fallen will be immense.

We state, on the authority of the very oldest inhabitants, men who have lived here from five to nine years, that this has been the worst storm ever known here at any time of year; and as for the time of year which it came we would as soon think of hearing of a blizzard at the equator as of seeing one in Dakota in October.

Last year farmers plowed six weeks later than this and we venture the assertion that there will be plowing done in this county one month from today.

--- Wanted! Six carpenters at Nordland D.T. to work on the school house. Good wages to good men. – Root & Hoffman. --- 20 cents per pound for choice butter at Pierce's. --- Rochester flour, best in the market, \$3.00 per hundred pounds, at Olds & Fishbeck's (store)

**October 21, 1880** [Worthington, MN ADVANCE] – A GREAT STORM. The storm of wind, rain and snow that visited Minnesota Saturday, extended to Omaha on the west, to Michigan on the east, to Central Illinois on the south and to the Lake Superior region on the north. At Duluth the wind blew a gale accompanied by snow. The lake ran mountains high, doing damage to the harbor of \$10,000. The St. Paul and Duluth yard was badly torn up. Cars were broken and tracks washed away, and covered to the depth of six or eight feet. Elevator "A" also suffered considerably, which will interfere with the shipment of wheat for several days. The storm in the vicinity of Milwaukee is reported as the most severe ever known. Many vessels caught outside were damaged in canvas and rigging and lost deck loads. The schooner Reciprocity water-logged and drifted on the beach at Two Rivers. The barge Florence Lester broke adrift from her tow and grave fears are entertained for her and crew, six men. The steamer Depere, which left Grand Haven Friday night for Milwaukee had not been heard from up to Sunday night, and fears for her safety were entertained. At Chicago the wind blew terrific, taking the water out of the river, causing vessels to ground, blowing down scaffolds and frames of houses, and causing much damage of minor importance, including the disabling of telegraph wires in all directions. The most disastrous accident was on the West Side, where the stock house of the rolling mill, a building three hundred feet long, ninety-seven wide and twenty-eight high, with a slate roof, was partially blown down, causing the roof to fall and bury four persons. One of them, Jno. H. Jones, was fatally hurt. Three escaped with serious but not fatal injuries. The roof fell about noon. The penuniary damage is comparatively light. At Grand Haven fears were entertained for the safety of the Goodrich steamer, Alpina, which left there Friday night. The steamer carried a crew of thirty, and had between thirty and forty

passengers, including W.S. Bonham, editor of the Grand Haven Herald, and wife, Mrs. Newton Bradley and two daughters of New Mexico, and R. T. Curtiss of Grand Haven. South and North of St. Paul snow fell to the depth of several inches, and driven by the strong wind, drifted badly delaying the movement of trains. Two or three collisions occurred owing to the prostration of the telegraph necessitating trains running wild but fortunately no person was injured so far as known. Between Anoka and Sauk Rapids some thirty-five miles of telegraph poles were blown down and all the lines leading out of St. Paul were more or less seriously injured. --- A little girl, noticing the glittering gold filling in her aunt's front teeth, exclaimed, "Aunt Mary, I wish I had copper-toed teeth like yours." --- October Blizzard. Wind and Snow—Disaster on the Lakes—Home Losses—All Lovely Again. One of the severest storms of wind, rain and snow ever known in the month of October, set in on Friday last, the 15<sup>th</sup>, and raged throughout Friday night and Saturday. No mails reached us until Tuesday night and they bring news of the extent of the storm, which prevailed throughout the whole Northwest, extending south to the Union Pacific and beyond and east over nearly the whole of the great lakes. The damage to shipping on lakes Michigan and Superior was great. Several vessels were lost on Lake Michigan, and the loss of life so far reported is from 50 to 100. / South of us the storm was chiefly of wind and rain and considerable destruction of property was the result at Des Moines and other points. / Over Dakota and Minnesota part of Nebraska and all Northern Iowa there was an immense fall of snow, and all the railroads were blockaded. On the St. Paul and Sioux City, the night train from St. Paul Friday night got as far as the vicinity of Sheldon and the train from Sioux City reached that vicinity, where it was stuck in a snowbank for thirty-six hours. The passengers finally got into Sheldon and got a warm meal. The train came on as far as the Summit, four miles west of Worthington, by Tuesday morning, where it got off the track. Sleighs were sent out Tuesday morning and the mails and passengers were brought to town. About six o'clock Tuesday evening the train got into Worthington. And then the glad news was received that the road was open to St. Paul and that the night passenger train would get in on time. It came according to promise, bringing bushels of mail, and now the road is open again and trains running. / On the branch road no train arrived from the west until yesterday morning. The storm caught everybody unprepared. Stock was unhoused on the prairie, and few had a supply of fuel on hand. Even the dealers in Worthington were out of wood, and many got through by mixing soft and hard coal and using it in cook and heating stoves.... The loss if stock is considerable and will no doubt amount to several thousand dollars in this county...[snip]... We expect a month of good weather yet and hope we shall not be disappointed, as the farmers are behind with their threshing and plowing.

**October 21, 1880, Thursday. The Canton (D.T.) Advocate.** – (chroniclingamerica online) The railroad men experienced considerable difficulty in replacing the telegraph wires on both the C., M. & St. P. and Pembina line of roads, which were blown down by the storm. --- Owing to the severe snow storm which swept over this region last week, our town did not present a very live and brisk appearance, but the storm cloud has passed, and business opened out afresh, and every one now pursues the busy routine of life. --- Summer has fled and autumn has about chanted its last sweet lullaby, leaving us verging upon the brink of winter with its "frozen up" thermometers, and causing a general rush for the kitchen fire. Prepare yourselves for these "norwesters," by fixing up the chicken-coop, cow-shed, barn, and everything which will make the dumb creatures comfortable through the long winter months. --- A "Blast" from the North. A terrible snow storm, probably the worst that Southern Dakota ever witnessed, passed over this region of country, commencing on last Friday with thunder and lightning, and continuing until Saturday at midnight. It caused a general suspension of business, blowing down telegraph wires, blockading railroads, the snow drifting to the depth of from fifteen to twenty five feet in cuts along the line of roads. / Coming suddenly at this season of the year, many were as yet unprepared for it, and no doubt intense suffering was produced throughout its track. At this date it is impossible to tell what pain, and perhaps loss of life of some poor people who were exposed to its fierce ravings, was sustained. Cattle were scattered over the prairie by the storm, many getting snowed in and perishing, while others followed the winds. The blow prevailed throughout the North Pacific country, extending as far east as the great lakes, doing a great deal of damage to buildings in Chicago and other large cities. In the east, however, rain took the place of snow. But here in Dakota it was a regular old-fashioned blizzard and beat the oldest inhabitants.

SATURDAY'S STORM! – Track Over Which It Traversed, Causing Loss of Life and Property. – Destruction to Steamers and Sailing Vessels Upon the Lakes. –Sioux City Journal.

IN IOWA the storm took all kinds of shapes. It is pretty well known how it bunched up its fury hereabouts and poured itself out in gusts of wind and a whirlwind of snow. The snow did not visit all parts of the state. It seems to have extended no further east than Howell on the Illinois Central railroad, and south of this line rain and hail marked the passage of the storm. Around Des Moines great damage is reported. The rain flooded the whole country; cellars were overflowed, sewers bursted, etc. / In the eastern part of the state a violent and destructive gale raged for

two days, its greatest force being expended within an hour or so during the afternoon of the 15<sup>th</sup>. The damage done consists in unroofed houses, destruction to the lumbering business around Clinton and along the Mississippi.

OVER IN ILLINOIS the storm made a clean sweep of it. It was a gale, rain, hail and snow storm over the northern part of that state. In Chicago great damage was done. On the lakes the disaster cannot begin to be estimated. The telegraph enumerated some of the losses to the lake shipping, but fears are extorted that the losses will far exceed these early reckonings. The eastern shore has not been heard from, and it is believed it has been strewn with wrecks of vessels. The storm on the lakes is reported to have been one of the severest ever encountered on the inland seas. The Chicago papers are filled with gloomiest forebodings. Many lives will be lost and the damage to shipping will be very great. From many of the ports on the lakes news has been received of disasters and loss of life, but no estimate as yet can be formed of the extent of the losses of life and property.

THROUGHOUT WISCONSIN the storm had undisputed sway. In the eastern part of the state a fearful gale prevailed. About Milwaukee the storm was awful in its violence and grave fears are had for the safety of vessels and steamers belonging to that port.

All along the path of the storm railroads were blockaded by snow or washed out by rain. Travel was suspended, and the telegraph wires were prostrated. It is believed that when "the returns" come in the recent storm will be found to be one of the most damaging in extent ever known in this region of country. It has been attended with loss of life and destruction of all kinds of property as well as causing delay in business by the forced suspension of travel and communication by mail or wire. [snip whole column about Alpena]

**October 22, 1880, Friday Winona (Minn.) Daily Republican.** - 32 (1 am), 30 (7 am), 42 (1 pm), 36 (6 pm)

BUCKING THE SNOW. The Situation on the Winona and St. Peter Railroad. – Superintendent Sanborn and his crews are still bucking the snow on the main line and hoped to have it cleared to Marshall today. On the Tracy branch the road was open from Huron east to Lake Benton on Thursday, but a blockade still exists between the latter place and Tracy.

In the meantime full three hundred cars of merchandise, apples, coal, lumber, etc., are on the road west of Winona waiting to move. Wheat shipments are generally suspended and business of all kinds is seriously affected by the results of the storm.

**October 23, 1880, Saturday Winona (Minn.) Daily Republican.** - 30 (1 am), 32 (7 am), 46 (1 pm), 46 (6 pm, Sunday)

[One ad is for a gentlemen's furnishing store named Bartlett's on the "Ely Block," Center Street. Related to Charles Ely family?]

RAILWAY NOTES. The official report of the Winona and St. Peter railroad company to the State Railroad Commissioner, recently made, includes the earnings and expenses of seven branches and subdivisions, as follows: Sleepy Eye to Redwood Falls; Rochester to Zumbrota; Plainview Junction to Plainview; Chatfield Junction to Chatfield; Mankato Junction to Mankato; Tracy to State Line; and State Line to De Smet. The main line, Winona to Lake Kampeska, is 327 miles long, 288.5 miles being in Minnesota. The aggregate of main line and branches is 567.49 miles, of which 552.37 miles are in Minnesota. Bonded debt: \$8,515,500. Due Chicago and Northwestern company: \$1,557,322.35. Average cost of roadway and equipment, per mile: \$30,633,323. Freight moved for the year: 305,299 tons. Passengers carried 192,517. Earnings: \$1,047,024.55 – in Minnesota: \$1,013,507.13. Operating expenses: \$1,124,619.76. Deficit: \$55,310.57. Taxes: \$27,433.47. Interest on bonds: \$635,985. Total current expenditures: \$1,788,038.23. Total cost of roads and equipments: \$10,692,720.93. Chatfield Railroad – Miles 11.46. Cost: \$171,250. Stock subscriptions: \$6,256 – bonded debt: \$100,000. Rochester and Northern Minnesota Railroad (to Zumbrota) – Miles 24.48. Stock subscriptions: \$15,000 – bonded debt: \$200,000. Unsecured debt: \$33,907.14. Total cost: \$248,907.14; average cost per mile \$10,167.77. Winona, Mankato and New Ulm Railroad (Mankato Junction to Mankato) – Miles 3.75. Stock: \$10,000 – debt: \$74,427.24. Minnesota Valley Railroad (Sleepy Eye to Redwood Falls) – Miles 24.40. Cost: \$136,420.97; average cash cost per mile: \$5,590.98. Stock allowed: \$300,000. Bonded debt \$150,000. Stock subscriptions and debt per mile \$6,762.30. Chicago and Dakota Railroad (Tracy to State Line) – Miles 46.39. Stock subscriptions: \$15,000. Bonded debt: \$690,000. Cost of road: \$705,000.

A family of emigrants, consisting of one man and two women, were found frozen to death about six miles from Springfield, Brown County, on Wednesday, from the effects of camping out in the late storm. No further accounts of freezing have been discovered in that vicinity. --- THE WESTERN BLOCKADE. The first train through from Marshall since the snow blockade of a week ago is expected late to Winona tonight. On the Tracy branch the road is not yet

open. --- Wheat was 93 cents; barley 8@ 90 cents. Poultry is getting plentiful at ten cents per pound. Superb apples offered at \$2 per barrel gives everybody a chance.

**October 25, 1880, Monday Winona (Minn.) Daily Republican.** - 40 (1 am), 44 (7 am), 58 (1 pm), 52 (6 pm).  
Light Clouds.

Dakota. Fritz Wolfkin, while bear hunting with two companions near Spear Fish Falls on the 21<sup>st</sup> inst., was attacked by a large cinnamon bear. His head was nearly torn from his shoulders, both arms broken and his nose and eyes completely torn away before the animal was killed. Death occurred in a few hours.

OPENING THE ROADS. The First Train Through From Marshall. On Saturday night the snow blockade was raised between Marshall and Winona and the first train out of Marshall for a week came through with passengers and mails, reaching Winona shortly after midnight. Superintendent Sanborn was among the passengers. He has been fighting snow-banks, or ice-banks, rather, for the past week, and says he never saw the equal of the present blockade. If it was ordinary snow that filled the cuts the road would have been opened with little difficulty, but when the snow came it was soft as it fell. The wind drifted the cuts full and the intense cold weather that followed formed a solid mass of ice the nature of which is forcibly shown by an incident which occurred on Friday. After loosening up the ice considerably with picks and axes, the snow plow took a run into the drift, but the ice was so hard that the nose of the plow was turned under and the locomotive ran over it upon the icy fill, which was so hard that it did not yield under the heavy weight of the thirty-ton engine which stood ten feet above the track and was finally lowered to the rails by means of jack screws. This cut was about a thousand feet long, and the ice had to be removed by the single shovelfull, which will give an idea of the task which the railroad companies have had to face.

The trouble is not confined to any one road. The Northern Pacific, the Hastings and Dakota, the Winona and St. Peter, the Southern Minnesota, the St. Paul and Sioux City, all caught it about equally in this section. The Winona and St. Peter road will probably be opened through to Watertown to-day and the Tracy Branch will likely be cleared on Tuesday.

Orders have been made prohibiting the sale of railway tickets on the Hastings and Dakota division of the Chicago, Milwaukee and St. Paul railway west of Renville, on account of the snow blockade in that section of the country.

A Marshall dispatcher says that no case of suffering has yet come to light in that section. It is estimated that the fall of snow exceeded one foot. The snow drifted to the height of fifteen feet on the business streets.

--- As an indication of the severity of the storm on the frontier a week ago, the following incidents, communicated in a private letter, may be related. Mrs. H. M. Williamson—daughter of Mr. Ely of Winona—has been living for a short time on a “claim” four miles from Flandrau. When the storm came on, her husband, who is running for the Territorial Legislature in that district, was absent from home. A cow belonging to the family, being exposed to the fury of the storm, there being no stable on the premises, was at first tied to the south side of the house, where the animal received slight shelter. As the gale increased, however, and the cold grew severe, Mrs. W. took pity on the bovine, and gave her a mandatory invitation to share the comforts of the dwelling. Fortunately for both the human and brute occupants, a thoughtful neighbor of Mrs. Williamson came up next morning with his wagon and took that lady to his house—not forgetting the cow. Mr. Williamson arrived home on Sunday night, having walked that day thirty miles from Volga, facing the gale, and through snow drifts the like of which had never been seen in that region before. A number of cattle perished from exposure, but there is no record of loss of human life.

--- Several of the Dakota adventurers have returned to Trempealeau.

**October 26, 1880, Tuesday Winona (Minn.) Daily Republican.** - 49 (1 am), 38 (7 am), 52 (1 pm), 44 (6 pm).  
Cloudy.

BLOCKADE RAISED. The Winona and St. Peter Road is now open on the main line and on the Tracy Branch.

**October 27, 1880, Wednesday Winona (Minn.) Daily Republican.** - 30 (1 am), 30 (7 am), 50 (1 pm), 40 (6 pm)

[Chart of valuation by County. Value of land per acre, value of town and city lots, value of real property. For Redwood (WG), land averages \$5.22 per acre, value of town and city lots: \$191,783. Value of real property: \$1,408,960.] --- The work of relieving the Hastings and Dakota division of the Milwaukee and St. Paul road from

the snow blockade has been a big job. On Monday men were working in a drift 600 feet long and five feet deep, three miles west of Sacred Heart station. The snow was packed so close that they had to shovel out all but one foot of snow. The snow-plow would not work. Between Renville and Sacred Heart the men went through five miles of drifts, averaging ten feet nine inches in depth. --- The steamer Americus arrived at New York yesterday afternoon, bearing the famous Sarah Bernhardt and some of the principal members of her troupe.

THE DAKOTA STORM. Details of the October Blizzard. Among the Winonians who were caught out West by the late blizzard was Mr. H.P. Hubbell, who was storm bound at Aurora [Brookings County] on the Tracy Branch for over a week. He arrived home on Monday afternoon, and gives some interesting incidents of the storm. It began on Friday morning the 8<sup>th</sup> inst., increasing with great violence and lasting for thirty-six hours until early Sunday morning, the snow falling continuously. It grew colder on Saturday and by Monday morning the mercury was 4 degrees below zero.

The railroad cuts had drifted full and it was six days before trains got through from Huron eastward to Aurora. The telegraph wires were down from Friday night to Wednesday noon.

The snow in some of the railroad cuts about Lake Benton is from twenty-three to twenty-five feet deep. It must all be removed by shoveling and it takes three sets of men to get a shovel full to the top of the banks.

Many farmers were caught in the towns by the storm and had to stay until it was over. The hotels were overcrowded, and private houses had to take in the surplus strangers. At one hotel in Aurora six men came in and found but one bed left in the house. Every night during the blockade they played a game of seven-up to decide which two should occupy the bed.

No lives were lost in the vicinity of Aurora but a drift fifteen feet deep formed over a small dwelling and stable adjoining, a short distance south of the town. The roof of the house fell in during the night, and the family, consisting of a man, his wife and small children, escaped in their night clothes, taking refuge in a straw stack, where they remained twenty-four hours. The team of horses was buried under a drift fifteen feet deep, and at last accounts their fate was not known.

Another case: A farmer and his hired man started for the stable, only a few rods from the house. They lost their way and wandered about all day Saturday until they finally found shelter under a straw stack and remained until Sunday morning, when they discovered that they were a mile and a quarter from home. It was impossible to face the storm. One could not see more than 150 or 200 feet.

Near Lake Benton a house was blown from its foundation on a side-hill and upset. Owing to the broken nature of the country around Lake Benton the man was able to get to town, and a party of thirty citizens got together and took a cutter out and brought in the family.

A great loss of sheep is reported, many farmers losing as many as a hundred head. Cattle and stock of all kinds in these blizzards travel with the storm. A herd of 500 head of cattle went with the storm and fell over a bank into a stream. A drift formed over them and fifteen head were found smothered. The balance of the herd was scattered and not found.

The western limit of the storm seemed to be between Volga and Huron, and the most snow fell between Aurora and Tracy, covering a track sixty miles wide. The country in all that section is about half covered with drifts ranging from one to twenty feet in depth.

Mr. Hubbell got through from Aurora to Lake Benton on the regular train last Friday and from Lake Benton worked his way on snow trains, hand cars and on foot to Tracy, walking in all fourteen miles of the distance which covered the blockaded portion of the track. In this distance, on Saturday evening, a week after the storm, there was in the aggregate 12,000 feet of drifts ranging from three to fifteen feet deep. It was observed that wherever the snow fences were placed the drifts were from four to six feet above the level of the ground. On the other hand, where cuts had no fences, the snow was not above the level of the ground, and in many instances was actually "scooped out" by the notion of the wind from one to two feet below the surface of the ground. Mr. Hubbell particularly noticed that in some places where sections of the snow fences had been broken down the effect was distinctly marked in the decreased size of the drift across the track. Every obstruction offered to the wind, whether in the shape of depot buildings, platforms, dwellings, etc., caused a drift for about 500 feet to the leeward. Grain in stack did not suffer. A great many people had not dug their potatoes and a serious loss in this respect will doubtless be sustained, as the ground froze to the depth of three or four inches.

The scarcity of wood was severely felt, but coal was plentiful about Aurora. Provisions ran short in some of the small towns, but no suffering occurred from this cause.

The storm, however, is not an unmixed evil. It gives the farmers the opportunity to burn the prairies between drifts and prevent the usual extensive prairie fires. This is generally being done. It also warns the settlers to prepare against any more surprises of this kind.

The storm was harder than any experienced all last Winter, but about nine years ago a similar blizzard was experienced early in October.

**October 27, 1880, Wednesday. [New Ulm MN Weekly Review]** – The northern part of New York State and portions of Canada were visited by light falls of snow on Sunday morning last. North east of Toronto the weather was very rough doing great damage to fruit trees. --- Owing to the non-arrival of trains at Ortonville, caused by the snow blockade, the people of that place are reported as being short of provisions and fuel, and are burning up railroad ties in the absence of a sufficient amount of wood and coal. --- The New York Central Railroad was blockaded with snow and ice west of Rochester on the 18<sup>th</sup>. --- There were fifteen inches of snow on the ground a few miles east of Buffalo, N.Y. on the evening of the 18<sup>th</sup>. --- The recent gale on Lake Michigan is pronounced by old lake mariners to have been the severest storm ever experienced by them on the lake. The most serious disaster was that which befell the steamer Alpena, which left Grand Haven, Mich., on the night of the 15<sup>th</sup>, for Chicago. She had on board thirty-five passengers and a crew of thirty. The vessel was lost in the storm, and all on board perished. On the 19<sup>th</sup> the Michigan shore of the lake was covered up with wreckage known to have belonged to the Alpena, and the body of one of the passengers known to have been aboard of her came ashore near Holland, Mich. --- In Spring Valley, Fillmore county the diphtheria, membranous croup and whooping cough are said to be spreading very rapidly. The *Vidette* says that “fresh graves are multiplying around us, with every indication that the end is not yet.” --- The season for killing deer will commence Nov. 1. --- The snow blockade on the Winona & St. Peter railroad was raised as far as Marshall last Saturday and trains are now running regular to that point. --- The PIONEER PRESS says that a few nights ago Judge E. St. Julien Cox of St. Peter was relieved of \$200 in currency, while returning home from this city in a caboose on the Winona & St. Peter road. --- It is reported that an emigrant family consisting of a man and two women, were found on the prairie about six miles from Burns station on Wednesday of last week, all being frozen to death. They had camped out at that place and had been overtaken by the storm. --- The late blizzard was very destructive to live stock in portions of Redwood county and the western end of this county. Several farmers lost as many as 40 head of cattle each, and from 30 to 60 head of sheep. A large number of horses have also perished. --- A correspondent writing to the PIONEER PRESS from Marshall says that during the storm of week before last, the snow drifted to a height of fifteen feet on the business streets. A large windmill wheel was torn to shreds and one wall of a brick building in process of erection was blown down. --- The Chicago & Northwestern company announces that by November 1<sup>st</sup> it will have the track laid on its Deadwood extensions to Pierre, Da., on the east bank of the Missouri river, opposite Fort Pierre, and from that date this company will have in operation a through route to Deadwood—rail to Pierre and stage thence to Deadwood. The distance by stage from Pierre to Deadwood is 170 miles. ---

**October 28, 1880, Thursday Winona (Minn.) Daily Republican.** - 36 (1 am), 40 (7 am), 52 (1 pm), 45 (6 pm)

THE MISSOURI REACHED. The Chicago and Northwestern Track Laid to Pierre. The track of the Black Hills route of the Chicago and Northwestern Railroad has reached the Missouri river after a season of remarkably fast railroad construction. As heretofore noted a large depot and hotel are in course of erection at Pierre, whence a line of stages runs to the Black Hills. From henceforward this will be the short and popular route to the Black Hills and to Montana.

On Wednesday night seventy-five men passed through Winona, returning from the extreme end of the road, where they have been at work. Their teams and appurtenances are being returned by freight trains to Madison, where the force will engage in the work on the Northwestern road not in progress between Madison and Milwaukee.

NOTES OF THE RECENT SNOW STORM. C.F. Webber writes from Walnut Grove, Redwood County, that he lost eight head of cattle in the recent storm. His neighbor lost twenty head of cattle and thirty five sheep. Some of the cattle were found alive and recovered after having been buried under the snow for forty hours. The poor creatures manifested unmistakable signs of pleasure by bellowing and struggling when they found help at hand.

Mr. M.K. Drew writes from Lone Tree that the snow is from ten to fifteen feet deep in many places.

The Marshall *Messenger* publishes a long list of losses in stock in Lyon county, and says they will aggregate several thousand dollars.

**October 28, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – We regret that our Walnut Station letter was received after the paper had been about made ready for the press. Our correspondent writes that they were eight

days without mail or freight at Walnut, after the storm, and were getting short of fuel when the blockade was raised. Messrs. Bedal and Webber were the principal losers by the storm. Farmers have now resumed plowing in that vicinity. --- Men who wore the blue during the war should not forget that Franklin Ensign served and suffered with them for four years, on picket, the march and in battle, and was honorably discharged from the service. No better or braver soldier lives in the county, and his comrades should testify their appreciation of his services by voting solidly for him. [Note: he was running for Clerk of the District Court]

REDWOOD INNOCENTS ABROAD. At or about 2 o'clock p.m. Wednesday, October 13<sup>th</sup>, A.D. 1880, our popular liveryman, S.C. Baker, with as magnificent a pair of roadsters as ever trod the soil of Redwood county, started from Redwood Falls to Marshall with a load of humanity consisting of H.L. Daniels, H.D. Chollar, F.L. Warner and J.J. Coyle, delegates to the Representative and Senatorial conventions for this district, held respectively at Marshall and Tracy, on the 14<sup>th</sup> and 15<sup>th</sup> insts.; also, G.W. Braley, our candidate for Representative, and last, but not least, your correspondent. We started with a strong southwest wind blowing, and every indication of a storm.

In order to make the time pass pleasantly, different members of the party related anecdotes, sung songs, or proposed conundrums, as the spirits moved them. Finally the chairman gave an experience of his own, which was highly amusing and instructive. However, he spoiled the effect to a certain extent by telling us in the course of the story that he was remarkably bashful when he was a young man. That "didn't go down with the boys." The story is too long to insert here, but the reader asks Horace to repeat the "Take of Watermelons, or the Twenty-Mile Ride."

We arrived at Marshall after a four and a half hours' ride, wet, and fully prepared to do justice to the good cheer of mine host Hunt, of the Merchant's Exchange. Here we were joined by D.L. Bingham and Dr. Crandall, our other delegates. The next day our old friend Tom McMillan, Col. Strong and J.P. Arnott came down from Canby, accompanied by Capt. Dunnington, and joined our immediate party. The Marshall convention passed off very pleasantly and quietly, the result being well known to the readers of the GAZETTE.

The following day (Friday) we took the cars for Tracy, arriving there about 2 o'clock p.m. The train was literally packed with delegates, candidates, and politicians of all grades, and when the train stopped there was a grand rush for the hotels, it being clearly evident to everyone that accommodations would be scarce and at a premium. Redwood was ahead here, as usual. One of our boys outran the entire mob, and getting first to the register of the Commercial Hotel, ornamented the same with the names of the entire party.

The Tracy convention was held the same afternoon we arrived, after some delay and a good deal of close figuring. By this time the storm, which had been gradually increasing, became fairly furious. It seemed that the Marshall convention had provoked the wrath of the elements to a considerable extent; but when the result of the Tracy convention became known, this wrath became boundless, and in a blind fury the elements enshrouded us in a terrific blizzard, the evident intention of which was to teach politicians that there is a hereafter.

And still the storm increased. Saturday morning the railroad was entirely blockaded; trains all stopped, telegraph wires all down. After breakfast, we gathered in our room around the fire and voted that each member of the party should go from the house to the barn for the purpose of exercise. When it came our gallant Captain's turn to go, he hesitated about facing the storm even for 100 feet. He, however, soon became convinced that it would be necessary for him to make the attempt, and manfully buttoned his coat across his expansive breast and started. When he reached the barn and had regained his breath, he gave vent to an exclamation both expressive and emphatic. He was informed by the hostler that he was the 25<sup>th</sup> man who had made use of the same expression that morning. I simply put this in to give a slight idea of the fierceness of the storm. When dinner time arrived we sat down to a magnificent repast. The bill of fare was as follows:

Bill of Fare.

Soups: Beef. Mock turtle. Clam chowder. Noodle.

Fish: Codfish. Trout. Lake Michigan whitefish.

Roast: Ribs of beef. Loin of beef. Ribs of pork. Lamb and peas. Mutton. Turkey. Chicken a la Brahma pootra.

Boiled: Ham. Corned beef and cabbage. Turkey, with oyster sauce. Goose, with apple sauce.

Game. Memphitis Americanus and cabbage. Haunch of venison. Mallard duck. Goose, with onion dressing. Pheasants, with cabbage sauce.

Entrees: Veal pie. Chicken pie. Turkey kidneys, garnished with rice. Mutton giblets, garnished with onions. Maccaroni, garnished with cheese. Minced ham and egg toast.

Cold dishes: Beef. Ham. Tongue. Turkey. Bologna.

Pastry: Mince. Apple. Blueberry. Cranberry. Lemon. Green gage. Custard. Pumpkin. Squash. Raspberry. Apricot. Quince. Plum pudding. Rice pudding with wine sauce. Apple pudding. Peach dumplings a la mode.



This bill of fare was not furnished on printed slips for mature consideration, but was repeated rapidly by the waiters, the result of which was to confuse the minds of those who were inclined to be "thick-headed." Our representative elect astonished the waiter by ordering "some of everything" on the list. After looking him over, spectacles and all, she concluded she had misunderstood him, and so repeated the list, after which he managed to give an order. Capt. D., when the list was repeated to him, looked hard at the girl for some seconds, and then said, in a low bass tremolo, "I'll take some dinner." Some of the boys began to laugh, and the prospects were good for the waiters to retire from the table without taking orders. Meanwhile, however, Daniels had hit upon a lucky thought, and producing paper and pencil, was rapidly reducing the bill of fare to writing, as he heard it repeatedly called off at the other side of the table. Giving this card to the waiter with the items checked which he wanted, he was soon provided with a good dinner. Receiving the paper back from the waiter, he lent it to the youngest member of the delegation, the "young man with the blonde moustache," who in turn gave it to another, without explaining the check marks. Result: He received a liberal allowance of every dish indicated above, and never rested until he had swallowed the last morsel. His companion then tried to have him leave the table, but his position was such that he could accomplish nothing. So we helped him.

"Seven-up," "euchre," "casino," and "freeze out," were the popular amusements during the day and evening, dignity being lent to the games by the examples of the Colonel and the Captain. The Elder and also the Deacon finally consented to take hands, just to kill time, professing, like the heathen Chinese, to not understand the game. But it was difficult for those who watched the Elder turn jack, and the Deacon pull in the chips, to understand how men of their age could learn so rapidly.

At last we "turned in," but it was no night for sleep. As soon as the pillows were touched, unearthly sounds began to drown the tumult and roar of the storm, and all were wide awake and sitting up straight, listening with mouth and eyes wide open, and fear and astonishment on every face. Thoughts of haunted houses, midnight ghosts, and storm furies, filled each breast. Finally, two of the most courageous ones, who, by the by, slept on the floor, concluded to investigate the matter, and found that the sounds emanated from every corner of the room. Further research revealed the fact that the cause of alarm was the snoring of our County Superintendent, who was sleeping on the couch.

Sunday morning finally dawned, and still the storm rages, though there were some signs of abatement. Quiet and decorum was the order of the day. Singing of national hymns was indulged in toward night, ably led by our friend Chamberlain from Lac qui Parle. Another night again lulled to sleep by the melodious notes of Darwin.

At daylight, Tom McMillan and Capt. D. entered into a conspiracy, the result of which was a hand to hand contest *en dishabille* between the Spectacles and the Little Napoleon of the delegation, in which the spectacles were doubled up and tucked away in their little bed. Next came breakfast, then more cards, and more sighs for home, and at last dinner, with another immense bill of fare, and about the same performance by the blonde moustache. After dinner, more songs, some speeches, a little running around town, an immense amount of smoking, and finally supper. Your correspondent took supper with Judge Cox, who was also stormed in, and listened to an able compliment addressed to the Judge by our friend Chamberlain on a recent decision of his in a popular divorce case.

When morning dawned again we all determined to break for home. After breakfast, we called mine host Gibbs for a general settlement of bills. On figuring up, G.W. discovered that the trip had cost him over a steer day. We boarded a train starting out with over 100 men and shovels, and when the engine ran into a drift and stuck, we got out and "hoofed it" toward Walnut Station. When within one half mile of Walnut the position of the squad was as follows: Warner and Daniels well ahead, marching at a quick pace; Bingham eighty rods back, snorting like a porpoise; eighty rods farther back, Braley, the Elder, and Arnott, while the read was brought up in grand dignity by the representatives of the church and state in the august person of the Deacon and the Captain. At Walnut we procured the services of a team and started across the country for home. Had I not already consumed too much of your valuable space, I would like to tell how Darwin fell out of the sleigh three times, and how every man showed unmistakable symptoms of having been away from home too long. Suffice it to say we arrived safe at last, light at heart, light in pocket, but wonderfully heavy in experience.

**October 28, 1880** [Brookings Co. D.T. PRESS] – Some mud this week. --- Lots of freight being delivered here. --The late storm extended to the lakes and south to Missouri. --- Telegraph lines through the west seem to be in a demoralized condition. The first mail by train, for eleven days, arrived Tuesday. It was an immense one. --- The train which went west Tuesday noon was the first through train since the storm. It was crowded with passengers. --- The weather continues cloudy and rather wintry for October, but is not worse than the people are having south and east of us. --- Have you seen any snow this fall? We have seen a little. The 14<sup>th</sup> and 15<sup>th</sup> of October are days long to be remembered, especially the latter. Old residents of western Minnesota, and Dakota, declare that the recent

blizzard equals anything that they have ever seen, excepting that the air was not cold. (goes on to tell of sod house collapsing on 17 people, who moved to sod barn, which collapsed, so they spent the rest of the storm in a haystack. Need to look at this again; this sounds like what happened to the Wheats in De Smet)

**October 28, 1880** [Worthington, MN ADVANCE] – The October blizzard of week before last wasn't a majority over all October candidates but it was a rousing "plurality."

**October 28, 1880, Thursday. The Canton (D.T.) Advocate.** Six inches of snow fell in Deadwood on the 16<sup>th</sup>. --- Two men near Scotland, D.T. were caught out in the late blizzard and froze to death. --- Sioux Falls Times: Hon. Frank Pettigrew, together with A.M. Flagg, started for the Hills on Friday last, via Huron and Pierre. The journey, which was intended a fortnight before, was only delayed on account of the storm. --- The Kingsbury County News and Richland Gazette comes to us wearing the imprint of prosperity. The News has a new deal in its general makeup, while the Gazette is neatly printed on tissue colored paper. They are both commendable papers, and deserves prosperity.

**October 29, 1880, Friday Winona (Minn.) Daily Republican.** - 38 (1 am), 40 (7 am), 56 (1 pm), 54 (6 pm)  
Some fine specimens of wheat have been left at this office from the farm of Mr. George H. Ellsbury, at Tower City, on the Northern Pacific road. The wheat is of nice quality and will go sixty two pounds to the bushel. The recent blizzard did not visit that section, and Fall plowing was continued without interruption.

**October 30, 1880, Saturday Winona (Minn.) Daily Republican.** - 40 (1 am), 38 (7 am), 60 (1 pm), 48 (6 pm Monday) [Note. No paper on Sunday.]

**November 2, 1880, Tuesday Winona (Minn.) Daily Republican.** - 35 (1 am), 38 (7 am), 56 (1 pm), 48 (6 pm Monday)  
[Most of the news is about elections.]

**November 3, 1880, Wednesday Winona (Minn.) Daily Republican.** - 36 (1 am), 40 (7 am), 60 (1 pm), 52 (6 pm)

**November 3, 1880. Wednesday.** – [New Ulm MN Weekly Review]

The Chicago Tribune says a careful recapitulation of the ravages of the great storm of October 16 on the lakes shows that upward of \$500,000 damage was done to vessels and cargoes, and that ninety-three persons perished. There were seventeen total wrecks, involving a loss of \$158,828, and in all sixty-six vessels were damaged to a greater or less extent. --- According to a New York dispatch of the 27<sup>th</sup> inst., instructions have been given to prepare a preliminary survey of a road to run from Watertown, Dakota, the present terminus of the Winona & St. Peter road, to Fargo, and down the west side of the Red River to Grand Forks, and thence to the Pembina mountains. [Winona REPUBLICAN] --- The farmers will do well to dig their potatoes as soon as possible. Thirty cents cash is pretty good for potatoes in the fall, being about double what it was last year and we feel that our chances for getting a supply of "Murphys" is pretty slim. [Little Falls TRANSCRIPT] --- The Tyler TRIBUNE says: A brother of Mr. Kitsinger, of Minneota, was frozen to death in the recent blizzard. He was threshing in the country and in going to the house his hat blew off; he took a few steps after it, and lost his way. He was coatless and hatless. A Swede living near Minneota was also frozen to death. A German living in Lake Stay township this county, whose name we failed to learn, was out in the storm and was badly frozen about the legs and arms. --- George T. Barr, of Mankato, and seventeen others were detained in snowdrifts between Edgerton and Fulda for about forty-eight hours during the blizzard. During all of that time they had nothing to eat except apples and other fruits which the train boy had on hand, and that supply was rather meager. On the second day some of the party made a raid on a hen-roost some miles distant from the place of encampment. --- The citizens of Taylor's Falls, situated in the St. Croix valley some distance north of Stillwater, had an enthusiastic time on Friday of last week over the completion of the railroad into that town and the entrance of the first train of cars. The building of the road into Taylor's Falls has been a very

severe task. For about three miles the grade is forty-eight feet to the mile, and the road runs along the edge of steep bluffs and through the trap rock of the Dalles of the St. Croix, sometimes through rock cuts sixty feet, and over ravines where trestle works and bridges, from fifty to 110 feet high had to be constructed.

**November 4, 1880, Thursday Winona (Minn.) Daily Republican.** - 52 (1 am), 48 (7 am), 45 (1 pm), 40 (6 pm). Cloudy. Unfavorable weather during the evening. --- A light rain fell on Thursday, giving a needed relief to the extreme dryness that had prevailed for some time past. The weather has been good for Fall plowing and that important work of the farmer has gone forward energetically.

**November 4, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – Potatoes are rather scarce. We judge that a good many are still in the ground, and more or less damaged. --- Election results for North Hero Township: Garfield 57, Hancock 18; Strait 48, Poehler 18; Braley 47; Ensign 67; Paxton 10; Bowers 75. (Elected were Garfield for president; Straight for congress; Birum for representative; Ensign for clerk of courts; Bowers for probate judge) --- MN news: The Tyler *Tribune* says: A brother of Mrs. Kitsinger, of Minneota, was frozen to death in the recent blizzard. He was threshing in the country and in going into the house his hat blew off; he took a few steps after it and lost his way. He was found coatless and hatless. A Swede living near Minneota was also frozen to death. --- Five construction trains and 300 men were employed in clearing the H. & D. road after the recent blizzard; and it took them about two weeks to do it.

**November 4, 1880** [Brookings Co. D.T. PRESS] – [Note: Much news for the next few weeks is about the elections in November.] Corn, hay, bran, wood and coal was the fuel used during the storm, which we hear all made a good fire, at least we vouch for the bran. --- The roads are bad. --- A small shipment of coal arrived Tuesday night. The sale of coal stoves has been lively for the past week. --- Last Friday's passenger train going east was delayed for several hours at Volga by the wreck of a freight train, caused by a misplaced switch.

**November 4, 1880, Thursday. The Canton (D.T.) Advocate.** [the rest of Canton bits in another file, sorry]  
<http://chroniclingamerica.loc.gov/lccn/sn83025440/1880-11-04/ed-1/seq-1/>

**November 5, 1880, Friday Winona (Minn.) Daily Republican.** - 35 (1 am), 30 (7 am), 34 (1 pm), 32 (6 pm)  
Heavy snow reported in Chicago today, making the wires heavy and the ground wet.

**November 6, 1880, Saturday Winona (Minn.) Daily Republican.** - 24 (1 am), 23 (7 am), 43 (1 pm), 36 (6 pm).  
Clear.

Wheat was 95 cents for No. 1. Barley was quoted at 85 cents. --- Jas. L. Wilder, Esq., Chief Head Clerk of the Railway Mail Service for Wisconsin and Minnesota, is stopping in town to-day, accompanied by his wife.

**November 8, 1880, Monday Winona (Minn.) Daily Republican.** – 35 (1 am), 34 (7 am), 32 (1 pm), 45 (6 pm).  
Clear.

November is giving the people some very nice weather. --- A man on the construction train on the Winona and St. Peter Railroad was thrown under the cars near Rochester and killed. --- Superintendent Sanborn went to Pierre this morning.

Northern Dakota. Tower City, D.T., Nov. 2, 1880. It is a long time since I have written you, and my excuse is it has been a stirring time with farmers, and especially in this country we have taken our crops off since my last correspondence and your Winona county farmers have been made glad with the results. Mr. Peabody harvested twenty six hundred bushels No. 1 hard from one hundred acres. Capt. Aldred harvested 1900 bushels from 80 acres, both lots weighing 62 pounds to the bushel, and my own crop averaged 28 bushels to the acre, 29 acres having 800 bushels No. 1, weighing the same, and many other farmers reaching the same figures. In two or three small lots the average ran into the thirties.

[snip] Yesterday the surveyors of the Minneapolis and Manitoba railroad came to this point by rail to survey a route by this great term to Devil's Lake (being directly north of Tower City). The proprietors are laying out a town, its name being Hope. [snip]

We have had one of the finest Summers I have ever enjoyed and the weather continues so. We escaped the terrible storm that came down the Mississippi river and continued its course southward. The severity of the storm was far less severe at Brainard than in Southern Minnesota, Iowa, Nebraska, and Southern Dakota. We had a beautiful rain on Wednesday and Thursday. We have had but one hard freeze and the weather has been like summer for the past week. Today we had a light shower with a few flakes of snow, which has been the first snow of the season. [snip]. —P.N. Laird.

Long report of the brilliancy of the planet Jupiter just above the eastern horizon. It looks like a torch in the sky and people thought it was a meteor, it was so bright. --- There was a general snow-fall on Friday throughout Illinois, portions of Missouri, and even as far south as Texas. In the last named state snow fell to the depth of nine inches, the ground was frozen hard, and the death of a man from exposure to the cold is recorded. What a "beastly" climate, to be sure.

RAILROAD NOTES. Opening the Northwestern Road to the Missouri — The James River Branch.

It is expected that the new time card will go into effect on Sunday, the 14<sup>th</sup> inst., opening the extension of the Chicago and Northwestern road from Huron to Pierre on the east bank of the Missouri River. Pierre is 480 miles west of Winona on the Mississippi, and the opening of this road to the public forms a very important link between those two great rivers. The running time between Winona and Pierre will probably be around twenty-four hours. Sleepers will run clear through, thus affording the traveling public every possible comfort in the great popular route to the Black Hills.

The James River Branch. The work of grading the road popularly known as the "Jim River Branch" was completed on Saturday night, a distance of eighty-eight miles from Huron to Ordway. The road goes through Beadle and Spink counties and half way through Brown county. It is quite likely that the iron will be laid early in the spring.

New Freight Tariff. The new freight tariff which goes into effect on the 15<sup>th</sup> inst. Establishes the following rates between Chicago and Milwaukee and Winona and La Crosse: Merchandise, 1<sup>st</sup> class, 70 cents; 2<sup>d</sup> class, 55; 3<sup>d</sup> class 45 cents; 4<sup>th</sup> class 35 cents. Live stock per car — horses and mules \$50; hogs and cattle \$45; sheep \$40. Special classes per car of 24,000 pounds—A, 30 cents; B, 25 cents; C, 20 cents; D, 17-1/2 cents. The rate of 5<sup>th</sup> class which has heretofore included grain, flour, salt, lumber, etc., in car loads, is done away with and all articles of that class go into class "B" at 25 cents per hundred in car loads.

**November 9, 1880, Tuesday Winona (Minn.) Daily Republican.** — 42 (1 am), 34 (7 am), 52 (1 pm), 50 (6 pm). Hazy.

RAILWAY NOTES. The earnings of the Chicago and Northwestern road increased \$117,000 in October.

During October the Chicago, Milwaukee and St. Paul road earned \$1,494,000 against \$1,290,730 last year.

The Chicago and Northwestern Railway has purchased the Douglas farm, south of Milwaukee, for stock-yard purposes.

The directors of the Chicago and Tomah and the Milwaukee and Madison railroad, both branches of the Chicago and Northwestern Railroad, held a meeting recently at the office of the latter company and decided to consolidate the above named two roads, to be known hereafter as the Milwaukee and Madison Railroad.

The Milwaukee, Chicago and St. Paul Black Hills line will reach this season only forty-eight miles west of Mitchell, leaving twenty miles to the Missouri to complete in the Spring. The railroad company have laid out a town on the Missouri at the mouth of American Creek, where the crossing will be.

On Wednesday of this week the western extension of the Northern Pacific road will reach Montana, 177 miles west of Bismarck and forty miles east of Glendive, where the road is to strike the Yellowstone. The union of the two great territories of Dakota and Montana will be duly celebrated by the driving of a silver spike, in the presence of Manager Sargent and delegations from Minneapolis, St. Paul, Bismarck, Mandan and other points.

A series of terrific hurricanes swept over portions of Lake Huron, Erie and Ontario, and portions of the States of New York and Pennsylvania and the Province of Ontario on Sunday. There was great destruction and damage of property.

AT THE END OF THE TRACK ON THE MISSOURI. The following is an extract from a private letter from Don Dunlap, formerly a conductor on the Southern Minnesota, dated at Huron, Dakota, Nov. 2:

“We have had only three or four inches of snow here, and none at all twenty miles west, while the same distance east they were snow bound in good shape. The snow here only lasted three days. The track was laid to Ft. Pierre Saturday—119 west of Huron, and 482 miles west of Winona. We started Saturday morning with the first train for Pierre, but staid at siding No. 8 until Sunday morning. The stations west of Huron are numbered—no names. Between sidings 2 and 3 we passed, without exaggerating, 300 antelope. They are coming down from the plains north to the Wessington and Rea or Rhea Hills to winter. In these hills numerous springs exist that do not freeze, and the bunch grass, the natural food for cattle, is found. In fact, fifty miles west of here nothing but bunch or buffalo grass can be found, except in low places where there have been lakes, but are now dry. Ninety miles west of Huron the road strikes the Medicine Butte (pronounced Bewt) Valley, follows it about fifteen miles and then comes to the Missouri river. The principal inhabitants of Medicine Valley are prairie dogs, coyotes and badgers, and beavers in the creek. We can see one dam from the track at siding 8. About twenty miles from Pierre is Reed’s ranch, a big stock ranch, which is the first evidence of civilization west of Huron. The ranch contains about a thousand head of stock, and has helped supply the government posts along the river with beef. Picture for yourself a house made of logs anywhere from eight to twenty inches in diameter, dirt roof, and house look as though it was built upon the water when the waves were rolling, and you have a stock rancher’s home. There are ranches all the way from Reed’s to Pierre, but his is the largest. He has been here five years and is now independently well off.

“The bluffs on the Missouri are very un-even, some being very high, and some correspondingly low. There is a great deal of gumbo in them. An alkali soil on which nothing will grow crops out near the bottom. It is the finest kind of dust and alkali, mixed, and is as sticky when wet as roller composition is when warm, but about as elastic as putty. Two varieties of cactus grow here; one kind is a small oval bunch about the size of an orange. The other grows in leaves, one leaf growing on the end of the other. Every other house in Pierre is a dance house. Plenty of b-a-d men; shooting and all kinds of gambling a pastime, it being a very dull day when no one is shot, but with all its faults it is the best place to start in business there is in this western country, and I will wager that in five years they will have a daily paper.”

--- One of the difficulties in the way of the settler on our new western lands, if he is a poor man, is the fact that he must wait until the second year for a crop. The sod is broken the first year, during the summer months, and the seed is not put in until for a whole year following. The mechanical difficulty in the way of seeding as soon as the breaking is done is of course the toughness of the newly turned sod. But it has been generally supposed that there was a chemical difficulty even more insuperable, viz: that the new soil, on account of its wildness and rankness, is unfit for the production of cereals until after a season’s exposure to the revivifying action of the sun and the elements. This view is held by many experienced agriculturists. But there is an extensive farmer and business man in the Red River county—Hon. I.W. Barnum, of Sanborn, Barnes county—who has of late become the ardent apostle of a new doctrine. In a letter to the *Minneapolis Journal* he repudiates the theory that the soil must be “tamed” by exposure, and declares that all that is necessary to the production of a sod crop is the thorough pulverization of the newly turned surface. With the use of a machine called the “Acme Pulverizer,” he claims that the breaking can be done in the Fall, and a good crop raised the next year. It is well known that good crops of corn, oats, potatoes, etc., are often raised on the sod. It is not claimed that the sod crop of wheat will be a full one, but that it will be usually large enough to carry the farmer comfortably through his first year, and that it will leave the ground in better condition for the second crop than a year’s fallow exposure will.

--- Chickens and turkeys are abundant, retailing at ten cents. --- The wheat market continues firm with no special change in prices. No. 2 brings 97 cents. Corn is quoted at 35 cents. Oats command 32 cents. Barley is firm at 85@85 cents. Butter—fresh roll—is quoted at 15@18 cents. The market generally is dull and lower.

**November 10, 1880, Wednesday Winona (Minn.) Daily Republican.** – 42 (1 am), 42 (7 am), 38 (1 pm), 32 (6 pm). Rain.

A heavy fall of snow is reported in Central Michigan. --- Cold weather approaches.

**November 10, 1880, Wednesday. [New Ulm MN Weekly Review]** – There are said to be about 3,100 electric lights in use in this country, of which over 3,000 are the Brush lights. --- In the construction of the 5,000 miles of new railroad that will probably be built the current year, 450,000 tons of rails will be used, besides many tons of

plates, spikes, etc., the cost of which will not fall below \$25,000,000. and 13,500,000 cross-ties, worth an aggregate of \$5,500,000 more. To this might be added many millions more for locomotives, cars, lumber and miscellaneous tools and railroad supplies. --- We are satisfied that the English throne is tottering. The Princess of Wales bangs her hair. --- Tramps in Pipestone county must be energetic fellows. The STAR says that members of the tramp tribe stole thirteen *stacks* of wheat from a farmer in that county last week. If such be the case it will become necessary for the tillers of the soil in that tramp-ridden country to take their wheat stacks into the house during the night. --- The Murray Co. PIONEER says that S.B. Newell and family, residing in Center township, came very near freezing to death during the late storm. The three little boys were without food or fuel for forty-eight hours, while their father lay in a grain stack, after making numerous attempts to reach his residence having left it Saturday in search of fuel. His feet and legs were badly frozen. The storm had blown the roof off the building, filling the domicile with snow, and entirely covering the little fellows who remained in their bed. --- Wild geese, ducks and other aquatic fowls are emigrating to a warmer climate, a sure sign that permanent cold weather is near at hand. --- Last Thursday night we were visited by a light snow-fall, and the weather was decidedly blustering and disagreeable.

**November 11, 1880, Thursday Winona (Minn.) Daily Republican.** – 32 (1 am), 26 (7 am), 30 (1 pm), 28 (6 pm).

RAILWAY NOTES. The entrance of the Northern Pacific railway into the Territory of Montana was on Wednesday formally celebrated at the end of the track, which has now reached the boundary between Dakota and Montana. Several citizens of Helena, Montana, had prepared a spike of pure silver and a polished oak tie. General Manager Sargent of the Northern Pacific road went to the end of the track with a company of gentlemen from St. Paul and intermediate points. The ceremony of driving the spike into the tie, which was laid upon the boundary line, was performed in their presence. The proceedings were not elaborate and only a few brief speeches were made.

**November 11, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – [no weather news]

**November 11, 1880** [Brookings Co. D.T. PRESS] –John H. Carroll, Clerk of the courts of Kingsbury county, hashed at the Brookings house Tuesday. --- Thus far this year, 4145 miles of railroad has been built. Only 3567 were built in the year 1879. --- There is a rumor being circulated to the effect that we are to have two daily passenger trains each way soon. --- Judge Barnes, of De Smet passed through Brookings, en-route for Yankton, to attend the present session of the United States court. --- The train on which our worthy postmaster, J.W. Shannon went to Dakota, was caught in the heavy storm of the 15<sup>th</sup> and for fifty hours it was in a snow drift. There not being much to eat on the train, the people were obliging to follow the example of Dr. Tanner, and refrain from eating. That is where J.W.'s experiences as a country editor came into play. He had so long been used to living on promises, that he was not at all inconvenienced. (Elkader REGISTER) --- Through trains from Fort Pierre to Chicago will commence running in a few days. --- Kingsbury county polled 454 votes of which Scoby received 436 and Williamson 18. The straight Republican county ticket was elected and the county seat was located at De Smet. De Smet is a good point, a good town and contains an excellent class of business men. Her future is bright.

**November 11, 1880** [Worthington, MN ADVANCE] – Things are dragging with the farmers. Not much plowing done as yet and but a small part of the crop has been threshed out. Threshing machines started out in about 10 days after the big storm and found grain damp and wet. The big farm companies stopped threshing and put their teams to plowing.

**November 12, 1880, Friday Winona (Minn.) Daily Republican.** – 22 (1 am), 24 (7 am), 35 (1 pm), 30 (6 pm). Light clouds.

Mr. J.H. Jones has returned from an extended trip through Dakota. He reports that the farmers have pretty generally recovered from the effects of the October blizzard but the losses of horses, cattle and sheep were heavy. It is thought that a good deal of stock was run out of the country by thieves immediately on the heels of the storm.

**November 13, 1880, Saturday Winona (Minn.) Daily Republican.** – 22 (1 am), 23 (7 am), 26 (1 pm) / 20 (6 pm Sunday). Cloudy.

On the Hastings and Dakota Railroad freight trains are now running as far as Summit. --- The Northern Pacific Railway Company has contracted with Baldwin Locomotive Works for twelve first-class engines, to be used on the 450 miles extension, which will in the Spring be open for travel. --- The Winona Mill Company made last week 3, 590 barrels of flour and expect to best that this week.

**November 15, 1880, Monday Winona (Minn.) Daily Republican.** – 20 (1 am), 18 (7 am), 22 (1 pm), 18 (6 pm). Cloudy.

Railway Notes. The following is the present status of the work of railway extension which during the past season has been prosecuted by the Chicago, Milwaukee and St. Paul Railway company. The southern Minnesota extension will be completed to Vermillion river in the course of a week. At that point it will rest for the present. The Minneapolis and Benton cut-off will be finished soon. The Hastings division extension from Ortonville west is completed to the James River. The Sioux Falls branch of the Southern Minnesota road is complete to Dell Rapids. On the Mitchell line track laying is going on within twenty-five miles of the Missouri river. Should the ensuing winter prove an open one work on the far western extensions of the line will be prosecuted uninterruptedly.

Mr. Hughitt, general manager of the Chicago and Northwestern Railroad company, announces the appointment of Mr. T.J. Nicholl as superintendent of the Chicago and Dakota and Dakota Central railways and branches, with office at Huron, Dakota. The appointment will take effect on Monday, Nov. 15. The new division thus created relieves Mr. Sanborn, superintendent of the Winona and St. Peter road, of a portion of the cares and labors which have heretofore pressed upon him. The division begins at Tracy, and for the present terminates at Pierre, on the Missouri river. Mr. Nicholl, the new superintendent, was an engineer on the line during its construction. [So is he the man who drove the train into the snowbank in TLW??]

The transportation lines do not propose to permit the millers to make all the money, and an advance of rates on all the lines between Milwaukee and Chicago and Minneapolis goes into effect to-day. Carloads of flour, 125 barrels to the car, will be shipped for fifty cents per barrel to Chicago, instead of forty, the present rates, and sixty cents per barrel in lots of less than 125 barrels to the car. The rate is advanced on all classes of freight to seventy-five cents for first class, sixty cents for second, forty-five cents for third, and thirty-five cents for fourth.

WINONA TO DEADWOOD. The American Express company has extended its Western business by putting a messenger on the midnight train going west from Winona, to accommodate all express matter destined for Mankato and points west of Mankato as far as Pierre by rail on the Missouri river, whence matter is forwarded by stage to Deadwood. Merchants in Winona should remember that express matter for points this side of Mankato will go only on the day train as heretofore. This change makes an increase of another man in the office force here. Mr. George Taylor lately clerk in the office, has been promoted to the position of messenger, running from Winona to Sleepy Eye. Express matter by this route reaches Deadwood in sixty-six hours after leaving Winona.

**November 16, 1880, Tuesday Winona (Minn.) Daily Republican.** – 16 (1 am), 7 (7 am), 14 (1 pm), 8 (6 pm).

[Many details about fire in insane asylum in St. Paul.] --- Wheat 99 cents and \$1 per bushel. Receipts are fair. Flour is firm and unchanged. Corn is already at 35 cents. Oats are unchanged. --- Only seven degrees above zero this morning. --- Apples are up twenty five cents per barrel. --- Considerable anchor ice was running in the river this morning. --- The Winona Mill Company are still on the gain in the number of barrels of flour made per week. They made last week, 3,728 barrels. They have added five new rollers, which started up on Monday morning.

The pressing business necessities for new lines of railways were never so much felt as now. It is only recently that we have commenced the home yarding of our lumber and the shipment by rail to the western markets. The plan has proved so successful that in a season the shipment of lumber by water will be almost if not entirely abandoned. Hence the possibility of the one railway transporting our whole lumber product is not to be thought of. This is most plainly observant in the fact that the Eau Claire lumber company are more than two hundred cars behind, in filling the orders of their western customers, nor has the railway begun to be able to supply them with cars for a considerable time. Hence when all our manufacturers yard at home the very large insufficiency of transportation can readily be seen. It is not by any means, however, proposed to abandon the route down the Chippewa, but to use every possible endeavor for the construction of both. As yet the agitation has but just commenced. It is not an

agitation for speculative purposes, but one arising out of purely business necessities present and will be further propelled onward by the rapidly growing interests of the city. [Eau Claire WI FREE PRESS]

It is estimated that at least 40,000,000 feet of saw logs are frozen in the boom and at up river points and cannot be used until Spring. The lumber season practically closed at Minneapolis on Saturday afternoon when all the mills shut down and the booms were closed.

**November 17, 1880, Wednesday Winona (Minn.) Daily Republican.** – 2 (1 am), minus 2 (7 am), 14 (1 pm), 9 (6 pm). Clear.

A New York commercial house of good reputation has just finished the work of compiling and revising estimates of the wheat crop of 1880 in the United States, the result of which may be regarded as at least approximately correct. In giving publicity to these estimates the compiler states that one of the main difficulties encountered in making, for the first time, the reporting of the country's crops a matter of private enterprise was the lack of absolutely trustworthy estimates of previous years' crops for purposes of comparison. Thus the wheat yield of California and Oregon for 1879 was reported by the Washington Agricultural Bureau to have been 43,188,800 bushels. That this was an overestimate by as much as 11,171,880 bushels is clearly proved from the export returns for the crop year. The exports of wheat from the Pacific coast during the year 1879-80 were, in round numbers, 23,500,000 bushels. Taking this known quantity as a basis, and adding an allowance during the year of 4,000,000 bushels for seed, we have 32,017,000 bushels as the outside yield of the two States, thus revealing an excess in the estimate of 11,171,800 bushels. A similar close investigation would doubtless reveal the fact that the same tendency to exaggerate exists all over the country. Proceeding upon this assumption, the house in question claims to have guarded against over-estimates in every direction, and while its conclusions may therefore be accepted as a nearer approach to accuracy than any previous effort of the kind has furnished, there is still room for incredulity as to the figures given for some of the States which appear in the revised list. However this may be we give the estimates for the Western States just as they come—thus:

Ohio - 39,450,000  
Indiana - 43,000,000  
Michigan - 33,176,000  
Illinois - 52,500,000  
Iowa - 45,000,000  
Minnesota - 42,620,000  
Missouri - 25,750,000  
Kansas - 19,750,000  
Nebraska - 9,130,000  
Total for Western States: 323,675,000

The final summary of the wheat yield for the entire country is as follows:

Western States - 323,675,000 bushels  
Pacific Coast (including Washington Territory) - 39,500,000  
Southern States - 41,929,000  
Middle States - 36,595,000  
Colorado and Territories - 12,850,000  
New England - 1,100,000

The requirements of our own population for food, seed and other purposes are placed at 265,000,000 bushels. On this basis there will be a margin of 190,724,000 bushels for export to supply the demands of foreign countries. Early in the season, when exaggerated estimates of the wheat crop gained wide acceptance, a belief was entertained that the surplus of wheat would be very largely in excess of any demand likely to arise. The latest and most trustworthy returns regarding the surplus and deficiencies of the wheat producing and consuming countries of the world give the following resultants:

Surpluses:  
Austro-Hungary - 7,000,000 bushels  
Chili - 3,000,000  
Canada and Manitoba - 5,750,000  
British India 6,000,000  
Egypt - 6,000,000



Australia – 12,000,000  
United States – 190,000,000  
Danube – 12,000,000  
Turkey – 6,000,000  
Algeria – 2,000,000  
Russia – 5,000,000  
Total Surplus production – 254,750,000

Deficiencies.

Switzerland, Spain and Portugal – 6,000,000  
Italy – 5,000,000  
Great Britain – 120,000,000  
France – 42,000,000  
Holland and Belgium – 14,500,000  
Germany – 20,000,000  
West and East Indies and Central and South America – 20,000,000  
Apparent surplus production – 27,250,000

This apparent surplus is so small that in view of the probably increase rather than decrease in consumption, there is not much reason to count on declining prices during the interval between now and next harvest.

--- The effect of the low special rates offered by the railway companies to persons in the East, and the interior West, who desire to “prospect” the lands on our Western frontier, has been to fill Nebraska and Dakota with swarms of visitors. Almost every train brings scores of them, and some special trains bring hundreds. --- The lumber manufacturers of Eau Claire and the Chippewa valley generally have suspended operations for the season, leaving quite a number of rafts to be sent to lower markets, but which it will be impossible to get out in consequence of the low stage of water. --- Reports from sixty miles up the Chippewa above Eau Claire are to the effect that there is from eight to ten inches of snow on the ground, but it lies on foundation that is far from being desirable. Since the suspension of operations at the mills the streets are alive with men anxious to be employed and commence work immediately on the winter’s avocation. Notwithstanding the disastrous damage of the June freshet, lumbermen reaped a profitable business this season. The millions of feet of scattered logs are being got back in the river at a cost of eighty cents per thousand, and the advance of lumber rates will fully make up for the loss in this respect. --- Messrs. Youmans Bros & Hodgins shut down their sawmill on Tuesday night, and Messrs. Laird, Norton & Co., closed for the season at 9 o’clock this morning. --- Several of the Diamond Ho. Boats, which usually winter at Dubuque, have been caught out by the cold snap. The Imperial is laid up here with five barges, four of which are loaded with freight.

**NOVEMBER 17, 1880. WEDNESDAY. [NEW ULM MN WEEKLY REVIEW]** – Farmers in Southern Minnesota. A trip through the southeastern part of Mower and Freeborn counties during the past week shows a bad condition of affairs, financially, among a large number of renters, and also that class of farmers who hold land contracts for their farms. The low wheat lands have proven failures during three years in succession. Everything is mortgaged, with no money to change their grain into stock farms. Many farms, we predict, will be abandoned and remain untilled during the next season, as many are already preparing to emigrate westward. [Austin Register] --- The number of immigrants arriving in this country during the ten months ended October 31, was 290,000. The year 1854 was the year of the largest immigration in the history of the United States, the number then arriving being 319,000. It is thought that number will be exceeded this year. --- The wheat receipts in Minneapolis during the week ending on the 9th inst. were 502,200 bushels. 201,300 bushels were received for the corresponding week last year, and for the same week in 1878 the receipts were 69,400 bushels. --- There was a grand celebration at Taylors Falls on Tuesday of last week, it being the day for the formal opening of the railroad uniting that city with St. Paul and Minneapolis. About five hundred guests from the two last named cities were present on the occasion. Dinner was served to about a thousand persons, and the Journal says there was enough for half as many more. --- The Tracy Gazette says four of the ten stores in that village advertise. --- The slight fall of snow last Wednesday night and Thursday has made traveling rather difficult with either wagon or sleigh. --- A force of men have been at work during the last few days near the depot, replacing the old railroad ties by new ones and also substituting steel rails for those formerly in use.

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NEW ULM AND VICINITY. The Gazette says that Dr. J.W. B. Wellcome, of Sleepy Eye, will leave for St. Louis on the first of next month to attend a course of medical lectures in the college of physicians in that city. --- T.J. Nicholls has been appointed superintendent of the new railroad from Tracy to Fort Pierre, with headquarters at Tracy. Mr. Nicholls was formerly chief engineer of the Dakota Central road. The Herald says the extensive duties of the Superintendent of the W. & St. Peter road make it necessary to appoint a new superintendent for the new road. -- Last week our locality was visited by another storm, but it was far less severe than the October blizzard. At an early hour on Wednesday the snow commenced to fall and continued during the greater part of the day, but the atmosphere was so mild that the snow melted nearly as fast as it came down. On the following day the weather was quite cold, and the air was pretty well filled with snow which was flung through the air at a lively rate by a strong wind, making the people feel that our old-time Minnesota winters had sent one of the nearest of their nearest kin to make us a visit. Enough snow fell to afford fair sleighing in many places. --- Farmers in our vicinity are nearly through with threshing. --- Our corn crop is nearly all cribbed in the snow-drift. --- [TLW Chapter 9.]

There seems to be a remarkable scarcity of fuel this fall in nearly all of the villages west and northwest from here, and situated on some of the leading railroad lines, too. The last issue of the Bird Island Post reports that in that village there was neither wood nor coal to be had last week, and that many were being supplied from or helping themselves to the short wood used by the engines. The Post adds: "If the railroad managers do not furnish fuel sufficient to supply the people on these prairies hereafter, they will hear something drop, or we mistake the feelings of many who have expressed themselves on the subject." / Well, it is not so much to be wondered at if some of the prairie towns have been short of wood, when we take into consideration how things have been in this place for a few weeks past. Quite a number of our citizens were for a time unable to obtain a solitary load of wood, although willing to pay a high price. But then, the fuel famine which existed here for a short time may now be considered about closed, as the farmers have already commenced to bring in quite a large amount of wood, besides several carloads have arrived from the Big Woods and many more are on the way. This temporary scarcity of wood has caused a great many to substitute coal stoves for the wood burners, and there will undoubtedly be many more who will follow the example, coal being an article that can readily be obtained at almost any time.

A new time card went into effect on the Winona & St. Peter railroad last Sunday noon. The day passenger going west now passes this station at 5:35 p.m., 10 minutes later than under the old time card, and the night express going east now arrives and departs at 3:45 p.m., instead of 3:35 as heretofore. All other trains arrive and depart as under the old time card. A regular passenger train now runs through to Redwood Falls, leaving Sleepy Eye upon the arrival of the day passenger from the east, and arriving at the former place at 7:20 p.m. The mixed train over the Minn. Valley road now runs in connection with the night express, leaving Sleepy Eye at 9:50 a.m. and arriving at Redwood Falls at 11:20 a.m. Going east this train leaves Redwood Falls at 1:30 p.m. and arrives at Sleepy Eye at 3:00 p.m. A new division has been established from Tracy to Fort Pierre and a regular passenger now runs to the last named place daily. From Sleepy Eye to Watertown the trains run as heretofore.

#### SEEKING NEW HOMES. UNPRECEDENTED ARRIVALS AT CASTLE GARDEN—WHO THE EMIGRANTS ARE.

A recent number of the New York Graphic contains the following information relative to the large number of immigrants arriving at that port:

The tide of emigration from the old world to this country, which fairly set in during the middle of the past winter, continues, and already is expanding to the proportions of an exodus. Three large ocean steamships—the Devonian, of the Anchor line; the City of New York, of the Inman, and the Zealand, of the Red Star line—arrived yesterday, bringing upwards of 1,500 steerage passengers, which, with the 3,956 which arrived in the Celtic, State of Alabama, Egypt, Holland and Rhein, on Sunday and Monday, aggregates 5,456 for the week. From cable reports from Europe it appears that a fleet of thirteen large steamships sailed from Liverpool, Antwerp, Stockholm, Havre and Bremen for North American ports, with an extraordinarily large number of steerage passengers last week. Newly-arrived immigrants say that when they sailed the shipping offices at Bremen, Stockholm, Cork and Copenhagen were crowded with people who were purchasing tickets for America in steamships advertised to sail a fortnight and a month hence. From the 4<sup>th</sup> to the 11<sup>th</sup> of the present month (April) 5,800 emigrants left the port of Bremen for New York and Baltimore. The departure of such an extraordinary large number of the bone and sinew of the German peasantry in such a short time, and the great movement of mechanics, farmers and laborers toward the great Republic of the West, produced a profound impression among German officials, and already steps have been taken to stay the tide, as it is claimed that if emigration continues at this ratio it will materially interfere with the work of the recruiting officers of the Kaiser's army.

The total number of steerage passengers landed at Castle Garden from the 1<sup>st</sup> of January of this year to the 20<sup>th</sup> of this month foots up 56,404. This young army, according to the reports of the Superintendent of the Bureau of Emigration, is 38,844 in excess of the arrivals for the same period last year, and surpasses any previous record in the history of emigration to this country. Compared to it is the arrivals for corresponding dates from 1876 to 1880, as follows:

Of these new arrivals there come from  
 Germany 9884; Ireland 7143; England 4537;  
 Sweden 3003; Norway 307; Denmark 481;  
 Netherlands 565; Belgium 304; Switzerland 1479;  
 France 508; Italy 1770; Greece 138; Russia 718;

	1876.	1877.	1878.	1879.	1880.
January.....	2,159	1,813	1,609	2,190	5,677
February.....	2,186	1,947	2,331	2,617	7,904
March.....	4,082	3,558	3,553	6,051	21,094
April 20....	4,021	3,587	4,724	6,702	21,729
<b>Totals.....</b>	<b>13,439</b>	<b>10,903</b>	<b>12,222</b>	<b>17,560</b>	<b>56,404</b>

Luxemburg 161; Bohemia 300; various other countries 193. As will be seen, the emigration from Germany and the Scandinavian ports surpasses in volume that of all others, not even excepting Ireland, which in past years had contributed annually the lion's share. The indications are that the grand aggregate of emigration to the United States this year will be fully 500,000, or nearly 200,000 in excess over the great and memorable exodus of 1854, when 319,000 of Europe's population sought homes in the United States, and 365,000 more than arrived last year.

The present wonderful increase of emigration is without a doubt due to the removal of the causes which arrested the tide after the great panic of 1873. The buoyant revival of business in this country has removed the barrier, and the arrested tide comes like a pent up flood. "They come," said Mr. Jackson, Superintendent of the Bureau of Emigration, yesterday, "in families and colonies, and a finer lot of stout, strapping young men and buxom lasses never set foot in Castle Garden. There are few old people among the new comers, but as a general rule the man average from eighteen to thirty-five in age and are unusually intelligent."

"What is the average amount of money they bring with them per head?"

"About \$60 over and above their passage money in the ship and the cost of their transportation by rail to their destination."

"Are they farmers, mechanics or laborers?"

"Almost every craft and calling is represented, but the majority are farmers and laborers."

"Where do they go?"

"Sixty per cent invariably go to the far West, where land is cheap and labor is in demand. The other forty per cent stop in the cities, where acquaintances, relatives and friends reside, and work in the factories or on the farms in the Eastern, Middle and the older Western States."

It is estimated that at the rate of \$60 each the 500,000 emigrants expected this year will add \$33,000,000 to the wealth of the country. The Norwegian emigrants, with whom the writer conversed in Castle Garden, came mostly from the vicinity of Stockholm and the outlying districts in the vicinity. The others came from the interior. All were comfortably dressed in woolen goods, evidently homespun, and were delighted at finding themselves at last in America.

"We are but the advance guard of that is to come," said one who had mastered the English language. "Before winter we will be joined by hundreds—yes, thousands of our countrymen."

Asked why they came to this country he replied: "To better our condition, of course. In Norway and Sweden the 'times' are hard and wages are exceedingly low. Your Consuls at Stockholm and Christiana and the other ports keep the people posted about the prosperous condition of this country, and the fever to come to this great land is raging among the young men throughout the land. It will not stop this year neither, unless bad reports are sent over. Many of the youth come to avoid the army, which by law they are compelled to join when they arrive at the age of twenty-one. The Government as yet has not interfered, but I fear when they discover that so many are leaving the Fatherland for good that it will enact a law restricting emigration. The fear that something of this kind will develop is one reason why you see so many youngsters in this place today. We haven't a great deal of gold and silver, but we have plenty of health, and are determined to make our way by the sweat of our brow. We will become citizens of the great Republic."

Several intelligent young Irishmen, of whom there were nearly 200 in the Garden, when questioned concerning the cause of emigration, said "that they came to America because they couldn't make a living any longer in the ould dart." They report that scores of small and many well-to-do farmers of the County Down and other counties farther in the interior have sold their property, some at a sacrifice, and are coming to this country. "It's the truth," said one, "when I say that I believe that 100,000 Irishmen will come to America within the next two years. Everybody that can leave is doing so, and them that can't, sure, they say they'll come anyhow. The stories about Ireland's poverty haven't been painted too darkly."

Of the few Germans remaining in the Garden, three will remain in this city and their companions will go West and join the great body who have preceded them. They are young, and were accompanied by their families.

Hundreds, they said, were at Bremen when they sailed, awaiting passage to America, and the desire to emigrate prevailed among all the laboring classes.

Scores of mechanics and laborers and servants have been provided with employment through the agency of the Labor Bureau connected with Castle Garden, Scandinavians usually being preferred. Superintendent Jackson reports that \$25,000 of the fund in the hands of the Commissioners of the Bureau of Emigration have been expended within the past five months in sending destitute emigrants to different parts of the Union, where employment was secured for them. While this system was somewhat expensive, it was a great saving, since if they remained, they would become a burden on the Commission.

**November 18, 1880, Thursday Winona (Minn.) Daily Republican.** – 8 (1 am), 7 (7 am), 24 (1 pm), 20 (6 pm). Clear.

--- A leading lumber merchant engaged in the Mississippi river trade estimates that the lumber movement of that river and its tributaries the present year amounts to 1,210,000,000 feet. This includes only logs and sawed stuff. The fact that the lumber resources of the Upper Mississippi valley are becoming rapidly exhausted is causing serious anxiety in some minds as to the source of the future supply. It is estimated that in less than twenty years the present sourced of supply will be entirely exhausted.

--- The estimate given by Bradstreet's of the yield of wheat in Ohio this year, as noted in our columns yesterday, was 39,450,000 bushels. A report purporting to be official places the product at 52,522,794 bushels against 41,052,120 bushels in 1879. The average production per acre this year was eighteen and three-tenths bushels, a gain against seventeen and seven-tenths bushels in 1879. Ohio claims that these figures make her the first wheat-producing State in the Union this year, but the claim is evidently an exaggerated one, based upon imperfect returns, supplemented by the wildest guess-work.

--- There was a very heavy snow storm at Little Rock, and throughout Arkansas, on Wednesday. It continued for twelve hours. At Denver, Col., there is excellent sleighing, and the mercury on Wednesday morning fell to 14 below zero, remaining below all day. In the mountains the mercury ranged from 25 to 39 below zero, according to location. At St. Louis there was five inches of snow yesterday, and the cold was severe. The "cold wave" is apparently having a universal sweep across the continent, and keenly as it has been felt here in Minnesota, it has been making itself much more disagreeable to the inhabitants of more southern latitudes. --- The snow storm that began last night at Montreal last night continues. --- Oak wood is selling at \$4.50 per cord. --- This sort of weather is "fruit" for the merchants who have Winter goods to sell. --- The old Mississippi was pretty well filled with floating ice this morning, and navigation is getting hazardous. --- Mr. G.H. Thayer, Superintendent of Telegraph of the Chicago and Northwestern road, is in the city to-day looking over the telegraph interests in this section.

**November 18, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – Thursday evening last the train failed to arrive, on account of an accident to the passenger train on the W.& S.P. near St. Peter, where it was ditched. The mail did not arrive at Sleepy Eye until midnight, and did not get here until daylight Friday morning. --- "Better a live dog than a dead lion," says the proverb. Better a dead dog than a vicious live one, thought one of our business men, when a surly cur from the country bit at him as he was passing in front of Charley Green's store. In this state of mind the man of action borrowed a revolver, and the dog soon after quitted this airthly [sic] scene. --- All of our exchanges westward of the Big Woods complain of the scarcity of fuel. Complaint having been made to the Railroad Commissioner by citizens along the H.&D., the officers of that road say that they have themselves been unable to transport wood enough to run their trains in some cases. Here in Redwood, wood dealers have kept a little in the rear of the demand, on account of inability to get orders filled promptly at shipping points. Fortunately, 'Squire Flynn had over 200 cords on hand at the beginning of cold weather, which is now about cleaned out. A large quantity of wood has been ordered by our dealers, which will soon ease the market, and we trust that prices will be lower in consequence. --- Skaters always appear equipped in a slip-shod manner. --- We don't believe that every lady understands how to keep her plants from freezing when the mercury goes down to 26 below zero. The way to do it is this: After you go to bed, gently pull the most of the bed clothes off your husband, and when the fire begins to get low he will get up and fix it. No danger of his over-sleeping himself if you pull off plenty of the bed clothes. You may lose a husband occasionally, but what is a husband to a begonia rex. Any woman that is all smart can get a husband in less than a year, but there are some varieties of plants that it takes four years to bring on from seeds. [Pipestone STAR]

From Bird Island POST: The passenger train from the east Wednesday was two hours late, and communication by telegraph with points west disclosed the fact that many of the cuts were filled with several feet of snow, rendering it almost impossible for the train to proceed further, and it was therefore held here. There were nearly 100 passengers aboard, including eight or ten ladies. Our hotels were already nearly full, and consequently many of the passengers had to sleep in the cars. Visiting the train Thursday morning, we found the passengers occupying the time in various ways, some of the ladies knitting and sewing, while the men were reading, telling stories, etc. The cars are kept warm, and are pleasanter and more comfortable than the hotels in their crowded condition. The storm continues all day yesterday with unabated fury, no attempt being made to clear the track, as it would be useless to do so until the storm ceased.

From Sleepy Eye HERALD: Regular trains will be run to Ft. Pierre next Monday. We are informed that there is a big rush to that point. The old site of Ft. Pierre is just across the river, but the new town on this side already numbers 75 to 100 houses. It is decidedly an extreme western town, full of saloons, dance houses, and peopled by a good many rough characters. It has already put in its big for notoriety by showing a record of two men murdered there within a few days since.

WALNUT STATION. Correspondence of the Gazette.

On Friday last a freight train ran off the track near this place, destroying the engine and tender. No one seriously injured. The section-boss removed two rails to repair them, and the engineer failed to see his signal in time.

Most people appear to think that "an inch of rain" is a small matter—but the "thirsty ground" will show another story. Let us calculate, a little. An acre is equal to 6,272,640 square inches; in inch deep of water on this area will be as many cubic inches of water, which at 277,274 to the gallon, is 22,622.5 gallons. This quantity weighs over 113 tons.

**November 18, 1880** [Brookings Co. D.T. PRESS] – The connection of Dakota and Montana by the Northern Pacific R.R. was celebrated by the driving of a silver spike, and considerable speech making by prominent men lately. --- Bank up your house. --- An open winter is prophesied. --- Look out for your potatoes, or they'll freeze. --- Winter will soon put a stop to railroad surveys. --- Poems on the beautiful snow are now on tap. --- Coal and wood were scarce during part of the week. --- Long freight trains have been running both ways lately. --- A trifle windy was the weather the first part of this week. --- All the towns along the road from Tracy to Dakota seem to be booming. The roads are good at present and will probably remain so until spring. --- Snow to the depth of six inches fell at Balaton and east of there, on Thursday last. --- The frozen body of an unknown man was found about two miles from Cavour last week. --- G.W. Hopp started for Iowa on a business trip last Friday and has not been heard from since. He is expected home soon. --- Wheat seems to just roll into Brookings since the freeze up. The prices have averaged better than in any town on the line. --- Almost every town in Dakota and Minnesota are howling about the shortness of fuel supplies. What is the matter with the railroads? --- Jake Hopp paid Brookings a visit last Saturday. Jake is getting to be somewhat disliked around here—because he don't come oftener. --- The Dakota Central R.R. has entered into a two year contract with the Northwestern Stage company for carrying freight from Pierre to the Hills. --- Preparations should be made during the winter to bridge a great many of our streams, and fix many bad places of road as soon as spring opens. Doing this will save a mud blockade. --- The CENTRAL of Huron will soon be issued by Shannon & Hopp. Mr. Hopp's present trip to Iowa is in order to make arrangements for material for enlarging and making a first class paper of it. --- A clothes line was robbed at Huron last week. Now don't all say at once that it looks suspicious. Hopp didn't look when he started for Iowa, as though he had robbed a clothes line in a long time. --- The INDEPENDENT, Brodhead, Wis., says: "Mr. George N. Breed, who has served as our foreman for more than year past, left for Brookings, Brookings Co., Dakota, last Monday, where he has accepted a position in the office of the PRESS in that place. Mr. Breed is a young man of good principles and correct habits and is withal a skilful printer. We trust he has entered upon a useful and prosperous career in the thriving territory to which he has gone." --- T.J. Nicholl, of Huron, who has acted as the construction engineer of the Dakota Central R.R. from Tracy to Fort Pierre, has been promoted to the position of general manager of the same and all its branches. Mr. Nicholl is a young man who has won his way to the position he now holds not by influential friends, but by showing himself worthy of confidence. Although Dakota is a young men's country, few men of Mr. Nicholl's age can boast of having made their way to so high a position of responsibility and trust as the

one now held by him. Mr. Nicholl has reason to be proud of his success and Dakota is proud of so rising a young man.”

**November 18, 1880** [Worthington, MN ADVANCE] – A Fuel Famine. There seems to be a general shortness of fuel on the Minnesota and Dakota prairies. Complaints from along the Hastings & Dakota road have waked up the railroad managers at St. Paul and Railroad Commissioner Marshall has been after them. We hear of places in Dakota where people have burned up their furniture to keep from freezing. Here at Worthington the supply has been short but no one has suffered. The railroads plead lack of cars, and as to wood, the dealers say that farmers above have been too busy to haul wood to the railroad.

**November 19, 1880, Friday Winona (Minn.) Daily Republican.** – 10 (1 am), 16 (7 am), 25 (1 pm), 20 (6 pm). Cloudy.

The ice still moves slowly in the river. --- Wheat was quoted at 99 cents and \$1. --- The river closed at LaCrosse on Friday night. --- There is no snow of consequence out West, and the railroads are enjoying the respite from blockades. --- Mr. Wm. D. Hodge and Mr. Wm. Danforth, who have been with the engineer corps on the James river during the season, came in from the west last night. --- Mr. J.H. Nicholas, who is building the new railroad hotel at Pierre, on the Missouri river, is in the city.

The river was full of floating ice at St. Louis on Thursday night, and the danger to steamboats was considered so great that the underwriters placed an embargo on navigation in all directions. It is not likely that any more boats will leave that port for up-river points this season. --- The National Grange, now in session at Washington, is composed of representatives from thirty States, the number being larger than at any previous session for several years. The reports of the local offices show that the organization is recovering its former strength in many localities. --- There has been great anxiety in Louisiana for two or three days past in relation to the sugar crop, which is threatened with destruction by the severe cold now prevalent all over the country. The temperature has not been so low in that State at this season for many years as it was on Thursday night, and it was still growing colder. --- A telegram received yesterday by Commissioner Williamson of the general land office from the special agent whom he sent to Dakota several months ago to unearth suspected extensive frauds in homestead entries, reports as the result of this investigation that the grand jury at Yankton have brought in five indictments for subornation of perjury and one for forgery, and that the jury are still at work in the same direction. --- On Thursday, at Council Bluffs, the baggage agent on the Chicago and Northwestern railroad opened a large basket which had been found in a coach on the incoming train from Chicago, after the passengers had all left, and was horrified to find concealed therein the dead body of a male infant five or six days old. The infant either froze to death or died of neglect. On the dress was pinned the following: “Mr. King, guardian of the poor, Roundgrove, Illinois,” and also the name of Stephen Vincent. --- The annual report of the Chicago and Northwestern Railway company shows an increase in net income over the previous year of \$1,424,421. Five passengers were killed on the road during the year; 30 employees were killed, and 40 others were killed.

Vennor and Tice on Snow. A firm of sleigh-builders in Leavenworth, Kansas, have obtained the following prognostications: Montreal, Canada, September 22, 1880. Dear Sirs: I expect December (latter part), January and March will give us most snow, December and January the greatest cold. February looks warm, and snow bay rapidly disappear during that month. An early Spring. Ice crop good. Yours truly, Henry G. Vennor. --- Quebec, Oct. 7, 1880. Dear Sirs: I expect tremendous snow-falls as far to the southward as Washington, D.C., and westward beyond Chicago, toward the end of December and New Year’s, and again in proximity to the 8<sup>th</sup> and 9<sup>th</sup> of January. –Henry G. Vennor. --- St. Louis, Mo., Oct. 21, 1880. Gentlemen: Since the current year is the commencement of a period of more than unusual disturbances, which will not attain its maximum until the end of 1882, therefore my opinion is that the coming winter will be characterized by great and sudden atmospheric pressure, and consequently, by heavy precipitation—that is, heavy rains in the south and heavy snows in the North, with generally extreme low temperatures. Yours truly, John H. Tice.

--- A heavy gale prevailed around the coasts yesterday and last night. --- The fishermen have hung up their nets for the season. --- The ice was running pretty thick in the river this morning. --- There is splendid skating on Lake Winona, and the ice is about six inches thick. --- An even one hundred thousand bushels of wheat is held by the Winona Mill Company, about half of which is here and half at warehouses along the railroad. --- Navigation is

virtually ended for the season. --- C.H. Myers, Esq., of Redfield, Dakota, was in the city to-day. --- Mr. Geo. Warren, who has been spending some time at Volga, arrived home last night for a visit. He has left at THE REPUBLICAN office a sample of the hay-fuel used in Dakota. --- Wheat, new wheat No. 1. 99 cents.

**November 20, 1880, Saturday Winona (Minn.) Daily Republican.** – 12 (1 am), 8 (7 am), 14 (1 pm) / 20 (6 pm Sunday). Light cloudy.

The track-layers on the Northern Pacific line were within forty miles of the Yellowstone on Tuesday, and were progressing finely with their work. --- The cold and wintry weather is quite general throughout the country, save on the Southern Atlantic seaboard. Yesterday it snowed heavily in the East and in Canada. The Missouri and Illinois rivers are frozen up, the upper Mississippi is full of ice, and in Texas many railroad accidents have occurred directly traceable to the snow and the “cold snap.”

DAKOTA. Notes from the James River Valley. C.H. Myers, Esq., of Redfield, Dakota, was in the city today and exhibited some fine wheat raised on the sod this year. He had sixty-six bushels from three and a quarter acres. The wheat weighed fifty-nine pounds to the bushel and is of excellent quality. Mr. Myers reported that the October blizzard did not extend as far west as Redfield. The weather has been very favorable throughout the James river valley for Fall work.

It is understood that the Northwestern road, which is fully graded from Huron to Ordway, ninety miles, will be ironed in the Spring, and the cars running to Redfield, forty miles, by the first of May. The Milwaukee and St. Paul road will build their line through the county, north and south, in the Spring. The extension of the Winona and St. Peter road from Watertown to Redfield, seventy miles, is also considered pretty certain for next year.

FUEL FOR THE WEST. The Chicago and Northwestern Railroad company is sending fuel forward in large quantities to all stations west of Sleepy Eye, coal houses having been put up at all points. Superintendent Sanborn reports that 300 car loads of coal have been either sent out or was in transit during the past week.

**November 22, 1880, Monday Winona (Minn.) Daily Republican.** – 2 below (1 am), 4 (7 am), 20 (1 pm), 10 (6 pm). Clear

Since the 1<sup>st</sup> instant, Chicago packers have slaughtered and salted 664,000 hogs, against 456,000 for the corresponding period in 1879. -- The Louisiana sugar crop escaped with but slight damage from the severe cold weather of last week, the injury being confined to one or two parishes. --- There is a great deal of threshing yet to be done in Goodhue county. --- The weather here this week has been very cold, the mercury going down to within three or four degrees of zero (from Money Creek). ---

RAILROAD NOTES. The Northern Pacific Railroad company has retired over \$8,000,000 of its preferred stock, as payment in full for lands sold. This company has just contracted for \$3,000 tons of steel rails on favorable terms, deliverable in 1881.

At the session of the Farmer's Board of Trade, last week, doubts having been expressed at various times by members of the board as to whether the office of Railroad Commissioner might not be abolished with entire safety to the interests of the State, on the assumption that the Commissioner had no power to remedy the grievances which the people suffered at the hands of the railroads, Mr. Page suggested that ex-Gov. Marshall should be invited to give his opinion to the board on that subject. Being formally notified, that gentleman promptly responded to the invitation and proceeded to give a history of the granger legislation of Minnesota in 1871, and of the law that was enacted in that year for regulating the railroad rates of transportation. This law proved to be a failure, and it gave place to the law of 1874, under which a railroad commission, consisting of Messrs. A.J. Edgerton, J.J. Randall, and W.R. Marshall, was appointed. This law remained in force only one year, when it was repealed, the present law was enacted and still remains in force. He said that the rates at present charged by the railroads were less than those fixed by the law of 1871, which was found to be inoperative, and was never enforced. The principal advantage of the enactment, however, was to establish the doctrine—since sustained by the United States Supreme Court—that the States had the power to regulate the railroads and fix their minimum rates for freight and passengers. The present law embraced all the best points in the laws of 1871 and 1874, and he believed was a good and effective one. Referring to its duties, Gov. Marshall said that one of the duties of the Commissioner was to look after the collection of the State tax upon the gross receipts of the railroads, which this year amounted to \$276,000. He said that many

thousand dollars a year were annually saved to the State by a thorough enforcement of this law, which could only be done by an officer familiar with the mode of transacting business by the railroads. He did not see that the law could be improved, for he believed that under its provisions, the railroads were endeavoring to deal fairly with the people. The communication of Mr. Burbank of Fargo, charging the railroads with extortion, was adverted to, and its statements were characterized as exaggerations. It might be true that there were seasons when the railroads were prosperous, but it should not be forgotten that they also passed through periods of depression, which carried them into bankruptcy. The remedy of the people, he believed, was to be found in the encouragement of railroad construction, so that by the multiplication of roads every community should be within reach of a competing line. Gov. Marshall replied to various interrogatories in so clear and intelligent a manner that he produced a decidedly favorable impression upon the Board, which is likely to favor the maintenance of the present railroad law, unless a better one can be devised.

The government lands taken within the limits of the Northern Pacific land-grant during the twelve months ending June 30, 1880, were as follows: Duluth land office, 142 entries, 16,660 acres / St. Cloud land office, 1042 entries, 116,863 acres / Fergus Falls land office, 335 entries, 111,13 acres / Crookston land office, 1,188 entries, 160,076 acres / Fargo land office, 5,207 entries, 765,400 acres / Bismarck land office, 278 entries, 46,524 acres. Total entries = 8,692. Total acres = 1,216,653.

The above shows 3,207 entries covering 404,729 acres in Minnesota and 5,485 entries covering 811,924 acres in Dakota. The wheat raised in the Dakota counties on the line of the northern Pacific in 1880 was 4,116,000 bushels, taking 20 bushels to the acre. The wheat of 1880 moved on the line of the railroad to the 18<sup>th</sup> inst. Amounted to 2,030,850 bushels. The total cultivated area on the line of the Northern Pacific in 1879 was 375,972 acres. Area in wheat, 266,618 acres. New breaking 193,000 acres. In 1880 the cultivated area was 505,982 acres. Area in wheat, 374,520 acres. New breaking 193,000 acres. The total wheat crop of 1880 on the line of the Northern Pacific is estimated at 7,490,400 bushels.

Canada. A severe gale. Toronto, Nov. 22. The gale yesterday was the most severe ever experienced on Lake Ontario. --- New York. The Canal Closed. The Champlain canal was frozen over this morning with ice about two inches thick. Thirty loaded boats are frozen in between here and Port Ann. About forty are due from Port Henry and Canada tonight. Thermometer 9 below zero at 2 am. --- Missouri. The River. St. Louis, Nov. 22, noon. The river is still falling; weather cold, the ice grows heavier, prospects of its closing. --- The severe weather along the canal has stopped navigation, and trade at Buffalo is paralyzed.

THE RIVER CLOSED. An Early Suspension of Navigation. The extremely cold weather of the past week resulted in effectually closing the (Mississippi) river on Saturday night, the 20<sup>th</sup> inst. The regular steamboats had ceased running several days before, but the ferryboat VanGorder continued to plough the raging main up to Saturday evening. The season has been a very active one on the river, and will be remembered as having witnessed the great flood of June rise, which caused widespread damage throughout the length of the river. An abundant stage of water afforded both boatmen and raftsmen a fine time for prosperous business. The passenger and freight business was unusually good for the steamboats, while the trade in lumber and logs has been very brisk. [snip paragraphs about specific boats]

It will be seen by the record herewith given that the river has not for years closed at so early a date as it has this season. We give herewith a table showing the dates of the closing of navigation for a series of years:

1856 – Nov. 27	1869 – Dec. 18
1857 – Nov. 19	1870 – Dec. 15
1858 – Dec. 2	1871 – Nov. 22
1859 – Dec. 3	1872 – Nov. 22
1860 – Nov. 24	1873 – Nov. 29
1861 – Nov. 27	1874 – Nov. 30
1862 – Dec. 1	1875 – Nov. 20
1863 – Nov. 27	1876 – Dec. 1
1864 – Dec. 4	1877 – Dec. 8
1865 – Dec. 5	1878 – Dec. 13
1866 – Dec. 9	1879 – Dec. 12
1867 – Dec. 5	1880 – Nov. 20
1868 – Dec. 8	



**November 23, 1880, Tuesday Winona (Minn.) Daily Republican.** – zero (1 am), zero (7 am), 24 (1 pm), 10 (6 pm). Cloudy.

The winter has set in with great severity in Ireland (old world). --- From Poughkeepsie, Nov. 23. The river as far south as Catskill and Catskill creek is frozen over. The boats had a hard time cutting through to Albany last night. --- (From Rochester MN: Nov. 22. The thermometer ranged, according to localities, from 15 to 20 degrees below zero this morning. The 10:40 train due from the west on Saturday evening did not reach this city until daylight Sunday morning. It is reported that a blizzard west of Sleepy Eye had filled the cuts, so that part of the State will be isolated for a week to come. --- Wheat reached \$1.02 on the streets. --- Dressed hogs are beginning to come into the market. Street quotations are \$4.50 per cwt. --- Several car-loads of apples belonging to Winona dealers got nipped by the late cold snap, and frosted apples are now selling at two dollars per barrel. --- Oysters are going off at a tremendous rate. One dealer has sold 700 cans during the past few days and was still 200 cans short on his orders this morning, when the timely arrival of several cases from the East saved him. --- An accident to a freight train near St. Peter, on Sunday night or Monday morning, delayed the arrival of the afternoon passenger train from the west on Monday about two hours and a half.

Mr. F. B. Thurber, of New York, has a paper on “The Railroads and the people,” in the December *Scribner*, which presents in a very forcible way some of the recent exposures of corruption of the great railroad monopolies of this country. He says:

“It is an open secret that the railroads furnish a large share of the money required to operate the machinery of our elections, and in all districts where political parties are closely matched, their money, on the side of the candidate who will promise to favor their interests, generally carries the day. They know no party, and consult no interests but their own, and, as a matter of course, the venal and less worthy element in our political life, under such a system as this, usually triumphs, and men who are too honest or too independent to buy to corporate will are so weighed in the race for political preferment that they seldom come to the front.

“The railroad is the invention of the last half-century; the tremendous development of corporate life, attended by the abuses of which the public complain, has occurred within this period, and largely within the last twenty-five years. Continue for another half-century the present power of corporations to tax the public, and we will have a moneyed aristocracy in this country such as the world has never seen, and with it all the attendant phenomena of venal legislators and corruption in high places, which has caused the downfall of all the great republics of history.

“These are some of the questions which are forcing themselves upon the attention of thoughtful American citizens; individualized, they may be stated:

“Can Americans, whose forefathers abolished the law of primogeniture and entail to avoid the evils of vast accumulations of wealth in the hands of individuals, afford to leave unregulated new agencies far more potent to that end than any which were at that time dreamed of?

“When corporate life or trade combinations develop into organizations like that of the Standard Oil Company, controlling a staple fourth in magnitude among our nation’s exports, and hundreds of legitimate traders are driven out of existence, is it not time to enquire what steps should be taken to protect the interest of the producing, commercial and consuming classes?

“When to perpetuate power, already acquired by these organizations, corruption is openly practiced in our elections, and the bribery of Legislators goes unpunished, is it not time that American citizens should consider where such practices lead, and insist that the State should resume the sovereignty and control over its creatures which it has inadvertently and temporarily relinquished?”

The article from which the foregoing is but a brief extract, will command a wide hearing, and it is hoped that it may be the means of attracting public attention to this subject.

The Chippewa Valley. There will be 8,000 men in the Chippewa woods this Winter and nearly as many horses and cattle. Good average horses sell readily for \$175 a span, and good cattle much higher. The cattle do the skidding and the horses the hauling. Wages are up a little, teamsters getting an average of \$32 a month, sawyers \$26, and swampers \$22. Of course veteran woodsmen are in most demand and get the best pay. [snip] Should winter prove favorable the loggers hope to get in a hundred million more logs than ever before.

The “cold wave” of Saturday night, Sunday and Monday morning, seems to have swept over nearly the entire portion of the United States and Canada. In Canada the cold was intense, and the snow much drifted. In Michigan the sleighing is excellent and the lumbermen are jubilant. In Iowa and Wisconsin the mercury dropped on Saturday

evening to 10 degrees below zero; at Deadwood, in the Black Hills, it went down to 15 below zero, and at Long Branch, N.J., a violent thunder-storm of Saturday night was followed by a sharp change in temperature, the thermometer falling 20 degrees and ice forming two inches thick. In Massachusetts the snow is ten inches deep. There was a heavy snow-storm in Western New York and Western Pennsylvania on Sunday. The weather today indicates a milder temperature. Heavy snow was reported in Western and Northern New York on Monday morning, and light snow in Pennsylvania. There is a blockade in the Erie Canal, some 700 grain-laden boats being frozen in between Rochester and Utica. Ice-breakers have been put to work today, and if the weather moderates, the boats will be able to reach tide-water. Foreign dispatches report extremely cold weather in England, Ireland and Scotland, with much snow in the last named country.

**November 24, 1880, Wednesday Winona (Minn.) Daily Republican.** : 6 above (1 am), minus 4 (7 am), 14 (1 pm), 4 (6 pm).

THE REPUBLICAN will not be issued on Thanksgiving day. --- The agents of eighteen different States are now in Washington for the purpose of pushing the land claims of the States through Congress. They foot up several millions of dollars. They are from the States of Ohio, Indiana, Illinois, Missouri, Michigan, Wisconsin, Minnesota, Iowa, Nebraska, Kansas, Arkansas, Louisiana, Alabama, Mississippi, Florida, Oregon, Nevada, and Colorado. --- There is but little prospect of success in the efforts making to break up the ice in the Erie canal in order to enable the grain-loaded boats to reach tide-water. --- The Indian bureau reports a heavy demand by the Indians at the agencies for implements for manual labor. Our total Indian population is about a quarter of a million, of whom sixty thousand are colonized in Indian Territory. New York State has 5,000 copper-colored inhabitants, and Michigan 10,000. --- Great suffering from lack of fuel is reported in many sections of the State. In some places fences and outbuildings have been torn down and burnt to save the women and children from freezing. It seems a bad start on what promises to be a long and severe Winter. --- The steam mill in Winnebago City is now, and has been for some time past, buying and shipping in wheat from Dakota in order to get enough to keep them running. Farmers have been so far behind with their work this Fall that a very small proportion of the wheat crop usually marketed in that village has been brought in yet. --- The Mankato *Review* remarks, with great gentleness: "Rumor has it that two or three conductors and several sleeping car attendants on the Chicago and Northwestern road, between Chicago and this city, have been permitted to present their resignation, step down and out, and no questions asked. A female detective who spent some time in this city last Summer, but was then supposed to have been here for her health, is accredited with working up the cases." --- The wolves are unusually numerous and dangerous in Washington county. A few days ago, Myron J. Clark shot three of these timber wolves in McLean town, within five miles of St. Paul. --- Steamers Caught. The cold snap took even the old river men unawares as appears by the following list of boats caught out, as published in the Galena *Gazette*: Steamer Annie (St. Paul to St. Louis with cargo on board, frozen in at La Crosse), Diamond Jo ( St. Paul to St. Louis, with cargo, frozen at LaCrosse), Imperial (cargo of wheat, St. Paul to St. Louis, frozen in at La Crosse), Imperial (cargo of wheat, further passage blocked by ice at Winona), Alex. Kendall (bound for Lacrosse, frozen at Prescott), Belle of LaCrosse, (bound for St. Louis, at Montrose), Josie (Frozen in at Keokuk when a cargo bound for New Orleans), Alex, Mitchell and Steamer Cheever, bound for St. Louis, at LaCrosse. Some 8 or 10 raft boats are also laid up. --- Wheat at \$1.02. --- About three inches of snow fell last night, hardly enough for sleighing, but a few sleighs ventured out today. --- A few teams crossed the river on the ice on Tuesday afternoon. The cold snap last night materially improved the condition of the ice. ---

---The new towns of Matto and Pierre, on the east and west banks of the Missouri respectively, the former terminus of the Northwestern extension, are the scene of much lawlessness at present. Scarcely a day passes when one or more men are not killed. The respectable citizens of Matto recently organized a vigilance committee and ran all desperados to the western shore. On Thursday night, the ice bridge having formed, the outlaws organized under the leadership of a bullwhacker known as Arkansas Joe, and crossed with the determination to clean out the town. After cleaning out a dance-house they proceeded to another portion of the town, firing into buildings on the way, when the vigilantes suddenly appeared, twenty strong, and opened fire with rifles, pistols and shot-guns. A lively battle ensued, resulting in the killing of Arkansas Joe outright, over twenty bullets piercing his body, and wounding several others. The vigilantes escaped uninjured. The citizens are preparing for other visitations, and have appealed for military assistance.

--- The cold weather moderated a little all over the country on Tuesday, but the effects of the extremely low temperatures of Sunday and Monday are everywhere visible. At the South the sugar cane has been damaged in some localities, while in others the cold interferes with cotton-picking, and in consequence the price of that commodity

has greatly advanced. In the North, there is a general suspension of navigation on all the water-courses. The Hudson river and the Erie canal, as well as the Mississippi, are frozen over, and many grain-laden vessels are fast in the ice. Efforts are being made to liberate the fleet in the Erie canal, but it is a slow and expensive job. The canals in New Jersey and Pennsylvania were all closed yesterday, the ice being from three to four inches thick. In Virginia, also, the streams and canals were frozen and navigation was impeded. At Whitehall, New York, the thermometer on Tuesday marked nine degrees below zero, and at Schenectady the ice was four inches thick. At Montreal, Canada, the sleighing is excellent, with the mercury twelve to fourteen degrees below zero on Tuesday evening. In Winona. Though the cold has been unusually severe, there has thus far been scarcely enough snow to whiten the ground—the first fall of any note occurring on the evening of the 23<sup>rd</sup> inst.

**November 24, 1880. Wednesday. [New Ulm MN Weekly Review]** – At Sioux City, the Missouri River was closed to navigation last Thursday night, for the first time so early in the season during the last ten years. Several steamers at different places were ice bound. --- There was a heavy snowstorm throughout Scotland on the 18<sup>th</sup>. --- There was a frost in Louisiana on the night of the 19<sup>th</sup>, which inflicted but slight damage on the sugar crop in the river parishes, but injured the cane in St. Laundry. A New Orleans telegram says the sugar crop of the State, partially estimated, will be 237,000 hogsheads, an increase of 71,000 hogsheads over 1879. The molasses yield will exceed that of 1879 by 810,000 gallons. --- The St. James JOURNAL says: The present prospect is that a large portion of the threshing to be done in this section will have to be held over until next spring. About half has been done thus far. Acres of corn will remain all winter ungathered. Very few farmers have completed their plowing and haying; and altogether, the outlook is not lovely. --- Otter Tail County—Snow Storm—A Happy German Settlement. Correspondence of the Evening Dispatch. Perham, Nov. 15—The snow storm of Wednesday and Thursday last in this vicinity was a repetition of the Democratic canvass—a good deal of wind but a very little drift, and was as harmless. The Northern Pacific trains were delayed very little. If some of our eastern friends could see us in our winter quarters they would be more than astonished, for I can assure them that no more precaution against the storm king is required here than in New York; nor do I see that our winters are any longer. The fact is that we are so healthy and cheerful we don't mind the changes as persons with diseased livers might. --- Since the new time table on the Winona & St. Peter railroad went into effect, trains arrive and depart at this station at most all times but schedule time. --- The railroad company is building very extensive stock yards at this place and we are informed by agent Hudemann that all live stock from Fort Pierre and Watertown will be unloaded here and fed. The yard will contain twelve pens and is being built with a view to stability and convenience. --- Quite a storm again on Saturday, but the weather turned out fair on Sunday, although it was somewhat cold. --- Eaton has been doing a smashing business in the wheat line. Some say he has taken in as high as three thousand bushels on some days. --- R.H. Bingham is now prepared to furnish hard and soft coal in any quantity. Hard coal is \$12.50 per ton, and soft coal \$7.50. --- D. Waggoner, in the employ of the W. & St. Peter R.R., had his hand smashed somewhat while coupling cars on the Redwood branch last Wednesday. --- [At least a two dozen children died from diphtheria this week.] --- From Lone Tree. Considerable threshing remains yet to be done in this vicinity. Corn is well cribbed—in the snow. --- If wishes were horses a great many more people would be kicked to death.

**November 25, 1880 [Brookings Co. D.T. PRESS]** – Nice winter weather. --- Heavy snowstorms in Minnesota. - -- Our print paper did not put in an appearance on time this week, thus our delay in publishing. This thing is getting monotonous, but it cannot be helped at present.

**November 25, 1880 [Worthington, MN ADVANCE]** – Snow fell in Kentucky, Arkansas and other Southern States, the 17<sup>th</sup>. --- Loaded teams crossed the Mississippi river on the ice below La Crosse, on the 22<sup>nd</sup>. --- The Missouri river at Bismarck and above was closed by ice on the 16<sup>th</sup>. Three boats, the Batchelor, Eclipse and Gen. Sherman were caught in the ice between Bismarck and Fort Buford. Ice formed across the Mississippi river just below St. Paul, Minn., the night of the 17<sup>th</sup>-18<sup>th</sup>, closing the season of navigation for the year 1880. The arrivals of boats at St. Paul from below during the season, were 70 against 59 in 1879. --- The settlers west of Glencoe, McLeod county, are uttering loud complaints against the railroad company for not furnishing them with fuel, and the company is doing everything in its power to supply them. --- Weather wintry. Some taters frozen. --- From Willmont. Winter has set in in full earnest and a good deal of plowing is left for next spring. --- The Car Famine. We spoke last week of the partial fuel famine prevailing on the prairies of Minnesota and Dakota. The chief difficulty appears to be a lack of cars, so that it is more of a car than a fuel famine. This lack of cars seems to be

general, that is, all the roads traversing our state are short of cars. There is more complaint along the Milwaukee, especially on the Hastings & Dakota branch, than on our own road. / Smith & Lewis, fuel dealers of St. Paul, write to H.C. Shepard & Co., under date of Nov. 16: The delay has occurred for the reason that the railroad company has been unable to give us cars on account of the blockade at Duluth. Everything there in the shape of warehouse room has been full and hundreds of cars have lain there with flour and wheat waiting for vessels. Navigation is now closed, and as there will be no further difficulty there beyond their capacity for storage, there will be no further trouble of that kind. / This explains to some extent the difficulty above. As to the trouble at the other end, or the inability of our dealers to get coal from the south, the following letter from Fort Dodge Coal Company, to Messrs. Shepard, will explain that: Because of the refusal of the Illinois Central road to allow their cars shipped to points off their line of road, and the refusal of the St. P. & S.C. to allow theirs loaded for private dealers on their line until they are stocked up for the winter, it is at present impossible for us to fill your orders. / As to the lack of wood, it is due both to the lack of cars and the lack of wood at the railroad, as farmers have been busy at other work and have not been hauling as much as usual. / Our own road, it seems, are not stocked up for their own use, and are attending to that before they furnish cars for private dealers. Fortunately there has been no blizzard recently to blockade the road, and settlers are squeezing through on the very limited supply. A snow blockade of the road would undoubtedly cause no little suffering. / The demand for cars is great both ways just at this time. Last Saturday there were calls for fifty cars on the Worthington & Sioux Falls to take out wheat and flax, and the road could furnish but six or eight. The rush of grain to market is gorging the warehouses and railroads. / West of us the lack of fuel seems to be greater than it is here on the main line. Luverne dispatched a few days ago: "Send us coal at any price." / The worst of the car famine is probably over now, and if there is no snow blockade of the road, our dealers will be able to keep enough in their yards to keep people from freezing. / Since writing the above, we learn that there is considerable suffering on the line of the Milwaukee road in Iowa. The Pioneer Press of Tuesday says: So severe is the suffering on the line of the railroad above mentioned that at Britt (?), Hancock County, Iowa, last Saturday evening, a party of fifty farmers each armed with a pistol, made a raid on the coal house of the railroad company and took forcible possession of all the coal it contained. A little farther west two more coal houses were similarly treated. These men were evidently to the course they pursued from suffering in their families. At other points along the Iowa and Dakota division the people are said to be tearing down fences, barns and other buildings, and using even railroad ties for fuel.

**November 26, 1880, Friday Winona (Minn.) Daily Republican.** – no Thanksgiving paper published – minus 4 (1 am), 4 above (7 am), 26 (1 pm), 16 (6 pm). Light clouds.

The English ship Boyne has been abandoned in the St. Lawrence with a cargo of grain worth \$70,000. --- There is a great and somewhat alarming scarcity of coal in Chicago. The difficulty lies in the fact that the early closing of navigation on the lakes has stopped many vessels bound for that point coal laden, and the railways are utterly unable to furnish cars to transport fuel. The price of soft coal rose half a dollar a ton on Wednesday, and hard coal will follow unless arrivals by land or water come soon. The freight blockade, which extends almost the entire distance from Chicago to the seaboard on all the lines, is unprecedented, and does not give much hope of speedy relief from the present dilemma. --- Millers and all who depend upon the railroads for freighting are seriously embarrassed by the delays in shipments consequent upon the scarcity of rolling stock. --- There were heavy snow storms on Wednesday night at St. Louis and New York. The Hudson river is closed with ice from Albany to Hudson. The Wabash river at Lafayette is closed by ice eight inches thick. --- The ice on the river is all right, now. --- The best antidote for a cold snap is a soft snap on a coal bin. --- There was a good deal of hay, wood and other products on the streets from the Wisconsin side today. --- The cold weather didn't let up a bit for Thanksgiving. It was from 14 to 16 below zero. --- Wheat reached \$1.04 on the streets. Hay is freely offered, but prices are firm at \$8.00@10.00@12.00. Wood—oak—sells at \$4.50/cord. --- A meeting of the Mississippi River Logging Company was held in Chicago this week, at which Messrs. E.S. Youmans, A.F. Hodgine, M.G. Norton and Wm. H. Laird of this city were present. The proceedings of the meeting were of a routine business character, such as making arrangements for the Winter logging, etc., and possess no special public significance. It was ascertained that the cost of logs in the Chippewa valley will be fifty cents a thousand greater this year than last. --- Superintendent Sanborn left for the West last night. He will go to Sleepy Eye and possibly beyond, his trip being to personally see that the fuel is being hurried to the new stations. --- Mr. Charles Webber and wife of Walnut Grove enjoyed the Thanksgiving holiday in Winona. --- Mr. C.T. Wilson came in from Volga to partake of a good Thanksgiving dinner in Winona.

**November 27, 1880, Friday Winona (Minn.) Daily Republican.** – 6 (1 am), 6 (7 am), 0320 (1 pm), 16 (6 pm Sunday). Clear

A great storm prevailed on the coasts of Scotland on Friday, and much loss of life was apprehended. --- Several rail and steel mills at Troy, N.Y. have been obliged to close on account of low water, thus throwing over 1,000 workmen out of employment. --- A large quantity of wheat is finding its way to market at Elgin, under the stimulus of good prices, and there is a scarcity of cars to transport it as fast as it is being received. --- The cold snap relaxed its relentless hold a little, today, and it thawed a trifle in the sun. --- The Chicago and Northwestern and the Chicago, Milwaukee and St. Paul railways want all ministers to present their names in person at the railway offices in this city on or before December 1<sup>st</sup>, and make application for half-fare permits for 1881. --- The wheat market continues steady, with No. 1 wheat quoted at an even dollar on the streets. Eggs are in demand, prices are 16-18 cents per dozen.

RAILWAY NOTES. It is stated that the Northwestern road will next week commence laying an additional track on the Milwaukee and Chicago branch. It was reported to Wall street on Wednesday that the Chicago and Northwestern Railway would be operated in combination with the Lake Shore and Michigan Southern, and a stock dividend to be declared on both classes of Northwesterns. The trunk lines running eastward from this State have issued an order that the through freight for points east of Chicago shall only be loaded on "line" cars. This order has been rendered necessary as a matter of self protection on the part of these lines owing to the practice of the eastern roads in retaining all freight-cars they can get hold of and using them for their own business, and thus depriving western roads of cars which they need now more than ever before. The result of this will probably be a blockade of freight, for, there are not sufficient line cars in the West to transport half the freight that is to be shipped.

THE FUEL FAMINE. The Raid on the Coal Bin Caused by the Cold Weather. The early and severe character of the cold weather has resulted in an unprecedented demand for coal and wood, and many places have been reduced to the very disagreeable, not to say dangerous, straits of a fuel famine. So far as heard from, however, there have been no cases of actual suffering in Minnesota or in the territory along the lines of railroad reaching westward into Dakota. The railroad companies are making extra efforts to get in an ample supply. Superintendent Sanborn, of the Winona and Saint Peter Railroad, turned over to Mr. J.J. Randall 7,000 cords of railroad wood at Kasota to be shipped westward, with the stipulation that it was not to be sold to speculators but to settlers at actual cost, the price being fixed for the different stations. Mr. Randall is doing a large business in coal and wood along the road. Messrs. G.W. Van Dusen & Co. are also shopping coal largely on the road. They sent an order to the mines in Illinois last week to send all the coal that could be delivered. Sixty cars were sent to the mines that day. Mr. Sanborn says he has given orders that fuel must be hurried forward to the frontier towns in preference to all kinds of freight except live stock. Coal sheds have been erected at all the stations, and are being supplied with all possible dispatch, so that the settlers may be furnished coal in any quantity that they may desire. On the Winona and St. Peter road the scarcity is mainly west of Sleepy Eye. One serious trouble experienced by the settlers is that most of them have gone into the country with wood-burning stoves and are but poorly prepared to burn soft coal. Then, too, many of them are in very limited circumstances and are obliged to purchase in exceedingly small quantities. This condition of affairs is to be found on all the railroads running into Dakota and in portions of Iowa and Minnesota.

So severe is the suffering for fuel on the Chicago, Milwaukee and St. Paul railroad, that at Britt, Hancock county, Iowa, last Saturday, a party of fifty farmers, each armed with a pistol, took possession of the railroad coal house at that place and all the coal. They were evidently driven to it from suffering in their families.

The St. Peter Tribune says that buyers are shipping from all the towns in the Big Woods as far as Janesville, and Messrs. Nutter & Heritage are buying large quantities at Blakeley. It is evident, however, that for the present there is abundance of wood, and prices will not greatly increase for some time to come. The highest price paid by the asylum for hard wood on contract was \$3 and some was bought as low as \$2.68.

At Red Wing, with abundance of timber in sight, the stock of wood in the city became so thoroughly depleted under the demand of the cold spell that prices went up to \$8 and \$10 per cord.

The general demand in the Northwest has caused a coal famine in the very regions of the mines. A dispatch from La Salle, Illinois, says a coal famine of disagreeably large proportions is prevailing in and about that city—the working mines being unable to meet one-half the demand. Neighboring cities chiefly dependent upon LaSalle for fuel are in a sad way. The cause is an unprecedentedly heavy northwestern trade, and the inoperation of the LaSalle Coal Company's three large mines. This dearth of combustibles in LaSalle, with exhaustless thousands of tons of coal immediately under foot, is, to say the least, slightly phenomenal.

The price of coal has advanced two dollars a ton in Chicago.

With this condition of the fuel market all about us Winona has reason to feel very thankful that the situation here is one of plenty. Soft wood is selling at from \$3.00 to \$3.50 per cord, while oak wood can be had for \$4.50. The improved condition of the ice will still further supply the market with the usual receipts from Wisconsin. Hard coal is selling here at \$9 to \$9.50 per ton.

**November 29, 1880, Monday Winona (Minn.) Daily Republican.** - 4 (1 am), minus 2 (7 am), 25 (1 pm), 13 (6 pm). Clear.

**November 30, 1880, Tuesday Winona (Minn.) Daily Republican.** - 8 (1 am), minus 14 (7 am), 25 (1 pm), 20 (6 pm). Light clouds. Mean temperature – first half of the month, 35.5, second half 6.5, whols of the month 21 above zero.

According to the report of the Commissioner of Indian Affairs Minnesota has 6,198 Indians; Dakota, ten agencies and 25,293 Indians; Wisconsin, two agencies and 7,637 Indians. The 3,000 Indians of White Earth and Red Lake, Minn., are practically self-supporting. They harvested this year 80,000 bushels of wheat, 13,000 bushels of corn and 22,000 bushels of potatoes. Nearly all at White Earth wear citizens' dress, live in houses, send children to school, attend church on the Sabbath and lead a quiet, industrial, agricultural life. Many have surrounded themselves with the comforts of civilized life. The Red Lake Indians have, for several years, been enlarging garden patches, and stock, cattle and implements have been accumulated. Wheat raising has been successfully introduced. They have renounced wigwams for houses, and are steadily advancing to the degree of civilization of the White Earth Indians. Secretary Schurz, in his annual report, will insist on the necessity of additional legislation, and present a number of subjects to Congress for consideration. Among these will be a law to prevent polygamy among the Indians, amendment to the law relative to trespassers on Indian reservations, the passage of the bill of last session for the removal to and consolidation upon the White Earth reservation, Minnesota, of the several bands of Chippewa now in Minnesota, for the sale of lands vacated, and the investment of the proceeds for the benefit of the Indians, and the allotment to them of lands in severalty upon the White Earth reservation. This would enable the department to locate the whole of the Chippewa in Minnesota and Dakota, numbering about 12,000 persons, upon the White Earth reservation, build them comfortable homes, supply them with cattle and agricultural implements, break up land sufficient to secure their self-support after a few years, leave them in large surplus for future use, and at the same time open up over 3,000,000 acres of land for farming or industrial purposes.

Vennor, the Montreal weather-prophet, in whom many people have faith, predicts that the coming month will be "decidedly cold, with tremendous snow-falls during the latter half and early part of January, causing destructive blockades to railroads.

There are some 6,000 barrels of Minneapolis flour and 500 tons of merchandise at Duluth waiting shipment for points down the lakes. The prospect is that it will be frozen in. --- Wheat is \$1. Corn is quoted at 35 cents. Oats remain at 32-33 cents.

**December 1, 1880, Wednesday Winona (Minn.) Daily Republican.** – 16 (1 am), 16 (7 am), 32 (1 pm), 22 (6 pm). Light snow.

---There is a heavy snow storm at present along the upper Hudson river. --- Wheat \$1.02.

The Mankato *Review* says: "The receipts of wheat during the past week were unusually heavy, those of Saturday alone exceeding 3,000 bushels. There are about 50,000 bushels in the Winona elevator, the elevator at the big mill is full to overflowing, and warehouse room is limited. This condition is aggravated by the inability of the railroads to furnish cars for shipment. The same complaint is made at other points. Advices which reach us from the frontier represent that not much over one-third the wheat crop is threshed, the balance being in stack, and it is doubtful if it can be threshed before Spring, because of the snow and ice in the stacks. In this vicinity we hear of threshers who have a month's work engaged."

CITY AND VICINITY. AMONG THE MANUFACTORIES. A pen picture of one of Winona's busy streets – what is going on up and down the levee.

Aside from the very satisfactory percentage of increase in population which Winona shows for the past decade, there has also been a strong growth in the manufacturing interests of the place. During the past few years in particular the development of her resources has been very marked. The advantages of the favorable position of this city, the rapid extension of the railroads centering here and the opening of new territory, have all combined to stimulate the industries of Winona until some of the manufacturing concerns here have become leaders of their class in the entire Mississippi Valley. For years this city has been one of the leading lumber markets on the river, not only by reason of its being so favorably located as a base of supply for the vast territory tributary to the railroads westward, but also by reason of its proximity to the valuable pine regions of the Chippewa river and to the admirable rafting facilities afforded the manufacturers in bringing their logs from the famous and extensive works of the Mississippi Logging company at Beef Slough. The lumber interests are rapidly extending in proportion to the new territory to be supplied.

**YOUMANS BROS. & HODGINS.** In viewing the extensive field covered by the manufacturing concerns along the Levee, the observer very naturally starts at the saw mill and lumber yard of Messrs. Youmans Bros. & Hodgins, who occupy some fifteen acres of ground at the upper end of the Levee, just above the depot yard of the Chicago & Northwestern Railroad. Their saw mill is large and complete, and was very thoroughly overhauled and improved a few months ago, the change introducing all the new improvements and labor-saving machines in handling logs. The mill has been cutting about 120,000 feet of lumber per day. The firm are fortunate in controlling a slough that affords ample room for booming their logs and by means of which they are enabled to have an almost inexhaustible supply at hand for the use of their mill. In addition to their saw mill the firm have a large and well appointed planing mill and sash and door factory, a large building for the storage of dressed lumber, a large stable for their teams, a neat and convenient office and a new steam dry kiln recently completed. Their improvements this year indicate that they will fully keep pace with the increasing trade. Besides the extensive changes in their saw mill they have built a new steam dry kiln with a capacity of 70,000 feet, costing somewhat over \$6,000. They have enlarged their stable for the numerous teams used about the yard and have built a large addition—thirty-five feet by fifty feet—to the brick engine house of the planing mill, which they also contemplate enlarging to double its present size. They give employment during the season to about 175 men and their monthly pay roll amounts to about \$6,000. They have twelve double teams, and three single ones, beside which they have latterly hired two or three extra teams. At a rough estimate they have about 10,000,000 feet of lumber piled in their yard.

**WINONA RUSHFORD-WAGON WORKS.** While in this part of the city it will not be inopportune to visit the works of the Winona Rushford-Wagon Company, located near the extreme western limits of the city, not far from the railroad machine shops and conveniently situated as to the Chicago and Northwestern and the Chicago, Milwaukee and St. Paul Railroads, with both of which the works are connected by a side track. The company was organized about a year ago with a capital of \$45,000, and have now a fine class of buildings, consisting of an office, machine shops, blacksmith shop, paint shop, warehouse, three large stock sheds, steam dry house, all of which are protected by a steam fire pump and water pipes laid about the premises. The company make a strong point of employing skilled workmen and using the best material. Thirty-five men are employed, and the pay is about \$1,500 per month for labor. Estimated value of the product of the current year, \$50,000. The inauguration of this enterprise has demonstrated the fact that Winona possesses unsurpassed facilities for the manufacture of wagons. The location is right in the midst of the best timber country of the Northwest, while accommodations for obtaining raw material by river and rail give low freights and offer unusual facilities for the shipment of manufactured articles.

**THE WINONA MILL COMPANY.** Among the recent important enterprises in the manufacturing line is the flouring mill of The Winona Mill Company, a corporation having a paid-up capital of \$80,000 and a paid-up surplus of \$20,000. This mill is without exception one of the finest in Minnesota. It couples the block of ground next to the public Levee on the east—is 75 by 100 feet in size on the ground, and towers aloft to the height of seven stories above the basement. It is a roller mill with a capacity of 750 barrels per day, having recently been increased from a capacity of 600 barrels per day. It was first started up in May last, and has been a success from the beginning and claims to be making as good patent flour as is made anywhere. The estimated valuation of the mill property in round numbers is \$100,000. Forty-two men are employed. The monthly pay roll amounts to about \$1,800. The product of the mill will be 150,000 barrels of flour per year. A recent purchase gives the company the entire block on which the mill is situated, with a river frontage of 300 feet.

**L.C. PORTER MILLING COMPANY.** Proceeding down the Levee the observer notices next the fine property of the L.C. Porter Milling Company. This flouring mill was erected in 1874 and the large elevator adjoining was built in 1877. The mill is about 70 by 80 feet in size, with a capacity equal to twelve run of stone, which will turn out 400 barrels of flour daily. About thirty-five men are employed and the monthly pay roll is from \$1,600 to \$1,800. The concern has a river frontage of 250 feet, including a large and well-built dock. Much of the fuel used is saw dust from the mill of Messrs. Laird, Norton & Co. Valuation of the mill, from \$75,000 to \$80,000. Year's

product, 90,000 barrels of flour, though the mill has ground as high as 96,000 barrels. The flour is shipped to various parts of the United States and also to Glasgow, London and Liverpool.

**SCHROTH & AHRENS.** One of the old established and reliable firms of Winona is that of Messrs. Schroth & Ahrens, whose planing mill and sash and door factory dates back to 1866. It has been improved from time to time with the demands of the increasing trade, and the planing mill at present is 50 by 70 feet in size, with a wing 22 by 30 feet, and an engine house 22 by 42 feet. The firm have recently bought the lot on the corner of Front and Liberty streets, next west of their mill, and have also leased the half block recently occupied by the lumber yard of Messrs. Horton & Hamilton, and in addition to their planing mill Messrs. Schroth & Ahrens will do a lumber business. They have had a very busy season, employing twenty-seven or twenty-eight men, with a pay roll of about \$8.50 per month. The yearly product is estimated from \$38,000 to \$40,000. The firm are shipping a good deal of work—nearly twenty thousand dollars worth this year—to Southern markets. Their appointments are very complete for getting out all sorts of building material.

**LAIRD, NORTON & CO.** This concern is one of the pioneers of Winona. It was established in 1856 and has steadily grown with the growth of the town and the territory west. Their mills and lumber yard now cover about twenty acres of ground, the buildings including an office, saw mill, planing mill, steam dry kiln, four lumber sheds and a new one build this season—a large, well-arranged building 60 by 140 feet in size. The saw mill is one of the best on the Mississippi river and took the boom last season for the largest out of any single mill. Its capacity is about 1,000,000 feet per week and the firm cut from 27,000,000 to 28,000,000 feet this year. The cut for the season up to November 1, was 26,000,000 feet. About 250 men are on the pay roll, requiring a monthly disbursement of \$10,000. Besides the man there are seventeen double teams and two single teams. The horses are stabled in a well-arranged barn about two blocks from the mill. The steamer Julia is owned jointly by Messrs. Laird Norton & CO., and Youmans Bros. & Hodgins and is used in bringing their logs down from Beef Slough. The firm now have from 16,000,000 to 20,000,000 feet of lumber piled. They supply some twenty-five yard on the line of the Winona and St. Peter railroad. The value of the yearly product is placed at \$750,000. Their planing mill is provided with all the modern improvements, and does an extensive business in the manufacture of doors, sash and material for builders. It is worthy of note that Messrs. Laird, Norton & Co. and Messrs. Youmans Bros. & Hodgins each have in their lumber yard a system of water pipes for fire protection, which are supplied by steam fire pumps in their mills. They also do the pumping for the city mains. Aside from their interest in logging operations in connection with the Mississippi Logging Company, Messrs. Laird, Norton & Co. are running a camp of their own on the head waters of the Chippewa river, and will put in several million feet of logs this Winter.

**BOHN & WILCE.** The factory of Messrs. Bohn & Wilce is one of the prosperous manufacturing institutions of the city. The property has a front of 400 feet on Front Street and the buildings, which are all fine ones, embrace the planing mill, 60 by 100 feet, two stories high with a brick addition 40 by 80 feet, three stories high. It is all full of machinery, the first floor being devoted to doors, the second to sash, the third to the blinds and stair-building department. There is a large warehouse 50 by 120 feet, two stories high, built of brick. A steam dry kiln is among the improvements of the present season. It has a capacity of from 5,000 to 10,000 feet daily. The power of the shops has lately been doubled by a new boiler, which is of material assistance in dispatching business. There are on the average about eighty five men employed in the factory with a monthly pay roll of about \$3,400. The pay roll, including the man who are employed outside of the factory on building contracts, is about \$4,800 per month. A branch house of the concern has been opened in St. Paul with satisfactory results. Although the firm has had a good many heavy contracts for buildings, the main business is now directed to the manufacture of material for builders and the estimated value of the productions of the factory for a year are from \$150,000 to \$200,000.

**CHARLES HORTON LUMBER COMPANY.** This corporation, although new in the present style of the firm name, nevertheless has a familiar sound. Mr. Charles Horton has been identified with the lumber interests of Winona for many years, and has established himself as one of the most successful lumber dealers here. He was for many years a partner in the firm of Horton & Hamilton, but in the Spring of the present year bought out his partner and entered the corporation which now bears his name. It is composed of Messrs. Charles Horton of Winona, O.H. Ingram, C.A. Chamberlain and D. Kennedy of Eau Claire, and Roscoe Horton of Winona. The capital stock is \$250,000. Immediately on the formation of the company they purchased additional ground on the lower Levee and now have over four blocks, with a river frontage of 1,500 feet. Here they have laid out a large amount of money in valuable improvements. First a new office was build 22 by 50 feet in size, with a vault and other conveniences. A large stable 34 by 75 feet was erected for the use of some ten teams which are employed in the yard. A new planing mill, embodying all the modern improvements, was constructed. It is about sixty feet square, the main part being of brick, with an engine room 24 by 50 feet, in which is a superior Corliss engine. The planers, re-sawing machines, moulding machines, and in fact all the machines are of the latest patterns. It is particularly well arranged to save handling in loading cars for shipment. A short distance removed from the planing mill the foundation is laid for a



new sash, door and blind shop. The lumber shed near by, for the storage of dressed lumber, is a model of its kind. It is 60 by 150 feet in size. All the buildings are well built and finished up in good style, the whole forming a most valuable acquisition to the manufacturing establishments of Winona. The firm have two or three large saw mills on the Chippewa river, but it seems highly probably that at no distant day they will increase their facilities here by the erection of a new saw mill. Some 75 or 80 men have been employed by them, and the monthly pay roll is about \$3,000. The Company now have from 12,000,000 to 13,000,000 feet of lumber on hand.

A.W. GAGE & CO. Among the old and well known building firms of the city is that of Messrs. A.W. Gage & Co. They keep some ten men employed in their planing mill and sash and door factory, manufacturing for the Western trade and also on special order for builders. They also contract for the erection of buildings complete.

ANDREW HAMILTON. The lumber interests have another important extension in the large new saw mill now in course of erection on the lower Levee by Mr. Andrew Hamilton, near the property well remembered by old settlers as the former home of Mr. John A. Mathews. Mr. Hamilton is well known as a former member of the firm of Horton & Hamilton. He has purchased a valuable tract of land on the river front extending for a distance of some 1,300 or 1,400 feet, a large portion of which runs through from Front street to the Levee. The erection of the new saw mill was begun a few months ago. It is 60 by 190 feet in size, with a brick engine house 36 by 88 feet, divided into two apartments for the engine and boiler rooms. Mr. E. White of this city is the millwright in charge, and Mr. Hamilton feels highly pleased with the work thus far done. The entire mill was framed, put up and enclosed in twenty-six days without a timber being out of place. It is covered with sheet iron and has drop siding on the sides. The foundation work and the masonry for the engine bed, etc. are in charge of Mr. Charles Butler, whose name is a guaranty for thorough work in that line. The mill is to have a gang and two rotaries, with all the latest accessories and labor saving improvements. The whole to be run by a Corliss engine from works in Indianapolis. The cylinder will be 26 by 48 inches and the engine will be between 400 and 500 horse power. Other machinery has been ordered from Milwaukee, Saginaw and other manufacturing places. It is expected that the mill will be ready to run by the first of April. Although Mr. Hamilton modestly declines to say anything about the cost of these improvements it is safe to say that they can hardly be less than \$60,000 or \$70,000.

NOONAN & STELLWAGEN. (building contractors) [snip]

FIRE PROTECTION. [snip]

RAILROAD IMPROVEMENTS. The erection of the new depot and eating house of the Chicago and Northwestern Railroad company is one of the noteworthy improvements near Front Street this year. The building, as has been heretofore noticed, is a large and handsome brick structure with fine accommodations for passengers, a well-arranged suite of rooms on the second floor for general offices, and an eating house of very complete appointments occupying the western portion of the building. It is located on Front and Second streets between Winona and Huff streets. In all respects the structure is a credit to the company and an ornament to the city, and a great comfort and convenience for the traveling public.

THE RAILROAD MACHINE SHOPS. When one starts out on a tour of observation through the industries of Front street the western limits are not reached until the observer has passed through the busy place occupied by the machine shops of the Winona and St. Peter Division of the Chicago and Northwestern Railroad. Through the kindness of Mr. W. A. Scott, Master Mechanic of the Road, the representative of THE REPUBLICAN was given a very general insight into the buildings. The machine shop itself is a large building, 385 feet long by 160 feet wide. It is sufficient to say that it is provided with all the improved machinery, several costly machine having lately been added. The blacksmith shop is 40 by 80 feet in size, running fourteen fires. It is provided with a furnace for manufacturing springs, and has also a flange furnace. The rail mill is in operation steadily and is now sawing iron for the James River extension. The boiler shop and tin shop are next on the left of the engine house, or round house, which has twenty-two stalls. The engine room occupies the south end of the machine shop and is provided with a fine pump for fire protection. The oil room and the store house are important adjuncts of the shop. Here the supplies are put up for the main line and the branches west, one or two carloads of supplies being shipped daily. Mr. W.E. Smith presides over the office of the supply department, which it will be seen embraces a very extensive and important branch of the railroad business. The car shop is 265 feet long and 120 feet wide. It is provided with machinery for building cars from the trucks up, also for repairing, painting, and upholstering coaches. The casting room and the "annex" car shop—which was the old one—is about forty feet wide. Thus briefly the various buildings have been enumerated.

Two hundred and six men were on the October pay rolls in the shops and yards, including both night and day gangs, and the rolls for that month showed 58,435 hours of work performed, for which the company paid \$10,549.55.

The importance of these shops is but little understood by the general public. Sixty-one locomotives on the road west of Winona are accountable to the shops in Winona, besides which the locomotives of the Madison Division run in here and the work on them is done at the Winona shops.

Sixty-seven engineers and eighty-six fireman are on the rolls from Winona westward. The pay rolls of the machinery and car departments and locomotive service, which includes those employed as engineers, firemen and wipers at different points, for the month of October, were about \$22,000. There are some features regarding the admirable system that prevails in this department of railroad service which must be reserved for future notice.

CONCLUSION. The sketch thus given of one of Winona's busy streets does now by any means include all the industrial concerns of the city, but when "the old settler" recalls the levee as it was twenty or twenty-five years ago, and compares it with the busy scenes at which the reader has briefly glanced, it must certainly afford profound gratification. The sight is an index of Winona's substantial growth and prosperity.

**December 1, 1880. Wednesday. [New Ulm MN Weekly Review]** – The Lyon County NEWS has changed hands. Chas. C. Whitney, of Mass., has purchased the paper and material, and intends making several improvements in the paper. Mr. Morse is an able and spicy writer and his reputation as an enterprising newspaper man is already established, but it remains to be seen whether Lincoln county can support three papers. --- Early on Monday morning of last week, a broken rail near Walnut Grove dumped the caboose from the track and over an embankment. Mr. Rowley, the conductor, and Mr. Crouch and Mr. Josslyn who were in the car at the time, were considerably bruised. The car took fire from the stove which fell over and was entirely consumed. --- The suffering for fuel on the Chicago, Milwaukee and St. Paul road has been so great, that on Saturday, the 19<sup>th</sup> inst., at Britt, Hancock county, Iowa, a part of 50 farmers armed with pistols, took possession of the coal house at that place belonging to the company. It seems they were driven to take such course on account of suffering of their families. -- - Four men were instantly killed and one severely wounded, on Tuesday afternoon of last week, near Hopkins station, on the Hastings and Dakota road, while engaged in removing earth from a cut. The men had been digging into the bank leaving a thick frozen crust above, but this broke loose and buried them beneath. They were soon extricated by another gang of men, but life had been extinct for some time before they were recovered from the debris. The fifth man had one leg nearly severed from his body, the different parts being held together by a few muscles. He has since died. --- The steam mill in Winnebago City has for some time past been buying and shipping in wheat from Dakota in order to get enough to keep it running. Farmers in that neighborhood have been so far behind with their Fall work that only a small amount of wheat has been brought to market in that village. --- Quite a large amount of wood has been brought in to town by farmers for some days past, so that anyone could have as much as was needed for present use and many have also commenced to lay in a supply for use hereafter. But up to this time the prices have been way up in the upper regions,--dry hard maple, \$5.50 per cord and oak about \$5. These high prices will undoubtedly have to drop considerably in the near future, as some of the wood which was ordered from below, several weeks ago, is now continuing to arrive. --- The Bird Island Post says a wood fight took place there on Friday, the 19<sup>th</sup> inst. Three flat cars loaded with wood arrived at that time, and the citizens of the village together with about 50 farmers from the neighboring country made a rush for the wood with their teams, piling on their sleds and wagons what they could get hold of without waiting for the wood to be measured. A citizen and a farmer came to blows over one load, but the citizen got away with the wood. --- Thanksgiving morning was decidedly keen and frosty, the thermometer indicating about fifteen degrees below zero; but owing to the stillness of the air it did not seem to be near as cold as some other days, with the mercury ranging several degrees above that point. Friday and Saturday were very pleasant days, and the farmers from the neighboring country did not neglect making use of the beautiful weather and bringing some of their produce to town. Our merchants and other business men were, of course, very busy during those days in consequence of the many people who then did their trading. --- The St. Peter Tribune says hard maple wood brought \$5.00 per cord in that city, on Friday of week before last, owing to the bad condition of the roads which then prevented farmers from bringing any in at that time. But this high price being noised about, there was plenty brought in on the following day, and the price in the forenoon was \$4.50 and in the afternoon \$4.00 per cord for the same kind of wood. The Tribune adds that there is no reason to expect a continuance of those high prices, as it was the condition of the roads that caused the rapid advance. Now, if hard maple wood can be had in St. Peter for \$3.50 and \$4.00 per cord, there ought to be a slight letting up of the fabulous prices paid here for some time past. --- Wheat trade in this place has been very brisk during the last few days, and prices have also been all that could reasonably be expected for this season of the year. During last week the prices remained steady at 87 cents for No. 1 and 84 cents for No. 2. For several days the Van Dusen & Co.'s elevator took in about 3,000 bushels per day, on an average, and Bingham Brothers averaged about 1,500 bushels per day. Besides these amounts these three mills also bought large quantities, especially the Eagle Mill Co., which

must have taken in between 2,000 and 3,000 bushels on some days. On account of the scarcity of cars for shipping the grain East, the Messrs. Bingham could not accept all of the wheat which was offered to them. Their elevator was filled to overflowing on Saturday, but they had then made arrangements for storing several thousand bushels in their warehouse. About three-fourths of the wheat brought in is No. 2. Of the wheat taken in at the railroad elevator, about a fifteenth part of it graded No. 1, while nearly one-sixth was No. 3. --- The editor of the Lamberton *Commercial* was among the callers at the Review office last Saturday. --- We acknowledge a pleasant call from W.S. Ballenger, of West Newton, last Saturday. He reports threshing in that township nearly completed for this year. Mr. Ballenger has been running a steam thresher this season, and threshed, on an average, about 800 bushels of wheat per day, while at one time 1023 bushels of wheat were run through the machine in one day. The yield of the wheat which he has threshed, has been from 15 to 20 bushels per acre and all of a good quality. --- From Loreno. Wood! Wood! Wood! Is the great cry in our village. / We have taken a view of the mammoth snow plow which is lying at the depot. It is a big one, and none need fear of being deluged by snow storms. From appearances we should think that the monster might go through a mountain of snow, let alone a 16-foot drift.

Minneapolis Flour. No Longer Millers but Crackers and Mashers. Special Cor. Of the Chicago Tribune. Minneapolis, Minn., Nov. 23.—

“How many bushels of wheat can your Minneapolis mills grind in a year?” I asked Mr. Hinkle, who, like Pillsbury and Washburn, is one of the large millers here.

“We don’t grind wheat any more, my friend,” replied Mr. Hinkle; “we crack it and mash it. We aren’t millers any more here, sir, we are crackers and mashers, sir. You Eastern fellows aren’t posted.”

“Do you mean to say you don’t use millstones?” I asked.

“Certainly not. The millstone has gone. It’s a barbarism of the past. We have kicked them all out, and put the Hungarian steel rollers in their place. Henceforth you will please not say the mills of the gods.” You will say—

“The steel rollers of the gods roll slowly, but they crush to powder.”

Steel Rollers vs. Millstones. To be serious, I found all the Minneapolis millers taking out their millstones, and substituting steel rollers in their places. Wheat, but the new Hungarian process, is not ground but cracked. These rollers are about 30 inches long and eight in diameter. It takes five sets of steel rollers to finish the flour. Each set of rollers run closer than the preceding. After the wheat passes each set of rollers it is bolted or sifted through a coarse cloth. This cloth lets the disintegrated particles of wheat through, and passes off the bulky and large pieces, which are run through another and closer set of rollers and cracked again. The last rollers have little else but wheat hulls and the waxy germs of the wheat which do not crack up, but smash down like a piece of wax. The germ of a kernel of wheat is not good food. It makes flour black. By the old millstone process this waxy germ was ground up with the starchy portion, and bolted through with the flour. By the new system of cracking kernels and instead of grinding it, this germ is not ground but flattened out, and sifted or bolted out, while the starchy portions of the wheat are crushed into powdered wheat or flour.

What Becomes of the Flour. The best flour, worth \$7.10 a barrel in Minneapolis, is mostly shipped to New York, New England and Europe. Flour is billed directly from Minneapolis to Liverpool, Glasgow, Havre and Mediterranean ports.

The second rate flour, worth \$5.00 a barrel in Minneapolis, is shipped generally to Glasgow. It is called the Bakers’ brand, The bakers always use second class flour. By superior knowledge they make as good looking bread out of \$5 and house cooks make out of \$8 flour. In fact, \$5 flour with pure baking powder will make better and more beautiful bread than the \$8 flour raised with alum baking powder.

The very bad flour, worth \$2.50 a barrel, is shipped to Rotterdam, where it is mixed with rye flour and eaten by the poor people.

The Mill Power. The power used is the Mississippi river. The Hon. C.C. Washburn owns nearly the whole power. He sub-leases power to other mills. Mr. Hinkle informs me that he pays \$2,500 a year for the power to run two mills.

Gov. Pillsbury is now building a new mill on the opposite side of the river from Minneapolis, the water power of which will have fifty feet fall. This new mill will grind 3,000 barrels a day. The combined mills at Minneapolis, I suppose, grind from 15,000 to 20,000 barrels of flour daily.

The Future of Minneapolis Milling. A great future awaits the Minneapolis mills. The unexplored wheat-fields beyond Manitoba, and along the Peace and Saskatchewan rivers, must empty into the Minneapolis mill. These mills are especially adapted to grinding hard Northern wheat, while other mills, fixed for soft Southern wheat, cannot make the same fine flour from the hard wheat. The time will come when Minneapolis will grind 50,000 bushels of hard wheat annually and ship it abroad in the shape of manufactured flour. —Eli Perkins.

**December 2, 1880, Thursday - Winona (Minn.) Daily Republican.** – 12 (1 am), 4 (7 am), 14 (1 pm), 16 (6 pm).  
Light clouds.

Yesterday's snow storm was general throughout New England. Concord NH reports heavy snow and drifting badly. Eight inches of snow fell at Rondout NY and was still falling at last accounts. --- Wheat was steady at \$1.02. --- There are nearly 75,000 bushels of wheat in warehouses along the Southern Minnesota railroad. ---

RAILROAD CONSTRUCTION IN THE NORTHWEST. The extension of the great railroad systems of the Northwest this year has been something marvelous, as a brief glance at some of their operations will sufficiently show.

Beginning with the Chicago and Northwestern we find that in all of its various divisions there has been an addition of about 600 miles of new track since the opening of the year. The most important of these great enterprises has been the extension of the Chicago, Winona and Dakota line to Pierre, on the Missouri river, a distance of 118 miles west of the recent temporary terminus at Huron, 254 miles from the Winona and St. Peter junction at Tracy, Minn., 484 miles from Winona, and 780 from Chicago. From Fort Pierre to Deadwood is about 170 miles, and stages, now running, cover this distance in about thirty hours. A branch from this line at Huron running north 85 miles to Ordway, up the James river, is graded and track will be laid as soon as the iron can be received. Another branch from Volga, Dakota, north to Watertown, about 35 miles, has been nearly graded. In Iowa the Toledo and Northwestern branch, recently finished to Gifford, 40 miles west of Tama, is graded nearly to Lake City, some 70 miles farther. From Callanan on this division grading is completed north to Webster City, 15 miles, and is in active progress to Blue Earth City, Minn., about 85 miles farther. Lake City and Blue Earth will be the termini of these lines respectively. From Carroll, on the Council Bluffs line, a branch is nearly completed southwest to Harlan, about 40 miles. In Wisconsin a cut-off of six miles has just been completed from Janesville on the Wisconsin division, giving a much needed line between Janesville and Beloit. Work is in progress upon an air line from Milwaukee to Madison, a distance of about 85 miles, passing directly through Waukesha, the most popular Summer resort in Wisconsin. This line is to be completed in time for next Summer's travel. Connection is also being built between Madison and Montford on the Galena and Wisconsin narrow gauge road, recently acquired, a distance of about 60 miles. In Northern Michigan, near the Wisconsin line, the Menomonic River branch has been extended and opened from Quinesec west to Florence, about 45 miles, passing through a rich mining region. Here we have already finished this year, or actively under construction and all of it to be opened in a few months, about 600 miles of road, distributed as follows: Dakota 238, Iowa 17, Wisconsin 151, Michigan 45. Added to the mileage already officially reported open, this will make a grand system of almost 3,200 miles owned and operated by one management, and still apparently far from completed. To appreciate how vast such a mileage is, it is only necessary to remember that if it formed a continuous line it would require seven days and seven nights of constant travel at twenty miles an hour, without a moment's pause, to make the journey over it. For this splendid work of roads so ably and successfully managed, the imposing passenger station at Chicago will be a fitting terminus, while the important division terminating at Winona has also been provided with a handsome and convenient passenger and headquarters building comparing favorably with anything of the kind in the Northwest.

Scarcely less inferior in magnitude and importance have been the acquisitions and extensions made by the Chicago, Milwaukee and St. Paul company during the year. Of the lines acquired by purchase the principal are the Chicago and Pacific, the Clinton, Dubuque and Minnesota, and the Southern Minnesota. The Hastings and Dakota division during the past season has been graded from Ortonville, at the foot of Big Stone Lake, to Aberdeen, eight miles west of the James River. The track has been laid to a point midway between Webster and Bristol, about sixty miles from Ortonville. The James river valley branch has been graded sixty miles north of Aberdeen and forty miles south. This line will be finished to Jamestown, on the Northern Pacific, during the coming year. At Milbank Junction, on the Hastings and Dakota extension, a branch line is being built in a northwesterly direction, thirty miles of which are graded, and the track is laid nearly to Wilmot, seventeen miles. Among the most important improvements made by the company during the year is the new short line from St. Paul to Minneapolis. This is one of the best pieces of road in the country, being double-tracked, with steel rails from the St. Paul bluffs to South Minneapolis, a distance of nine miles. Owing to the heavy cuts and fills which the construction involved, the cost of the road was very great, averaging \$60,000 per mile. The road is being continued from Minneapolis to Benton, on the Hastings and Dakota division, a distance of thirty miles, forming what is known as the Benton cut-off. The line is now graded, and seven miles of track laid. During the year 1880 the track has been laid on the main line of the Southern Minnesota division from Flandrau to Falls branch, from the junction to Dell Rapids, thirteen miles; and on the Wells and Mankato branch, two miles; total track laid, forty four miles. Grading is done on the main line to the west branch of the Vermillion, twenty-seven miles from the end of the track. Some grading has been done on both sides of the James river, and undoubtedly this gap will be closed next year. The Iowa and Dakota, or the Black Hills

division as it is generally known, has been graded during the past season from Mitchell, Dakota to the Missouri river, about one mile north of [can't read], a distance of seventy-five miles, and all but about fifteen miles is now ironed. Passenger trains, however, only run as far as Mitchell at present. The end of the line is about 200 miles from Deadwood. The right of way through the Sioux reservation, west of the Missouri, has been obtained after protracted negotiations, and preliminary surveys have been made for the route to the Hills. The road will probably be completed to Deadwood by next Fall.

Rapid strides have also been made by the other great roads traversing the State of Minnesota and the adjoining region on the west, as will be seen by the following summary of operations for this year, embracing the total number of miles of track graded by each company named in the table:

Chicago and Northwestern --- 600 miles.  
Chicago, Milwaukee, and St. Paul --- 418 miles.  
Northern Pacific --both ends ---429 miles.  
St. Paul, Minneapolis and Manitoba --- 224 miles  
Chicago, St. Paul and Omaha --- 159 miles.  
Minneapolis and St. Louis --- 59 miles.  
Total graded miles= 1,769.

**December 2, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – The inevitable fuel question is likely to decline in interest during the balance of the season. Considerable wood has been hauled in by teams the past week, and Messrs. Vining and Smith each received several car loads. The supply has not been so great, however, to reduce prices very much. --- The statement made in the Gazette of two weeks ago, that nearly 10,000 bushels of wheat were received here in two successive days of that week, was based upon a rather exaggerated rumor. Four thousand bushels would be near the mark for the largest day's sales (last Monday), and our elevator men all tell us that the average for the latter half of November has been fully 2,500 bushels per day, divided pretty evenly between the two elevators. --- Those "fellows" who want to pull the wool over the eyes of their "girls," can do so without a struggle if they buy one of those nice wool hoods at Robt. Wilson's. --- Twenty-three car loads, or nearly 300 tons of hard and soft coal, have thus been sold at this point by Van Dusen & Co. --- The Mankato REVIEW says that 600 or 800 wood choppers will be employed in the Big Woods this winter, at big wages. It also states that the railroad line from Fort Dodge to that point will be completed next summer, and afford a direct line from the coal fields. --- On Monday of last week a wild train on the W.&St.P. was ditched by a broken rail four miles east of Walnut Grove. The caboose separated from the engine and was overturned and destroyed by fire, Conductor B.C. Rowley was badly cut on the head, Engineer Norris and both brakemen were slightly injured. --- Great difficulty is experienced at Chicago in forwarding Western products to the Eastern markets. The railroad companies are unable to handle one-fifth of the freight which is offered to them, and have notified shippers that they will receive only perishable goods. --- It is reported that the Chicago & Northwestern Railroad company has decided upon building an additional track between Milwaukee and Chicago, and will begin construction at the end of next week. All the bridges on the line are to be replaced by Howe truss iron bridges, thirty feet in width. --- From the Glencoe ENTERPRISE: Supt. Prior states that the story that the H.&D. was to be abandoned west of Glencoe this winter is false. Every energy of the company will be bent to keeping the road open, and it will be kept in operation just as much of the winter as possible.

Winona dispatch to PIONEER PRESS. – The fuel famine at the West is receiving the earnest attention of the railroad officers. Superintendent Sanborn went to Sleepy Eye on Thursday night to see for himself that coal and wood were hurried forward without delay. A lot of 7,000 cords of railroad wood at Kasota was turned over to Mr. J.J. Randall, with orders to distribute it at all needed points, taking care that none of it should go into the hands of speculators. The railroad company stipulated the prices at which it was to be sold at the different places. Messrs. Van Dusen & Co. have large orders at the Illinois miles, and the coal receives the preference over all other freight except live stock. Over 300 cars of coal were in transit during the past week for points on the Winona & St. Peter railroad and its extensions. Mr. Sanborn is of the opinion that while there has been much inconvenience and discomfort, there has been no suffering for lack of fuel in the territory adjacent to the line of road in question.

RAILROAD CONSTRUCTION IN THE NORTHWEST. The Pioneer Press of the 27<sup>th</sup> ult. contains a very interesting review of the progress of railway construction in the Northwest during the season now closing. The prosperity of the country at large, owing to a succession of bountiful crops and a stable financial system, has given railroad building an impetus nearly equal to that of ten years ago. With the renewal of prosperity there has come a tendency to a consolidation and combination of interests, and the absorption of small and struggling roads by the more powerful

corporations. The spirit of rivalry engendered has led to contests for the control of new territory, as well as to competition in the old fields, and a rapid extension of lines has been the result. The construction has been considerably retarded by the early advent of winter. We have only space for a few statistics from this instructive summary:

*Chicago & Northwestern.*—This company have graded and ironed this year 185 miles on the Dakota Central railroad running from the State line to the Missouri river at Fort Pierre. The distance from Winona to Pierre is 484 miles. Grading has been completed on the James River branch, extending from Huron north 90 miles to Ordway. The grading is also finished on the Sioux River branch from Volga to Watertown, a distance of about 75 miles. It is understood that the Winona & St. Peter will be extended from Watertown westward to Redfield, seventy miles next year. The Dakota Central will be completed to Deadwood by next fall, the right of way having been purchased and the surveys made.

*Chicago, Milwaukee & St. Paul.*—The lines of this company now embrace over 3,500 miles of track spread like a vast network all over the Northwest. The Hastings & Dakota division during the past season has been graded from Ortonville, at the foot of Big Stone Lake, to Aberdeen, eight miles west of the James river. The track has been laid to a point about sixty miles from Ortonville. The James River Valley branch has been graded sixty miles north of Aberdeen and forty miles south. This line will be finished to Jamestown, on the Northern Pacific, during the coming year. The new short line from St. Paul to Minneapolis has been completed at great cost, and the continuation from the latter point to Benton, on the H.&D. division, forming what is known as the Benton cut-off, is now graded, and several miles of track laid.

*Northern Pacific.*—This company has made rapid strides during the past year, the work having been carried on with great energy. On the Missouri division west of the Missouri river, 135 miles of new track have been laid, and thirty-two miles more have been graded. On November 10 the tracklayers crossed the Montana line, the event being celebrated by driving of a silver spike and congratulatory speeches. On the Pacific slope, 210 miles have been completed, leaving a gap of 600 miles between the ends of the track which is confidently predicted will be closed within three years. About 300 miles will be constructed during the coming year. From Walla Walla to Puget Sound there is about 200 miles of road to be built.

*St. Paul, Minneapolis & Manitoba.*—A large amount of work has been done the past season in extensions on this line, 2.4 miles having been constructed. Surveys are being made for the extension of the line from Grand Forks to Turtle mountain, and from Maple River across the Northern Pacific at or near Jamestown, and thence northwesterly.

*St. Paul & Duluth.*—This company, in conjunction with the Minneapolis & St. Louis, has built the Taylor's Falls & Lake Superior road, from Wyoming to Taylor's Falls, a distance of twenty-one miles, giving a rail outlet to one of the oldest settled regions of the State.

THE NEXT NEW STATE. —CHICAGO TRIBUNE. The election being over and the consideration of party advantage no longer existing, it is possible that Congress will, at the approaching session, adopt the initiatory legislature for the erection of a new State out of the present Territory of Dakota.

That Territory contains now nearly 150,000 inhabitants, or more than the ration of population under the present apportionment of representation. But the tide of emigration to that State is not only large but continuous. There are at present five railroads extending their lines westward across the Territory, and all will within a few months have their track laid to the Missouri River. The climate and the soil are similar in all respects to that of Minnesota, and the coming spring will witness the settlement there of whole swarms of emigrants from the Eastern States, from Canada, and from Europe.

The present Territory is too large for a single State. It contains somewhere in the neighborhood of 200,000 square miles of land, or nearly five times as much as Illinois. The plan is, we believe, to form a state by drawing a line through it from east to west, and erecting the southern half into a state, and continuing the northern and less populous half under the Territorial Government. It is confidently expected that, before the preliminary proceedings of forming a State Government can be concluded, the new state will have all the population entitling it to a representative in congress, even under the new apportionment necessary under the census of 1880.

It is pretty certain that, if the present congress does not pass the necessary law for the creation of this new state, it will be passed by the new congress elected the present year.

**December 2, 1880** [Brookings Co. D.T. PRESS] — Wheat is coming in rapidly. Prices are good. --- There is little snow to be seen in this vicinity. --- Our draymen seem to be delivering immense quantities of coal. --- All the boys who have doubled up this fall, report that there is nothing like having some one to get up and build the fire. ---

Wood and coal scarce in Aurora. Wheat 95 cents. --- One man living 14 miles north of Aurora says he gets 89 cents at Aurora for the same wheat he gets 49 cents for at Brookings. Some one please explain.

**December 2, 1880** [Worthington, MN ADVANCE] – The Cold Wave. Telegrams of the 23<sup>rd</sup>: Ice formed as far south as Catskill, N.Y., and boats had a hard time reaching Albany. The Delaware river was frozen over at Bordentown, N.J. the ice being heavier than for the three years past. From Reading, Pa., the report is that the Schuylkill and Union canals were closed, the Schuylkill river nearly frozen over. At Danville, Va., the night was the coldest experienced for years. A Detroit advice reported the closing of Lake St. Clair, the suddenness of the ice embargo catching a large fleet of loaded vessels throughout the chain of lakes. There were seventy-four bound from Buffalo to Chicago frozen up at different points on Lake Erie; twenty-eight from Chicago to Buffalo are in St. Clair river or in Lake Huron, and twenty-one laden vessels from Escanaba bound for Lake Erie points. --- Farmers are finding fault with the weather. It is too cold to husk corn. A large share of the corn is still standing in the fields.

**December 3, 1880, Friday - Winona (Minn.) Daily Republican.** – – 12 (1 am), 6 (7 am), 28 (1 pm), 14 (6 pm). Hazy.

[article page 2 about wheat in America] --- Wheat steady at \$1.02. --- Just note in your diary that this was a very fine December day. --- During the past few days the trains running west into Dakota have found some trouble with snow in the cuts, and the snow plows were run ahead of the passenger trains. --- The freight blockade is seriously felt here. Three hundred car loads of lumber are awaiting shipment to points west and the cars cannot be obtained. --- Dry oak wood sells at \$3.50 per cord at Galesville. ---

THE NEW TERRITORY WEST. Glances at Western Minnesota and Eastern Dakota. – The supplement which was distributed with THE REPUBLICAN this week contained the very able report of the committee appointed by the Board of Trade to examine into the resources of the country tributary to the Chicago and Northwestern railroad in Dakota and Minnesota and the requirements of that section in reference to the future prosperity of Winona. The chairman of the committee, Mr. Herbert P. Hubbell, received from his colleagues Messrs. W.F. Phelps and A.F. Hodgins, as well as from the Board of Trade, the most hearty commendation for the excellence and thoroughness of the report, Mr. Hubbell spent some two weeks in the collection of the facts, which contain the most valuable information relative to the country, supplemented by interviews with many settlers and business men of the new country.

So highly was the report appreciated by the managing officers of the Chicago and Northwestern railroad that they saw in it at once a most valuable immigration document and ordered ten thousand copies printed, which order has been filled at The Republican office. Thus the efforts of the Board of Trade and the work of its committee finds a gratifying recognition.

**December 4, 1880, Saturday - Winona (Minn.) Daily Republican.** – – 22 (1 am), 24 (7 am), 30 (1 pm), 2 (6 pm Sunday). Cloudy.

Wheat lower, \$1.00. Dressed hogs declined to \$4.50.

RAILWAY NOTES. The Brown's Valley branch of the Hastings and Dakota division was completed on the 2d inst. Trains will not run regularly on it for a week or ten days. The force of track layers have gone to finish laying track west of Breckenridge, on the Casselton branch. --- The month of November has been a busy one for the Wabasha division of the Chicago, Milwaukee and St. Paul road. Nearly 200 more cars of freight have been received at the East Wabasha station on that division, and double the amount of freight forwarded as during the same month in 1879. Extra trains are being run to accommodate shippers. --- A corps of Chicago, Milwaukee and St. Paul Railway engineers have just completed a survey from the north of American Crow creek, on the Missouri, to a point between White and Red rivers, 170 miles. Thence the line has been surveyed to the foot of the Black Hills, forty miles. It is stated on good authority that the construction of the road will be commenced early in the Spring.

**December 6, 1880, Monday - Winona (Minn.) Daily Republican.** – – 6 below zero (1 am), 8 below zero (7 am), 3 above zero (1 pm), zero (6 pm). Clear.

It was quiet on the streets to-day, for the reason of it was unsafe to have teams on the streets unless they were shod for the icy roads. --- A good many fellows were obliged to take to Shank's horses this morning because their regular equines were not sharp-shod for the present icy conditions of the streets.

THE BLIZZARD. The rainstorm of Saturday turned into a cold storm of sleet, followed by snow, so that Sunday morning witnessed a raging blizzard howling through the State. There was less rain and more snow out west, and consequently the railroads are experiencing some trouble. The Winona and St. Peter railroad is blockaded from Sleepy Eye to Tracy, and was blockaded from Sleepy Eye to Kasota, but the snow plow was working this way from Sleepy Eye this morning, and shortly before noon had passed New Ulm, followed by a passenger train. It is expected that the train due from the west this afternoon will arrive some time in the evening. The passenger train which left Winona for the west on Saturday at midnight, was not able to go farther than Janesville, and turned back at that place, arriving in Winona at 3 o'clock this morning. There is no trouble worthy of note with trains east of Winona, or between Winona and St. Paul.

**December 7, 1880, Tuesday - Winona (Minn.) Daily Republican.** -- 8 below (1 am), 10 below (7 am), 4 above (1 pm), 5 above (6 pm). Snow.

Dressed hogs are \$4.50 to \$5.00. --- The light snow fall today, it is hoped, will continue until good sleighing prevails. --- The weather was extremely cold out west yesterday. Operators on the Tracy branch report 30 degrees below zero. --- Wheat was quoted at LaCrosse on Saturday at 92 cents. In Winona the wheat market was 93 cents. Winona is the acknowledged wheat market of this section.

NEW PROCESS FLOUR MAKING. A Minneapolis miller furnishes the following brief description of the new process of reducing wheat to flour. It is about the most intelligible statement we have yet seen:

Wheat, but the new Hungarian process, is not ground, but cracked. The rollers are about thirty inches long and eight inches in diameter. It takes five sets of steel rollers to finish the flour. Each set of rollers runs closer than the preceding. After the wheat passes each set of rollers it is bolted or sifted through coarse cloth. This cloth lets the disintegrated particles of wheat through, and passes off the bulky and large pieces, which are run through another and a closer set of rollers and cracked again. The last rollers have little else but wheat-hulls, and the waxy germs of the wheat, which do not crack up, but mash down like a piece of wax. The germ of a kernel of wheat is not good food. It makes the flour black. By the old millstone process this waxy germ was ground up with the starchy portion, and bolted through with the flour. By the new system of cracking the kernel instead of grinding it, this germ is not ground, but flattened out, and sifted or bolted out, while the starchy portions of the wheat are crushed into powdered wheat or flour.

The history of a single kernel of wheat as it is made into flour by the new roller process is as follows:

1. The kernel is passed between steel rollers on which are lined corrugations. This breaks the kernel into from six to eight pieces, and a great deal of starchy matter falls out. These pieces are passed over a cloth sieve (bolted). The starchy particles which pass through the sieve are the best portions of the wheat. It is this portion that makes the high-priced flour, worth \$7.10 a barrel at the mills.
2. These six cracked pieces of wheat, after being sifted, are passed through the second rollers. These rollers are fairly smooth, but not polished. The kernel this time is cracked into say, thirty-six pieces, and the crushed matter is bolted again. The particles bolted makes fine flour, worth \$8 per barrel.
3. The thirty-six pieces are then run through the third set of rollers, and cracked into perhaps 216 pieces, which are bolted again. By this time all the best part of the wheat is bolted again, and finally nothing but the hulls, a few particles, and the waxy germs remain.

The debris is now rolled through another set of rollers and bolted again. The particles bolted out make a second rate flour, worth \$5 a barrel, while the hulls and grains are ground upon the ordinary mill stone and made into a very low grade of flour, worth \$2.50 per barrel, and bran worth \$9 a ton.

MISSOURI. A WINTER CYCLONE. St. Louis, December 7. -- A severe cyclone passed over this section (Carthage, Missouri) Saturday evening, passing from the southwest to the northeast. South of Joplin fences were prostrated and houses and barns torn down, but nobody was reported hurt. Ten miles south of Carthage the residence and all buildings of Mr. Quinby were destroyed.... [snip] Hit Marshfield. Accompanied by thunder and lightning, the electric shocks being very violent.



THE RAILROADS. It was snowing at Sleepy Eye and west of there this morning. The Tracy Branch was open and all right. The road was open from Watertown east to Lamberton and at ten o'clock this morning the snow-plow was between Springfield and Lamberton. The train due from the west this afternoon was six hours late.

**December 8, 1880, Wednesday - Winona (Minn.) Daily Republican.** -- 4 below (1 am), 12 below (7 am), 2 above (1 pm), 2 above (6 pm). Clear

Ten below at Rochester Dec. 7. --- Owing to a blockade of snow at the western terminus of the Winona and St. Peter Railroad, no trains came from the West yesterday afternoon. --- Wheat 99 cents. ---

The fuel famine is not yet relieved at Montevideo and other points, and the last fall of snow has aggravated the case. --- Notwithstanding the increased elevator facilities at Duluth, wheat men are severely taxed for a place to put the large quantities of wheat now being received at that point. It is stated that the daily receipts average about fifty cars. --- On the first of December, Minneapolis millers held little, if any, less 3,000,000 bushels of wheat. The shipments of flour in 1880, thus far, have reached 1,800,000 barrels, and with that in store will approximate 2,000,000 barrels.

Chicago elevators, as per official report, contain 5,895,782 bushels of wheat, 3,836,321 bushels of corn, 1,297,640 bushels of oats, 298,499 bushels of rye, and 196,293 bushels of barley making a grand total of 11,525,535 bushels, against 9,958,346 bushels a week ago, and 10,125,253 bushels at this period last year. Milwaukee warehouses are stored with 1,761,001 bushels of wheat, 13,333 bushels of corn, 27,156 bushels of oats, 47,562 bushels of rye and 350,483 bushels of barley. The receipts of grain in Chicago since January 1<sup>st</sup>, 1880, 21,092,815 bushels of wheat, 92,273,114 bushels of corn, 28,439,476 (? 8) bushels of oats, 1,704,602 bushels of rye and 4,389,402 bushels of barley, making a grand total of 139,899,409 bushels.

The proposed raid of land-grabbers into the reserved Indian Territory is, if reports be true, assuming serious proportions. Captain Payne will head the column, which consists of about 1,000 men, having 250 wagons and provisions for ninety days' rations. The chief point of concentration is Wichita, Kan., and the objective point is Oklahoma, in the Territory. The military will not interfere until all the squads join at Oklahoma, when they will arrest all parties. It is understood that Payne will intrench and not surrender to the military unless they have a superior force, but will answer any civil summons that the courts may issue.

**December 8, 1880. Wednesday [New Ulm MN Weekly Review]** -- [page 1 article about beards, nothing really important] --- California's rainy season began last Thursday; when a heavy southeast storm prevailed throughout the State, except in the most southerly countries. The rainfall was plentiful, and there was a prospect of continuance. There was a great deal of uneasiness felt at the lateness of the rains, but that fear has now been set aside. --- Minneapolis has the three largest flouring mills on the globe. Pillsbury A. has a daily capacity of 4,000 barrels; Washburn A., daily capacity 3,500 barrels; Crown Roller Mill, daily capacity, 3,000 barrels. The total daily capacity of the three mills is therefore 10,500 barrels. The largest mill in Europe has a daily capacity of but 2,800 barrels. --- There is a great demand for wood choppers at Mankato at present. There is a chance for 500 to find employment during the winter, at good wages, while their work will be paid in cash. --- The first snow of the season fell at Bismark on Thursday of last week, and that was only one inch in depth. --- A.C. Chittenden, of Marshall, who has started a branch store at Amiret, between Tracy and Marshall, has been appointed post master of that station. --- The Marshall *Messenger* says that there is now a good supply of wood at that place, but it is mostly soft wood. --- Good dry wood, says the Glencoe *Enterprise*, is selling in that village from \$1.50 to \$2.50 per cord. --- The thermometer at Sauk Rapids indicated 36 degrees below zero on Thanksgiving morning. Such are the reports. --- The Tracy *Gazette* says Superintendent T.J. Nichol is making a change in railroad employees. --- The editor of the Murray County *Pioneer* says he will be obliged to close up his office this week unless some of his subscribers bring in money or wood. He informs his readers that he cannot work with cold fingers. --- The Congregationalists of the western counties in Southern Minnesota have organized a new conference, called the Mankato conference. Rev. C.M. Merrill, of Waseca, was elected moderator, and Rev. Adam Simpson of Fairmont, was elected Scribe. The next meeting will be held in June at Freeborn. --- According to advices received from the coal regions of Iowa, it appears that the fuel famine is to some extent traceable to the want of facilities for operating the mines. It is an impossibility to secure experienced miners, and as a consequence the mines are not worked to their full capacity. The mines at Fort Dodge made arrangements to get out 700 tons per day, but they cannot get ploy men enough

engaged to get out that amount per day. --- Gov. St. John of Kansas reports that there is a great deal of suffering among the poor colored refugees in that State. Arrivals continue at the rate of about one hundred and fifty per week most of them in a destitute condition. --- In portions of Nicollet county a great deal of grain is yet unthreshed, and considerable of it will remain so until spring. --- The people of Watertown went in a body and demolished a railroad bridge, using its timbers for fuel during the wood famine in that region. [Ortonville *Herald*] --- Another small invoice of the “beautiful snow” arrived on Saturday evening, accompanied by a strong northwest wind which made it decidedly disagreeable to be outdoors at that time. --- Traveling by rail has been rather uncertain for a few days back. The storm of Saturday night blockaded the road both east and west of us, the night passenger only came west as far as Kasota on Sunday morning. The Watertown train was snowed in between Springfield and Sleepy Eye, and was only got out early on Sunday morning by a snow plow from Sleepy Eye. The down train on Monday morning did not pass this station until after eleven o’clock. The road is again open at this writing and trains arrive and depart on schedule time. --- Notwithstanding the cold and stormy weather last Saturday evening, the Scandinavian ball at Union hall had a pretty fair attendance. About 38 ticket were sold, so we have been informed. During the day, before the cold had set in, quite a number came in from different parts of the surrounding country for the purpose of attending the dance, and of course they were bound to have their fun—storm or no storm. --- Owing to the very cold and blustery weather last Sunday evening, the Maennerebor concert at Union Hall was not very largely attended as it would have been under more favorable circumstances. ... --- Since our last issue, several more children have been wrested from their homes by the dreaded disease, diphtheria. --- Tax list includes the following towns by name: New Ulm, Loreno, Albin, Bagshaw, Burnstown, Cottonwood, Eden, Home, Lake Hanska, Leavenworth, Linden, Milford, Mulligan, North Star, Prairieville, Sigel, Stark, Stately. --- [article about horse thief on trial giving officers the slip. I may have included this in another Hard Winter newspaper bits file. This might be more in depth if needed.] --- Mike Dinnson, who is now a jobial inn-keeper at Huron, D.T., gave us a pleasant call last Thursday. Dakota climate does not appear to have changed Mike a good deal; he is, as near as we can judge, the same good-natured, jolly man that he used to be when he made Brown county his permanent home. He says Huron is at present nearly as large as Loreno, although but seven months old—it having been started in May last. Nearly all of the settlers of that community are well to do, having come from some of the older States East and brought along considerable capital. --- Fort Ridgely Items. Winter is on us, and we are not half done threshing. / One of our old friends, Jack Henderson, whose family has been residing four miles south of the Fort, returned home last Tuesday from Dakota Territory. Jack, like an industrious man, has been up on the Jim river at work on the railroad that extends through that section of the country. We were all delighted to see Jack and get some information about the country. He informed us that he was as far as one hundred miles above Ortonville, and that he made close observation of the country. At this great distance to the western country, one can find farmers, with over 100 acres of wheat, averaging 25 and 30 bushels to the acre. He says the soil in that country is not like ours; but that it is rich loam, with less sand than here. The wheat is stronger, not so brittle as it is in this part of the country. Jack thinks it is a paradise, as lovely and fragrant as the “garden of Eden.” Go farther west, young man, there’s your chance. --- Renville. --- Springfield Items. The farmers are very backward this season getting their threshing done. The winter came so very unexpectedly. But they are now threshing amazingly well. / The R.R. is in a continual struggle with the snow drifts. / Only last week the elevator shut down on the famers because it was brim full, and the C.& N. W. road was unable to take away all the wheat. Too much snow, you know. It is now in order again for receiving wheat. / Wood has been a great scarcity here until of late, when it has been a little more plentiful. / The winter is now in full blast in our midst, and mighty cold at that. Sleighing is good.

**December 9, 1880, Thursday evening - Winona (Minn.) Daily Republican.** -- 10 below (1 am), 14 below (7 am), 6 above (1 pm), 6 above (6 pm). Clear.

James Schmit, a young man living in the town of Pepin, Wis., trapped a lynx near his residence last week, which weighed eighty-five pounds. It measured four feet from its nose to the tip of its stubby tail. Young Schmit also trapped a gray fox the day after the lynx was laid out. --- How is your wood pile? --- The extreme cold weather is lamented by many of our young people, who are prevented thereby from utilizing the good sleighing. --- Five Indian chiefs are reported as being upon the train that went off the track this side of New Ulm, they being destined for Washington. --- The Transcript is the name of a new weekly paper just established at Utica, in this county, by Mr. C.M. Boyles, an old resident of that town. He proposes to make a good local paper, provided the community will support the enterprise. ---

THE SNOW BLOCKADE. -- As already stated the Saturday night’s blizzard effectually blockaded the trade of the western end of the Winona and St. Peter railroad, the track being blocked from Sleepy Eye to Lambertson, a

distance of thirty miles. The section blockaded is very hilly and full of deep cuts. Some drifts are 1,500 feet long and from ten to fifteen feet deep. Gangs of men with huge plows are battling the drifts on both ends, some three or four miles yet remaining to be opened. Trains are running regularly from Sleepy Eye to Redwood Falls, also from Tracy to Pierre and Watertown. There is but little snow west of Tracy, and the weather in that section is clear and cold. Later.- The road is now open and trains are moving.

RAILROAD ACCIDENT. — The passenger train due in this city at 1:25 a.m. on Wednesday morning, coming from the West on the Winona and St. Peter Railroad, in charge of Conductor Fred. Morgan, left the track about five miles this side of New Ulm. The train consisted of two engines, baggage car, four coaches and a sleeper. One of the journals of the tender breaking caused the rear engine, baggage car and two coaches to go into the ditch. No one was hurt.

**December 9, 1880. The Redwood Gazette, Redwood Falls, Minnesota** — The best line of children's furs, and cheapest prices, at Miss L.W. Long's. --- A fall of snow Monday evening and Tuesday has oiled up the sleigh tracks, but there are still occasional bare spots in the roads, where the wind has swept off the light snow. --- Last week the price of coal rose another notch, and now sells at \$8.10 for soft and \$15.25 for anthracite. We have heard it suggested that the railroad company might do a very graceful thing were it to take the fuel matter in hand for this station in the same way that it has for Marshall and other points on its lines. To be compelled to pay present prices is more than can be borne without hardship. --- Col. P.H. Tousley has wound up his railroad building campaign in Dakota, and gone into winter quarters here. He reports that the H.&D. company have graded their road 113 miles west of Ortonville, and laid the rails 72 miles of that distance. The work has been kept up in spite of the cold weather, and Col. Tousley has seen rough service the past months or so, having worked a night force part of that time. --- The school rooms in this village are so cold that the teachers, with one or two exceptions on Wednesday, closed their schools for the forenoons. It is admitted by everyone that our schools are totally unfit for use in the coldest weather, and but little better than none at all in any weather. The school board met Tuesday night, and agreed to employ the present janitor all through school hours so that the fires may be properly attended to. --- New line of hair combs, side combs, and hair nets at Miss L.W. Long's. --- All reports to the contrary, the ice crop of 1881 has not yet been damaged by frost.

HUSKING CORN. As this is just in the midst of the corn harvest, a glimpse at the progress in corn gathering in the past century may be interesting to our readers who are now engaged in this pressing employment. We do not propose contrasting the present with the practice in New England fifty years ago, but with the universal manner in which it was done in Ohio, Kentucky and Indiana, the then principal corn-growing States.

Fifty years ago it was the universal practice for the hands to go into the field without a team, and snap off the corn with the husks on, and throw it in small heaps in a way that a wagon and team could pass between the heaps. The next day it was gathered up by hand and deposited in the wagon. Then it was hauled to some clean lot, a grass plat being preferred, and thrown out by hand in a pile about ten feet wide and five feet high, and as long as the quantity of corn would make, in a long rick. We say it was thrown out by hand, for the reason that the scoop-shovel was unknown at that period. The writer is not mistaken in this fact as he was actively engaged in this business, and frequently visited Cincinnati, the then headquarters for hogs and corn in the United States. The corn in the ear was then thrown out of the wagons into the warehouses by the bare hands. And if such things as scoops were then known to handle either wheat or corn, they would have been used there. The corn having all been hauled and thrown in a long rick, the neighbors, old and young, male and female, were all invited to a husking. This was not an occasional instance in a neighborhood, but general and its absence was the exception. These were the great occasions for the meeting and enjoyment of the young people. The huskers gathered early in the evening, and proceeded to work and amusement. Sometimes the parties divided off in knots or coteries to suit their notions, and huddling themselves down in the husks beside the corn pile, plied their fingers while they sang songs or told stories, interspersed by the frequent passage along of liquid refreshments. The corn was thrown over the rick in front in a pile while the husks were thrown behind. In this way the evening passed off pleasantly and frequently profitably.

At other times, after the husking had progressed quietly for a while, there would be a successful proposition to divide the pile by laying poles or rails across the middle of the rick as disinterested judges could ascertain. Then two captains were selected, who took their positions each side of the dividing poles or rails; then they chose alternately the huskers, who came as they were chosen to the side of their Captain. The most serious objection to this was that it frequently separated for a few hours the dear ones who always love to be near the idol of their hearts. But then the contest began to test the abilities of the respective parties under their chosen Captains to see which would husk their pile first. And then began the system of fraud and cheating which is more extensively carried on laterally

in office-hunting and office-holding. In order to expedite the operations, much of the corn was thrown forward half husked or not husked at all. It was frequently thrown back among the husks, and the next morning the farmer would see a sorry sight of mixed corn and husks in both piles—rear and front. And it took more work to pick the corn from the pile of husks and to husk that which was thrown over with the husked corn than it does now to husk the corn in the field and crib it. A wagon was drawn alongside of the corn pile, the corn gathered up by hand, cleaned of husks and thrown in the wagon, then hauled to the crib and thrown out again by hand. And yet with all this tedious and useless work in gathering and cribbing corn, which was finally hauled long distances and sold for six cents per bushel, it took the people a generation to learn a better way.

Probably by eleven or twelve o'clock at night the work of husking was accomplished, when supper would be announced. This was usually of a very substantial character, and with few things of what would now be considered delicacies. The invariable chicken pot-pie, generally made in a large sugar kettle, was the staple article on such occasions. With the healthy digestive powers and sharpened appetites then or now no more appropriate dish could be provided. And the company made such quantities of it disappear as would astonish some of the dainty stomachs of more modern times. After supper the room was cleared of everything which would be in the way for a few hours' dance. In those days the houses were not supplied with a variety of rooms, so the beds, chairs and tables had to be removed, which could be done in a very few minutes without danger of injuring the varnish on the furniture. Then the young folks as well as some older ones had a good time, equal in real enjoyment to any of the fashionable racquets of the present day.

But gathering and husking corn in that way, with present prices of labor, would cost at least one dollar per bushel. And yet we recollect that corn from 1820 to 1828, in the interior of Indiana, seldom sold for over six and a quarter cents per bushel. Some old men hanker for the return of the good old primitive days. But save us from the dark ignorance and intolerable burdens of those days. The world is growing brighter and better. The farmer is rising in intelligence, and emerging from the servitude of those darker days. [Iowa State Register]

According to a statement in the *Northwestern Lumberman*, 1,000 laths will cover seventy yards of surface, and eleven pounds of nails put them on. Eight bushels of good lime, fifteen bushels sand and one bushel hair make enough good mortar to plaster 100 square yards. A cord of stone, three bushels lime and a cubic yard of sand will lay 100 cubic feet of wall. One thousand shingles, laid four inches to the weather, will cover 100 square feet of surface, and five pounds of nails fasten them on. One fifth more siding and flooring is needed than the number of square feet of surface, because of the lap in the siding and the matching of the floor. Five courses of brick will lay one foot in height on a chimney, and six bricks in a course will make a flue four inches wide and twelve long.

It snowed a little last Tuesday morning. It was a very light snow—not more than an inch in depth. There wasn't enough of it to obstruct the path of a mouse, but it was the cause of a suspension of all business on the line of the H.&D. railroad. No trains from the west, no mails from the east! We have seen disgusting exhibitions of cowardice, and distressing lack of energy manifested in our time, but we think never anything of the kind quite equal to the daily display made in these directions by the Hastings & Dakota railroad company. —Clencoe REGISTER.

TREE PLANTING. [Minneapolis TRIBUNE.]

Farmers living in the treeless districts of western Minnesota must plant out trees. They must come to it. They cannot depend on railroads for fuel, because the roads have not now, nor will have facilities for furnishing to them; and if they had, timber can be raised cheaper than it can, under such circumstance, be purchased. The wail that comes from out on the Hastings & Dakota railroad, in regard to scarcity of fuel at this time, shows very plainly the necessity of planting out trees just as soon as the ground thaws out in the spring. It is just as easy to raise forty or eighty acres of timber as it is to raise so much corn. All that it required is to plant the forest on mellow ground that has had deep plowing, and the soil thoroughly pulverized; then, after planting, cultivate the same as corn, and continue to do so for three or four seasons; also banish all the weeds, grass or vines from the trees, and there is no danger but that they will grow. In a very few years any farmer can have all the fuel, and for that matter all the timber, he will want on the farm. This is the only save way for our friends to pursue. They will be astonished at the rapidity with which trees grow. We speak advisedly on this matter, because we have thoroughly and effectually experimented on it.

The month just past proved the coldest November on record in this State, the average being five degrees colder than any November in sixteen years, and twelve degrees colder than the average temperature of the month during that time. The average for the month was but 17.44 degrees. The coldest was on the 25<sup>th</sup>, 22 degrees below zero. The

nearest approach to this was in 1875, when the average was 22.52 degrees. The above is from observations made a Minneapolis. [Redwood MERCHANT]

**December 9, 1880** [Brookings Co. D.T. PRESS] – [Note. No reports of horrible weather since Oct. blizzard until now. All the talk is about elections. There was believed fraud in that part of Dakota, in Brookings and in Volga both, so most of the local news is politics. There are still people building, people coming and going between towns and counties, and parties and dances held. School still in session.] --- Get a mitten for your nose. --- Slight fall of snow last Saturday night. --- Trains were snowbound in Minnesota last week. --- The thermometer has gone into winter quarters. --- The delays of trains are too numerous to mention. --- This kind of weather takes the “bark” off a man’s nose “slick as a whistle.” --- The fuel question is attracting a great deal of attention all over the United States. --- No mail last Saturday. A wreck and too much snow in Minnesota caused the delay. No snow here. --- Courts adjourned last Thursday evening. Forty years from now persons will read, with interest, accounts of the first court held in Brookings county. --- A new deal at C.W. Higgins & Co’s store. Holiday goods in abundance. Toys, trinkets, and “sich.” Nice books, poems, and yarns. Go and get “your girl” a present. --- The snow blockade on the Winona & St. Peter, between Sleepy Eye and Tracy was broken Wednesday night. Trains are running on time again. No snow in Dakota and trains running every day. Dakota is evidently west of the storm belt. --- All the parties knowing themselves indebted to the PRESS for land office advertising are respectfully solicited to march up to the captain’s office and deposit the cash. We are as hard up as country editors usually are. Our last month’s wash bill is still unpaid. Jake Walker won’t trust us any longer for board, our coal bin is empty and the children—oh, no!—we meant to say we need cash! Come in and give us a small surprise party. --- From Aurora. The thermometer is at 22 below. Wheat on the decline. Wood and coal plenty. Dr. McCarney has a good run of business already. Diphtheria raging in the vicinity of Prairie Farm postoffice. Our school is in full blast.

**December 9, 1880** [Worthington, MN ADVANCE] – THE FUEL FAMINE. The shortness in fuel still prevails to some extent though it is hardly an actual famine. The strike in the Fort Dodge coal mines has embarrassed the St. Paul & Sioux City road some as they are supplied with coal from that source. We hear that one or two of their freight engines had to be laid aside on account of the lack of coal to run them. Thanks to old Boreas, for not sending us a blizzard in this hour, or rather month of need. The Sioux City Journal says of the strike: A gentleman who has been at Fort Dodge to investigate the coal famine, at its fountain head, says, that it is uncertain when the strike will end. If the company secede to the demands of the men, there would at once be another strike for still higher wages. That had been the experience of other companies, and that would be the way at Fort Dodge. There was a chance that colored miners would be brought in. The mines have contracts with the railroad companies at such low figures that they are not able to pay more for mining than the present rate of \$1 per ton. Storm Lake parties had sent down wagons to Crooked creek, and were hauling all the coal they could get to the railroad for shipment to the Lake. It is uncertain when the Crooked creek railroad will be repaired so as to be used. Meantime, coal is selling for \$5 per ton in Fort Dodge. / A Sioux City Journal reporter interviewed Gen. Bishop on the subject of the fuel famine. The Gen. thinks that the newspaper accounts of the shortness made the coal and wood dealers hold back fuel for higher prices, and he fears the famine is only begun. The Journal says: The remedy suggested by Gen. Bishop was the use of something beside coal and wood for fuel. On his own farm, near St. Paul, less than a carload of wood lasted for a year. Corn cobs can be used, and make as good fire as maple wood. If there are not cobs enough burn the whole corn. At the present price corn is cheaper fuel than either wood or coal. Hay twisted in wisps is extensively used in many parts of Dakota and Minnesota, and could be more extensively used with advantage. If the public and the newspapers would cease to agitate the fuel question, and buckle down to the business of introducing corn and hay as fuel, the question would soon solve itself. The owners of woodpiles and coal mines, finding the demand falling off, would put their fuel on market. The strike of the coal miners and the exorbitant wages asked by woodchoppers would be adjusted on a fair basis, and the fuel famine would end quietly and quickly. --- To Old Boreas. If we are not at fault in our recollection of the Westminster Confession of Faith, you are the deity who presides over the weather at this season of the year. We are not quite clear as to whether you do or not, nor are we sure of your existence. Neither are we informed as to whether you read the Advance, but we presume that you do.—Well, what we wish to say is this: the people in this part of your godship’s dominions are at this moment short of fuel. If consistent with your plans and engagements for the winter, you would do us all a great favor by drawing it mild for a month or more. Don’t be so rough. Temper your temperature to the shorn of fuel. Give us a rest. If you can heed this modest and reasonable request, this community will do as much for you some time. --- Last Thanksgiving day was the coldest experienced in Minnesota for the last seven years. John Stearns, of Red Wing, who has kept a record

for years, says the mercury reached the same point, 22 degrees below zero, the late Thanksgiving, that it did seven years ago.

**December 10, 1880, Friday evening. - Winona (Minn.) Daily Republican.** -- 6 below (1 am), 6 below (7 am), 26 above (1 pm), 22 above (6 pm). Clear.

The railroads are all open to-day and trains on time, a fact worthy of note. --- At the wreck which occurred on the Winona and St. Peter road yesterday, a fire started in the overturned baggage car, scorching things somewhat before put out. In the express car the money packages were promiscuously scattered, getting badly wet and soiled during the melee. No loss was sustained, however, and those present were satisfied by even escaping. Had the train left the track at a point earlier a train's length ahead or back of where it did, it would have gone down an embankment and would probably have been totally demolished. It was a very narrow escape. The wrecking car was promptly sent to the spot and the track will be cleared today.

**December 11, 1880, Saturday evening. - Winona (Minn.) Daily Republican.** -- 26 (1 am), 18 (7 am), 38 (1 pm), 32 (6 pm Sunday). Light clouds.

There were 330 [three hundred and thirty] passengers on the train that left Tracy coming toward Winona, on Thursday. The road between Tracy and Fort Pierre had been blockaded for four days, and the train in question brought up the arrears. --- If Virginia is the mother of Presidents, New York may be called the father of Vice-Presidents. Chester A. Arthur will be the seventh Vice-President elected from that State. His six predecessors were Aaron Burr, George Clinton, Daniel D. Tompkins, Martin Van Buren, Millard Fillmore and William A. Wheeler. -- - Advisors from Dakota indicate that the Sioux there are unwilling to accept as binding on them the agreement of the Spotted Tail and Red Cloud bands to the Milwaukee and St. Paul road the right of way through the great reservation. They claim that the Red Cloud and Spotted Tail band had no right to cede anything, and there is trouble in prospect. --- Wheat was 98 cents. --- Dressed hogs sold at \$4.92. --- Good sleighing in town and everybody enjoying it. --- The skating park opened with flying colors, to-day. The fine weather and good ice made the youngsters happy. A band of music is to be at the park to-night.

**December 11, 1880. Daily Inter Ocean.** Page 3. Sioux City, Iowa, Dec. 10. After a four-day's blockade by snow the eastbound train on the Fort Pierre line of the Northwestern left Tracy, Minn., Wednesday evening, with 330 passengers in a train consisting of seven coaches, two baggage caars, and two locomotives. At 2:30 o'clock Thursday morning, five miles east of New Ulm, the axle on the rear tender broke, throwing all the cars, except the rear one, from the track. One baggage car was partially destroyed by fire, and several cars were badly wrecked. The accident occurred on a level prairie, and the cars tipped over into a snow-bank, which broke the force of the overthrow. The passengers were badly shaken, but none seriously hurt, which is considered a miracle, as the rain was running twenty miles an hour. The thermometer indicated 20 degrees below zero, and there was considerable suffering from cold. An engine was brought up from New Ulm, and the passenters transferred back to that place. Superintendent Sanborn, of the Iowa division, was on the ground, and under his direction a track was built around the wreck, and at 3 o'clock Thursday afternoon the road was open.

**December 13, 1880, Monday evening. - Winona (Minn.) Daily Republican.** -- 28 (1 am), 28 (7 am), 38 (1 pm), 30 (6 pm). Light clouds.

RAILROAD NOTES. Mr. Marvin Hughitt, general manager of the Chicago and Northwestern Railway, who, in company with President Keep, returned from New York on Friday morning, informed a representative of the Chicago Times that there was no truth in the report of an intended consolidation of the Northwestern and the Chicago, St. Paul and Omaha railroad. No plan of amalgamation of these two interests is contemplated by the Chicago and Northwestern. In replying to an inquiry concerning the recent meeting of the board of directors of the northwestern, Mr. Hughitt stated tha the declaration of the usual dividend was the only business transacted. He would not venture an opinion regarding the report that Mr. Vanderbilt is adding largely to his investment in Northwestern stock. He would say, however, that in his judgment Vanderbilt is not concentrating his purchases to any one property; but, having a surplus of \$50,000,000 or more, with an enormous income to be judiciously invested, he would not be surprised to learn that Mr. Vanderbilt is putting some of his capital into roads west of Chicago.

**December 14, 1880, Tuesday evening. - Winona (Minn.) Daily Republican.** – – 32 (1 am), 26 (7 am), 36 (1 pm), 30 (6 pm). Light clouds.

Four persons were found frozen to death in New York on Sunday. --- The wolf nuisance is disturbing the farmers in the Zumbro valley as in some other parts of the State. The ravenous beasts boldly approach the barn yards, and do not hesitate about laying violent hands, or rather mouths, on all stray poultry and sheep. --- The Minneapolis millers are beginning to complain seriously of the quality of the wheat which is being received at the mills. While hard Scotch Fife predominates, there is hardly a bushel brought there which is absolutely pure. --- The flouring mills [Winona] are obliged to run light owing to the want of cars for shipment. --- There is but little wheat in store in Winona. The mills here and the outside orders keep the stock low. --- When the blacksmiths opened their eyes this morning they “smole a smile” as they gazed upon the icy conditions of the roads. --- The check to the thaw was not a severe one but a bad one. It did not improve the sleighing while it has made the walking slippery and dangerous. --- Preserved tomatoes, damsons, raspberries and other fruits put up in neat buckets and for sale in quantities to suit are among the new and convenient fancy groceries offered this season. --- The anxious public who have been hoping for snow will be glad to hear from Vennor, the Canadian weather prophet. He predicts a snow storm of seventeen hours on the 21<sup>st</sup> inst which will lie on the ground eleven feet deep. --- It has taken a long time for pork packers to discover that pork tenderloins could be smoked and cured for the trade. Hitherto the packing establishments have been troubled to dispose of the tenderloins, but this new discovery solves the question and makes a most marketable commodity. Fried or broiled like ham it is very palatable. The grocers have packages of tenderloins for sale.

**December 15, 1880, Wednesday evening. - Winona (Minn.) Daily Republican.** – – 22 (1 am), 20 (7 am), 26 (1 pm), 24 (6 pm). Cloudy.

The car famine still troubles the lumbermen. --- Wheat, 95 cents. --- Dressed hogs \$4.50 to \$4.80. --- Hay was abundant on the streets and prices show some decline from the high rates which prevailed a few days ago. Wild hay sold for \$8.00, and good tame hay was quoted at \$9.00 to \$10.00. ---

DAKOTA. A herd of about 1,500 antelope are grazing about Huron. – Artesian well borers have struck salt water at a depth of 85 feet at Iroquois, Kingsbury county. – The treasure coach leaving Deadwood going south, on December 5, took out \$300,000 in bullion. – The *Deadwood Press* says: “There came by express last a box, consigned to Wing Tsue, which contained opium, and was marked as worth \$150. It was shipped from San Francisco. This does not look much as if the laws in force against opium smoking were very generally observed. One hundred and fifty dollars worth of opium is calculated to furnish about twelve thousand pipes full of the deadly drug, and as the victim of the habit cannot use more than two or three pipes full before he succumbs to the charms of the narcotic, it shows that a thriving business is done by this Wing Tsue.”

**December 15, 1880. Wednesday. [New Ulm MN Weekly Review]** – Fort Pierre has five hardware stores, and the round and coal house are now also about completed. --- The La Belle House at Watertown, D.T., was burned last week. House and contents were insured for \$3,800. --- John Casey, living near Morris was caught in the blizzard on Saturday, the 4<sup>th</sup> inst., while going home with an ox-team and froze to death. --- While riding horseback, John Eller of Alden, Iowa, saw coming from the sky a ball of fire, apparently about the size of a flour barrel. He was paralysed with fear, and saw the globe strike the head of the animal he rose, when he fainted. Upon coming to his senses, he found that the horse was dead, the head of the animal being seared as if by a red hot iron. -- - Judge Bennett, delegate in Congress from Dakota has introduced a bill providing for the admission of the Territory in to the union. The same bill also provides for a division of the territory on the forty-seventh degree of north latitude, the part south of that to be the new State. --- Near Alkali Lake, Sibley county, John Teem, a boy of about 18 years of age, froze to death during the storm of the 5<sup>th</sup> inst. he and his father left home on that day to visit a distant neighbor, but after traveling for some time they lost their way. The young man became so benumbed with cold that he was unable to walk, whereupon his father burrowed him into a snow drift and then proceeded in search of help. The old man came to a house in the evening, but as it was late and the storm continued it was impossible to search for the son until morning. The missing one was found in the morning about fifty steps from his home, frozen to death. ---

NEW ULM NEWS. There were 380 passengers on the train that left Tracy for the east last Thursday. --- The backbone of the cold snap was broken last Saturday and the weather since then has been mild and soft. --- The Lyon County News, under the management of its new editor, C.C. Whitney, is one of the very best of our exchanges, containing a large amount of local news and editorials. --- The mild weather which we enjoyed for a few days, gave most people an opportunity to sniff the fresh outdoor air without running the risk of being frozen stiff. A great many farmers came into town on those days and business was quite flush. --- Michael Lynch, a carpenter in the employ of the Winona & St. Peter Railroad Co., was knocked off the Red Stone bridge last Sunday night by a passing locomotive to which a snow plow was attached. He lives in Bansen's house at Red Stone, and was on his way home from this city when the accident occurred. He had proceeded quite a distance onto the bridge before he encountered the engine and snow plow, but having met with similar occurrences daily he merely stepped to the outer edge of the bridge to allow the engine to pass. Just as the snow plow came along side of him a lot of snow which had accumulated on the plow fell off and swept him, off the bridge. He fell a distance of about 20 feet into a snow drift, striking several of the bridge timbers in his descent. He lay in the snow drift during the whole night and until found by some of his comrades on Monday morning. They conveyed him to his house and then summoned Dr. Berry to attend to his injuries. Had the weather been cold he would certainly have frozen to death as he was unable to move, after his fall, and when found he lay just where he had fallen. --- Among the passengers on the train wrecked near the Courtland Station last Wednesday night was a party of Sioux Indian chiefs, from the Cheyenne River agency, named respectively Little No-Heart, Rattling Rib, Blue Coat, White Swan and Four Bear. The party was in charge of C.S. Indian agent Leonard Love, accompanied by interpreter Wm. Fielder, and was en route to Washington, D.C., to make a treaty with their "Great Father" in the White House, whereby the Chicago and Northwestern Railroad Company would obtain permission to cross the reservation. While the track was being repaired and the coaches righted, The Indians were brought back to this city, and they took breakfast with mine host of the merchants Hotel. They remained here until 1 o'clock on Thursday afternoon and were the centre of a great deal of attraction, especially Blue Coat who was in full costume and was adorned with nineteen scalps, the trophies of so many bloody encounters. We were informed by the interpreter that Four Bears has always been a friend to the whites and that during the massacre of 1862 he had rescued seven persons from the clutches of his blood-thirsty brethren. One of them was also a participant in the Custer massacre. Another had never seen a train of cars until he reached Fort Pierre, and after the accident near Cortland he expressed his disgust of the white man's mode of traveling, in strong terms. --- The east-bound passenger train last Thursday met with quite a serious accident one mile this side of Courtland Station. The train was an unusually large one, being composed of two baggage cars and six coaches, and was drawn by engines Nos. 5 & 26, and the accident was caused by a broken journal on engine No. 5. The baggage cars and one of the coaches fell over on their sides while the other coaches, with the exception of the sleeper, were merely thrown from the track. Strange to say, not one of the 380 passengers was injured, and of the train men only Wm. Dickerson, engineer of engine No. 5, received injury. He had his right ankle badly sprained by jumping off the engine when the tender left the track. It was lucky for the passengers that the accident occurred on level ground, for had it happened twenty rods this side of where it did occur, at a place where the track crosses a deep ravine, the loss of life would have been great. The passengers were brought back to this city where they remained until about two o'clock on Thursday afternoon. None of the cars were damaged very much, although had the fire which caught in one of the baggage cars got under way the whole train would have been burned. --- Dr. J.W.B. Wellcome, of Sleepy Eye, started for St. Louis about the middle of last week. He goes to that city for the purpose of taking a course of lectures.

Ridgley and Surroundings. The cold weather has put a stop to threshing and nearly all the machines have given up till next spring. A few are trying to finish jobs which were commenced before the cold weather set in. ---

A Nebraska Snow Storm. We pitched our tents carelessly, intending to take an early start next morning. But, alas, for our expectations! During the night a strong wind set in from the northwest, and about four a.m. it began to snow. None of us could judge well of weather indications in Nebraska, and our guide did not suspect anything serious, for the "oldest inhabitant" could not recollect a blizzard in October, and it was now only the 15<sup>th</sup> of the month. The guide thought, and the drivers believed, that the storm would cease at twelve midnight, and we, of course, trusted to their judgment. But, instead, the storm grew fiercer, the snow fell more rapidly, and the northwest gale increased in fury. Before night so much snow had fallen that if it had lain as it fell it would have been at least one foot deep, but now it had been piled into drifts so that our poor mules stood with their feet nearly as high as the wagon tops, and the stove and furniture in our cook's tent were completely hidden from view.

The night set in upon us gloomy and awful. We had two light canvas tents, in each of which slept four men, with just blankets enough to keep them comfortable in ordinary weather. But now we must provide for the guide,



two drivers and a porter, who had usually slept in the wagons, and as they were but simply provided with clothing, we must share our stock with them. So into the larger tent we took them. There was but little sleep in the tent that night, for the cold was intense, and the wind was so terrible in its effects that we feared every moment the larger tent would fall, though we had strengthened it by poles and cords in ever conceivable way. With the morning light it seemed as if all the spirits of the air were let loose, and all day long the storm roared with ever-increasing fury. The snow had so beaten in that when we awoke we found ourselves buried beneath it, and now we were obliged to gather all our bedding into the middle of the tent to keep it from being wet through. No man could long endure the storm outside, and we stood huddled together from morning till night, stamping our feet to keep from suffering. Even then we could not keep comfortable. For hours together we stood with our backs braced against the tent to keep it from giving way under the great weight of the snow and the terrific force of the gale. I know of no language which can be used to convey to any person inexperienced in such a time any adequate conception of the fury of the storm.

During the second day we succeeded in digging our little stove out of the snow drift, and setting it up at the entrance to our tent we managed to keep a little fire through the rest of the day and night. But our store of wood was very small, and there was no more to be had within we knew not how many miles. The other tent's company had no stove and no fire. During the second night of the storm it was impossible that all should sleep at once, even if they could sleep despite the cold, for what with the stove on one side and all our provisions, brought in from the wagons, on the other, there was not room for all to lie down. Besides it was necessary to keep the fire going, lest we might all perish together. So we stood bending over the stove all night, two at a time, while the others tried to sleep. It was an awful night. To add to our anxiety the guide and drivers declared that the horses and mules were likely to perish. They were a pitiful sight, indeed. Two of them had no blankets, and the others were little better off. At times it was difficult to conceive that the creatures before us were horses, so literally covered were they with a coating of ice. After two days and two nights the storm ceased.

It was now Sunday morning. We knew not where we were, and we doubted if the guide had more definite knowledge than we. Every man was desperate. Some declared it dangerous to attempt to move through the snow, and that our only safe course was to remain, and, in case of necessity, using the wagons for fuel and the horses for food. Others declared their purpose to move at all hazards and without delay. Finally we determined to move. We threw away all the luggage that could be dispensed with, and in grim silence started in the direction which we thought would bring us to the nearest hut. It was difficult traveling through the drifted snow, and it was bitterly cold. But all day long we pushed on, never stopping to feed a horse, breaking through the drifts with our ponies so that the teams could follow, till about five p.m., when we came in sight of hay stacks, in the vicinity of which we knew there must be a ranchman's hut. I never saw a happier set of men than were these when it became certain that what we saw were hay stacks, and not the terrible sand hills which had so often deceived us during the day. Grave men, merchants of Worcester, swung their hats aloft and shouted for joy. It had been a march for life. —Cor. Worcester (Mass.) *Spy*.

FROZEN TO DEATH. The severe storm of Saturday night, Dec. 4<sup>th</sup>, brought death to two families in this vicinity. One of the stricken families resides in the town of Mulligan, this county, and the other in the Northwestern corner of Sibley county. Of the former, Mrs. Nicolas Laux and her son aged 21 years were driving home from Sleepy Eye, which latter place they left at about 4 o'clock p.m. After they had reached the prairie south of Iberia they lost their way and wandered all night in the vain hope of reaching some friendly shelter. When Sunday morning dawned they found themselves in a slough near Lake Hanska and within sight of Wm. Miner's house, but it was 1 o'clock before they reached the house, and then only for Mrs. Laux to lie down and die. Her son also had his legs and hands badly frozen, and the team was found dead in the slough where it had been abandoned by Mrs. Laux and her son. The other family above referred to, lost a son, who froze to death within 50 steps of his own threshold. The young man and his father left home to visit a neighbor, but soon after starting lost their bearings. After wondering around for some time, the young man was so benumbed with cold that it father found it necessary to burrow into a snow-drift sufficiently to shelter him while he, the father, sought for home and aid. The old man wandered over the prairie for many hours and when he did reach a house he was eight miles from his home. The young man in the meantime had left this shelter and went to search of a house, but was overcome with the cold when but fifty steps from his own home. He was not found until Monday morning.

FROM LORENO. Owing to the severe storm of the 4<sup>th</sup> inst., the Germain cotillion club postponed the dance until Saturday of this week. --- Albin Items. The extreme cold weather affects the people of Albin like the ague. The thermometer persists in staying below zero, which makes us think of old-time winters. / We truly hope that M.J. Dinneen will not forget to drop us a few items from his new home in the far west. We fain would know of the

“front,” who are passing through the ordeal that we passed through some years ago, although we must say that the new settlers of Dakota have advantages that we did not enjoy. --- Fort Ridgely Items. Since we began to thaw out, our muscles crack and snap as the tension relaxes. Everybody is out enjoying this mild weather. / The hum of the threshing machines will undoubtedly be heard in a few days, as there is yet considerable threshing to be done in this vicinity. / Wolves are very plenty and guns are in demand. / Notwithstanding the cold weather and blizzards which we have had, our plucky little school ma’ams have kept their schools going.

**December 16, 1880, Thursday evening. - Winona (Minn.) Daily Republican.** - - 22 (1 am), 22 (7 am), 26 (1 pm), 24 (6 pm). Cloudy.

Sitting Bull asks for ten days in which to prepare for the march to Fort Buford with his whole camp. --- The St. Peter Tribune says that advices received there last week were to the effect that the frontier was well supplied, and shipments of wood stopped. The prices accordingly dropped to old figures—hard maple, green, \$3, oak \$2, and basswood \$1.75.

The severe storm of Saturday night, December 4, brought death to two families near New Ulm. The Review states that Mrs. Nicholas Laux and her son left Sleepy Eye in the afternoon for home but lost their way and remained out all night. When Sunday morning dawned they found themselves in a slough near Lake Hanska and within sight of Wm. Miner’s house, but it was two o’clock before they reached the house, and then only for Mrs. Laux to lie down and die. Her son also had his legs and hands badly frozen, and the team was found dead in the slough, where it had been abandoned by Mrs. Laux and her son. The other family above referred to lost a son, who froze to death within fifty steps of his own threshold, having lost his way in attempting to go to a neighbor’s.

THE MAIL. The growth of the mail service in Minneapolis has been so great during the past two years that much inconvenience is felt by the local postal authorities in discharging the duties devolving upon the office with the limited force at command, and which force cannot be increased because of the insufficiency of the appropriations made by the last as well as by two or three preceding Congresses. Minneapolis, however, is not the only sufferer in this respect. The entire State of Minnesota is frequently subjected to delay in the transmission of its mails as a consequence of the parsimonious treatment of the postal service which has characterized the legislative branch of the government ever since it fell into Democratic hands. To a glaring instance of this delay and inconvenience the Minneapolis *Tribune* incidentally calls attention in its comments concerning the special local grievance to which we have above referred. The through postal car service between Chicago and Minneapolis, by way of Winona and St. Paul, was established after much solicitation, and properly equipped and managed, would be the great benefit it was expected to prove. With the proper number of employees on each car the mail for the vast region north and west of La Crosse could be regularly assorted between Chicago and that point and the mail for all points north and west of Minneapolis could be assorted on the car during the run from La Crosse to Minneapolis. But under the present arrangement, as the *Tribune* points out, one man on each car is expected to do the work that two or three might be kept busy in doing, and the result is a blockade of mails which causes a delay of from twelve to forty-eight hours throughout a wide belt of country. The over-worked route agents who take the postal cars on the Chicago, Milwaukee and St. Paul railroad at La Crosse and bring them through to Minneapolis find almost daily that the equally over-worked men who bring those cars from Chicago to La Crosse are wholly unable to assort any mail for points west of La Crosse. The result is that the agents on the latter route are smothered in an avalanche of mail which they cannot handle in the allotted time, and the mail which should be put off at Winona for the region along the Winona and St. Peter line is carried through to Minneapolis, assorted in the car while standing there, or in the Minneapolis post office, and then after a delay of twelve hours is sent back to Winona for delivery or to start for its destination, as the case may be. The same delay, increased to twenty-four hours, is made in portions of the mails for points west and north of Minneapolis. The route-agent, being unable to assort all the matter during the run, necessarily stops the whole mass until by overwork he can straighten out the tangle and send the assorted mail forward. While the route agents ought to be sleeping they are compelled to do this overwork in order to prevent an absolute dead-lock in the transmission of mails which form the very life-blood of business. On last Monday morning, for example, twenty-two pouches of this undistributed mail was sent to the Minneapolis office, a large part of which belonged at Winona or points intermediate and on the line of the Winona and St. Peter railroad. Occurrences of this kind are very frequent at this season of the year, when business correspondence is unusually large, and the delay in the delivery of mails at the office in this city and elsewhere thereby often proves a serious annoyance to those immediately concerned. The insufficiency of postal clerks on the route between Chicago and Minnesota has been felt for several years past, but never to the extent that it is at the present moment. Since the

opening of the new Black Hills line of railroad by way of Winona a few weeks ago, the heavy mails for that region are all now sent over the Winona and St. Peter road, instead of the Omaha route as formerly, and yet no increase in the force of clerks has been made, although they were unreasonably, and at times unmercifully, overworked before. In view of these facts, which merely hint at and do not exhaust the evils to which the business community of Minnesota are made subject, the Minneapolis Tribune is justified in declaring that 'This intolerable wrong must be righted,' and we earnestly join with it in bringing the necessities of the case to the attention of our Senators and Representatives in Congress and asking them to do everything within their power to effect a remedy without delay.

#### THE RAILROAD TERMINUS. NOTES FROM PIERRE—THE NEW MOTEL—RUSH OF BUILDING ENTERPRISES.

Since the opening of the Chicago and Northwestern railroad to Pierre on the Missouri river, that town has developed remarkable activity. The new line has become at once the popular route to the Black Hills country, and already the freight and passenger traffic is very extensive. Among the most important improvements of the town is the Pierre Hotel, just completed by Messrs. Nicholas Bros. It is a large two story structure, fitted up in good shape, with accommodations for seventy-five guests. The hotel was built by Mr. W.H. Compton, of Winona, with a strong force of carpenters from this city, who have recently returned from Pierre. The hotel is already crowded beyond its capacity and a large wing is already under construction. Every thing possible is done for the comfort of travelers, who number from fifty to seventy-five every night. A cook and a corps of waiters, formerly of the Huff House, Winona, runs the cuisine in excellent style. The proprietors are justly popular. Mr. John H. Nicholas is the outside manager, and his brother, Mr. Russ H. Nicholas, is the landlord, both being admirably adapted to their respective positions.

The large number of freighters conveying goods from Pierre to Deadwood and the Indian agencies give the place a very lively appearance. When it is understood that there are 3,000 freighters' teams at Pierre an approximate idea may be formed of the magnitude of the trade. The teams consist of from ten to fourteen yoke of bulls, with an occasional team of mules. These teams draw two wagons, one hitched behind the other, the two carrying from six to eight tons of merchandise. The drivers are familiarly called "bull punchers" and "mule skimmers." They acquire astonishing dexterity in the use of their whips, which have short, stubby handles with a lash thirty feet long, and this lash the manipulator sends with unerring accuracy towards the refractory animal. Its sting never fails to produce a roar.

There is not much snow in those regions and the bull teams find no trouble in grazing upon the buffalo grass. A little grain is carried for the mules.

Since the accession of United States Marshall Hilger and the shooting of Arkansas Joe, a few weeks ago, the town has been marked by good order. In spite of Joe's reputation he is said to have been a fellow of some good qualities when sober, but when in liquor he was a perfect demon and would as soon shoot his own friend as any one else. He had, however, killed three desperadoes, and this is remembered to his credit.

Business in the town is on the boom. One hundred houses are reported as having been erected within sixty days. There are two newspapers and all the elements of a lively, wide-awake place. The county—Hughes county—has recently been organized. The improvements already inaugurated promise to make Pierre one of the most active towns in the Northwest.

**December 16, 1880. The Redwood Gazette, Redwood Falls, Minnesota** — Is it going to snow? --- The schools close tomorrow for a two weeks' holiday vacation. --- The weather has been surprising us again, this time with a thaw lasting nearly a week. --- Married. Mead-Mead. In the town of Underwood, on the 20<sup>th</sup> ult., at the residence of Walter Simmons, Esq., Mr. Charles W. Mead, of DeSmet, D.T., to Miss Ida G. Mead, of Clifton. --- The east-bound passenger train on the W.&St.P. railroad met with quite a serious accident on Thursday evening last. It was the first train from the west for several days, and was an unusually large one, being composed of two baggage cars and six passenger coaches, drawn by two engines, and loaded with over 300 passengers. When near Cortland station, about five miles east of New Ulm, a broken journal on one of the engines caused the baggage cars and one of the coaches to fall over on their sides, while the other coaches, with the exception of the sleeper, were merely thrown from the track. Fortunately, none of the passengers were injured.

From the New Ulm REVIEW. Brown County. The severe storm of Dec. 4<sup>th</sup> brought death to two families in this vicinity. A family living in Sibley county lost a son, who froze to death within fifty steps of his own threshold. The young man and his father left home to visit a neighbor, and lost their bearings. The son became so benumbed with cold that the father burrowed into a snow-drift for shelter, and left his son to procure aid. When he finally reached a house he was eight miles from home. In the meantime the young man had left his shelter and gone in search of a

house, but was overcome with the cold when but a few rods from his own home. He was not found until Monday morning. [The details of the other case will be found on another page of the GAZETTE.]

From Renville County: A man near Hector is reported to have been frozen to death in the late blizzard. --- The wail of the Renvillians over blockaded railroads, elevators, and mails, continues to ascent.

From Yellow Medicine County: Another blizzard struck us Saturday last, since which time no trains have arrived from the east.

From Lyon County. The present railroad blockade was broken Wednesday night, having lasted five days. The greatest trouble has been between Tracy and Sleepy Eye, chiefly at Burns, where the deepest and longest cuts are located.

From the Sleepy Eye HERALD. The terrible storm of last Saturday night brought death and desolation to one family in this vicinity. The victims were Mrs. Nicholas Laux, who was frozen to death, and her son, aged about twelve years whose feet and legs were so severely frozen that it will become necessary to amputate both limbs. Mr. Nicholas Laux lives in the town of Mulligan, and on Saturday, his wife and son had been in Sleepy Eye. They started home late in the afternoon and darkness and the rising storm came upon them before they reached home. They wandered in a southeasterly direction toward Lake Hanska. All night long they suffered the torments of the fearful cold and when the next day dawned they were in the vicinity of Lake Hanska within sight of Mr. Wm. Miner's house. They started for the house, but Mrs. Laux was too cold and benumbed to travel. The boy made his way to the house and in a short time help had reached Mrs. Laux. But too late. She died from her exposure and suffering within half an hour. The team was also found dead in the snow. Mrs. Laux was buried on Thursday.

**December 16, 1880** [Brookings Co. D.T. PRESS] – Jack Frost has relaxed his icy grip in the east, and rains and thaws are reopening the frozen water courses; and the inhabitants are “reveling” in mud, slush, sleet, and so on, to their discomfort and inducement of ill health. Give us the exhilarating climate of Dakota (Mandan CRITERION). You are “solid” on this point. We'll take our chances in this climate. ---

THE FUEL PROBLEM. We clip the following from a correspondence in the PIONEER-PRESS of December 10<sup>th</sup>:

The great importance of the fuel question must be my excuse for intruding upon your columns. It is very evident that the supply of fuel in the form of cordwood or coal and the abilities of the railroads to supply the settlers on the prairies at a fair price, and at all times is nearly an impossibility; and also that the settlement of a vast amount of fertile lands will be retarded for the want of a reliable source of fuel. I have given this subject much attention, and made some experiments, which lead me to believe that it is practical to supply fuel at very low prices by the following methods which I state with the hope that some parties, with more time and means at their command than I have will give it a fair trial by getting up one machine as an experiment, for converting coarse vegetable matter, such as groins on every farm, into cheap fuel.

For power I would use an ordinary portable engine, and build a machine mounted on wheels like a separator. The hay, straw, reeds, cornstalks, etc., should pass between rollers to a power cutter, which would cut it into three-inch lengths, then passing into a mixing box, where it is mixed with coal tar, crude petroleum and rosin, by a spray from a reservoir heated by steam. It requires very little of the above cheap mixture, just enough to make the vegetable matter adhere in compressing. From the mixing box it is conveyed, and partly pressed by rollers, into two presses, where it is pressed alternately (one press working, the other receiving the material) into blocks of any desired size or shape, ready for the stove or furnace. On portable machines the pressure can be operated by power from the engine, pressing it into sectional blocks of about fifty pounds each which can be cut up as desired. In stationery work I would use hydraulic presses and make the sectional blocks of about 100 pounds. I estimate the cost of manufacturing the fuel at \$3 or \$3.50 per ton. Its value as fuel as compared to coal or wood, I cannot at present state positively, but it is very favorable. –Old Settler.

Our Wheat Crop. Below we present the amounts of wheat marketed at the several stations in this county. The figures already exceed the estimate made by many of our citizens early in the season. It is thought by some of our best judges in such matters, that not over one half of the wheat crop has yet been marketed. A large per cent, of the crop has not yet been threshed, yet we are inclined to the opinion that fully two-thirds of the wheat has been hauled to market. This 1880 crop is practically the first crop in Brookings Co. and makes a showing of which much older

counties might be proud. The acreage for 1881 will be fully double that of the season just past, every farmer having nearly doubled his number of acres under cultivation. If next season proves a good one for the golden cereal, we'll put up Brookings as the banner county of the territory for raising wheat. Here are the figures: Volga – 70,000; Brookings – 73,000; Aurora – 75,000; Elkton – 22,000. Total= 240,000.

We have not the figures from Nordland, which is just across the line in Kingsbury County. It would be fair to estimate that station at 25,000, half of which would naturally belong to Brookings County. This would make a grand total of 262,500 bushels already marketed.

Estimating that there is yet one hundred thousand bushels to market swells the crop of 1880 to the immense figures—362,000. Is there another county in the territory that can make as good a showing on first crop?

There has been about fifteen thousand bushels of barley marketed in the county, divided about equally between Volga, Brookings, and Aurora.

--- More snow. Weather changeable. A little more mild this week than last. --- Beautiful moonlight nights this week. --- The roads are in splendid condition for traveling at present. --- T.F. Nicholl, of Huron, dropped in a moment or two yesterday. --- Coal disappears about as rapidly as do buckwheat pancakes off Jake Walker's table, these days. --- Burning straw stacks have been numerous in this vicinity lately. Save the straw; it's valuable. --- There will be a grand masquerade ball at Volga December 23<sup>rd</sup>. Let there be a full attendance. --- The price of wheat is on the decline at present owing to the large quantities that have been shipped this season. --- The Brookings school commenced on Monday last with an enrollment of 52 scholars. The number of pupils is so large that it will be necessary to employ another teacher. --- The Dakota JOURNAL, published at East Pierre, Vol. 1, No. 1, put in an appearance at this office this week. It is a neat seven column paper, and speaks volumes for the town. --- The railroad company rushed up five or six car loads of coal and wood this week. Wonder whether this is any indication of another blizzard? P.S.—The blizzard is here. --- The way freight of Monday unloaded at Brookings station nearly eighteen thousand pounds of freight, mostly merchandise. It keeps Smith busy making out freight bills and receiving the cash. --- A postal from Charles Keith informs that seventy thousand bushels of wheat have been bought at Volga, crop of 1880. He asks us to give him about five thousand more bushels in our totals. --- We heard several of our merchants complain last week that they could not wait on customers fast enough, and in many cases customers got tired of waiting and went away. This is not overstating the matter at all. Brookings is just now doing a large business. The town from day to night is crowded so that Main Street is lined on both sides with strings of teams, with no room to tie an extra team. --- Exciting Railroad Episode. After a four days' blockade by snow, an east bound train on the Fort Pierre line of the Northwestern left Tracy, Minn., Wednesday evening with 330 passengers; the train consisting of 7 coaches, 2 baggage cars and two locomotives. At 2:30 Thursday morning, five miles east of New Ulm, an axle on the rear tender broke, throwing all the cars except the rear one from the track. One baggage car was partially destroyed by fire, and several cars badly wrecked. The accident occurred on level prairie, and the cars tipped over into a snow bank, which broke the force of the overthrow. The passengers were badly shaken, but none seriously hurt, which is considered a miracle, as the train was running twenty miles an hour. The thermometer indicated twenty degrees below zero, and there was considerable suffering from cold. An engine was brought up from New Ulm and the passengers transferred back to that place. Superintendent Sanborn, of the Iowa division was on the ground and under his direction a track was built around the wreck, and at 3 o'clock on Thursday afternoon the road was open. --- Printer's dance notice (hilarious; didn't transcribe).

**December 16, 1880** [Worthington, MN ADVANCE] – The elevators are full of wheat and no cars for shipping yet. --- Very pleasant weather just now.

**December 17, 1880, Friday evening. - Winona (Minn.) Daily Republican.** – – 22 (1 am), 22 (7 am), 26 (1 pm), 26(6 pm). Cloudy.

The rainy weather continues in the southwest, to the great injury of the cotton crop, most of which is still ungathered. --- There were twenty-one ocean steamers lying in Boston harbor on Wednesday, many of them being detained by the non-arrival of freights from railways. --- The Omaha Indians have decided to sell fifty thousand acres of their reservation in north-eastern Nebraska, and have asked permission to send ten head men and two interpreters to Washington to arrange terms. --- Leading officials of the New York Central road held a council at Syracuse, and devised a plan to give some relief to the blockade of freight. It seems that a bill of goods shipped from Ohio in November is still on the way, and that a train-load of oil lay a week at DeWitt, the point at which freights are made up. --- The orange crop of Jamaica, Florida, Havana, and Louisiana, it is said in New York, will prove as

extensive as ever before, and oranges from those places will no longer command the fancy prices at which they were sold a few years ago. Barrels holding from 400 to 500 really fine oranges will sell for about \$5, and very fancy fruit may bring as high as \$8. The orange crop of Italy and Spain is an abundant one this season, and extra Messina and Sicily oranges will be sold on the streets by the holidays for less than ten cents per dozen. Valencias, the most delicious of the Mediterranean oranges, will be both abundant and cheap in the early spring. --- Superintendent Nichols, of the division of the Chicago and Northwestern Railroad from Sleepy Eye to Pierre, is in town to-day.

**December 18, 1880, Saturday evening. - Winona (Minn.) Daily Republican.** -- 20 (1 am), 18 (7 am), 25 (1 pm), 22 (6 pm). Cloudy.

[interesting 2 columns about race relations in Georgia and South Carolina on page 2] --- Mr. Vennor, of Canada, is a pretty shrewd weather guesser, but when he predicted severe cold and heavy snow throughout Canada and the Northern States of this country on the 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup>, he was at least a trifle in advance of the fact. --- Mr. C.M. Youmans and family of Marshall are in the city for a holiday visit. --- Mr. Charles Hertton came in from the West yesterday. It was snowing at Lamberton when he left. ---

THE LUMBER TRADE. A BUSY YEAR IN WINONA—AMOUNT MANUFACTURED, STOCK ON HAND, ETC.

The year now closing has been one of great activity in the lumber trade at Winona, the business being characterized by a large shipping demand not only for points westward, but by an extension of the trade in other directions, through the sagacity and enterprise of the men who are engaged in the lumber trade and in the manufacture of doors, sash, blinds and building materials in this city. From the opening of the season the dealers were favored with a good stage of water in which to get logs and lumber from the pineries, and with the exception of a few days the mills have been running very steadily.

THE YEAR'S PRODUCT. The stock of lumber on hand in the city at the beginning of the year Jan. 1, 1880, was: Lumber 30,983,170 feet, lath 3,387,000; shingles 7,483,500.

The amount manufactured and received by dealers during the year was: Lumber, 71,547,280 feet; lath 11,761,500; shingles, 40,626,500.

SHIPMENTS. There was an active shipping demand throughout the year, greatly exceeding in fact the ability of the railroad companies, to meet and the year closes with orders unfilled for hundreds of carloads. Prices generally have been steadily maintained at \$12 per thousand for common lumber until the advance, a few weeks ago, to \$13.—The total shipments and sales for the season figure up as follows: Lumber 59,185,634 feet' lath 10,096,100; shingles 36,457,000.

STOCK ON HAND. The yards are well stocked, but the trade promises to be brisk the coming year and the dealers will be prepared for it. Following is a carefully prepared summary of the stock now held in the city: Lumber 43,344,825 feet; lath 6,352,400; shingles 19,053,300.

MILLS. The saw mills, planing mills, and sash, blind and door factories of the city have all been favored with a busy year and have constituted the leading element in the industrial interests of the city. About 700 men are employed in the different mills, and the aggregate monthly pay-roll during the season was, in round numbers, \$27,000. This sum of money distributed monthly contributes very materially to the business of the city.

MANUFACTURING CAPACITY. The saw mills of Messrs. Youmans Bros. & Hodgins and Laird, Norton & Co. have cut on day runs alone 50,000,000 feet of lumber during the year. They could double this amount by running nights. With the opening of the coming season the new saw mill of Mr. Andrew Hamilton, now in course of erection, will increase the manufacturing capacity of the season by about 25,000,000 feet. This enterprise is, by the way, one of the noteworthy features of the year in the lumber trade of the city. It is considered quite certain that at no distant day the Charles Horton Lumber Company will erect a large saw mill. The formation of this corporation was a prominent event of the year in the lumber interests of the city. Their new planing mill and other extensive improvements have been recently noticed in these columns in connection with a general review of the manufactories.

MISCELLANEOUS NOTES. The logging outlook on the Chippewa is favorable for a large cut this Winter. The amount to be cut will probably be from 10 to 15 per cent more than the cut of last year.

Stumpage on the Chippewa has advanced since December 1879, from fifty cents to one dollar per thousand.

The Mississippi River Logging Company have made contracts for the cutting of 100,000,000 feet of logs on other lands, and nearly 80,000,000 feet on their own.

It is stated that Ohio parties have bought slabs in Bay City, Michigan, for \$1.25 per cord and have taken them to Ohio to be cut into match splints. Cars cost about \$30 each and the slabs, when at their destination, cost the match-makers about \$3 per cord. Cannot the surplus of slabs of Winona be thus utilized?

**December 20, 1880, Monday evening. - Winona (Minn.) Daily Republican.** - - 18 (1 am), 17 (7 am), 24 (1 pm), 20 (6 pm). Cloudy.

Rumors of a wheat syndicate are afloat at Milwaukee, with which the names of Alexander Mitchell, Peter McGeoch(?) and Phil. Armour are linked. --- Mrs. Hinz and son of Beaver Dam have died from trichinae. A piece taken from the dead boy's arm is alive with parasites. --- Vennor's Snow Storm in Virginia. Petersburg, Dec. 20. A very heavy snow storm is prevailing in this section. --- Wheat was 94 cents. Dressed hogs, \$4.90 per cwt. --- Some recent improvements have been made in the office of the Northwestern Telegraph company, and the local manager, Mr. Thornton, is to be congratulated. --- Two petitions for the appointment of a postmaster at the new town of Pierre, on the Missouri river, were lately circulated and obtained the signatures of 350 voters, on which basis it is estimated that the two-months old town has a population of 500.

DAKOTA. Fargo has just inaugurated its new water works, which have a capacity of one million gallons in twenty-four hours.

Volga, a rival town of Brookings, another village in the same county, is trying to have the county seat removed from its present location, Medary, about ten miles from the railroad.

Some trouble has been brewing in Brookings county, as James Hauxburst, the old county clerk, is alleged to have counted out about 250 votes, to defeat his opponent, a respectable Scandinavian. Mr. Hauxburst has been indicted by the grand jury.

The destitute and suffering condition of the Connemara colony in Big Stone county, of which some intimation was given a few days ago, turns out to have been by no means exaggerated. On the contrary, the reality of misery and destitution is far greater than was at first disclosed, and appeals strongly to the active sympathies of the people of the State. The colony—composed of Irish families brought over last summer under the auspices of Bishop Grace—is situated mainly in town 124, range 45, Big Stone county, nearly all the people being scattered over the township at distances of from five to thirteen miles from Graceville. A correspondent who visited them last week describes their poverty as being painful to witness. In almost every case they were striving to economize the little wood they had by burning hay on mild days, instead, and in no single instance, although closely watched by all the party, was even an attempt made to conceal or mislead when questioned as to their supplies on hand. Their shanties are in size about twelve by sixteen feet, eight feet posts, boarded and battened on the sides and the roof. Some few have the roofs shingled. All the shanties are sodded to the eaves. The shanties are cold, desolate and dreary; some dirty, others—and the majority—comparatively clean. Of furniture, of even the rudest description, there is nothing but a shelf and a bench, and occasionally a bunk and table. All have cook-stoves and a few dishes, but the families are destitute and in sad need of bed-clothes and bedding. A few of the cows are giving milk, and in some cases are in the shanties; but as a rule are in the little sod stables near by. Few have more fuel than will last for a few days. Some wood, from ten to thirty sticks, was distributed on Thursday and the day previous. Each house was supplied with a few frozen potatoes. These potatoes were sent up by the bishop last month, but owing to the priest having refused to pay the freight, were left in an unfinished depot and frozen. As they are rotten they are unfit for use, although the poor people were trying, in a few cases, to eat them. The correspondent relates, having witnessed a three-months old babe in a cold shanty with nothing but a shirt made from a flour sack as a covering, and a child warming its hands on a cow in the room. Hands black from frost were seen, the nails coming away with the rag; limbs swollen and discolored from the same cause; a father helpless and dying from exposure and suffering. Temporary assistance has been extended within the past few days by the citizens of the town of Morris, but the poor people of the colony still require food, clothing, and fuel. It is stated, to their great discredit if true, that many more of the more fortunate settlers in adjoining townships, though well aware of the destitution existing among these Irish colonists, are indignant at the exposure, and displeased that measures have been proposed for the relief of the sufferers—probably on account of the absurd and unworthy fear entertained that a knowledge of the facts by the outside world will injure the reputation of that region as a desirable home for immigrants. The existing destitution, however, is by no means attributable to any defect in either the soil or climate. The soil is fertile, and the climate, though rigorous at this season, is healthful, requiring only prudent forethought and care in providing fuel to render existence there as endurable, not to say comfortable, as in any portion of the country north of St. Louis. So far as blame can be made to attach anywhere, or in any connection, for the present suffering, it is properly chargeable to the mistaken policy of placing these poverty-stricken

people out on the open prairie when too late to produce a crop before the closing of a severe northern Winter, without adequate provision for feeding or warming them, and as the correspondent from whom we have quoted alleges, apparently with little care on the part of the authorities whether they survived or not.

**December 21, 1880, Tuesday Evening. - Winona (Minn.) Daily Republican.** -- 16 (1 am), 14 (7 am), 20 (1 pm), 18 (6 pm). Cloudy.

It is asserted that Vanderbilt now holds \$16,000,000 of Chicago and Northwestern stock. Six new directors will be elected in June next, and it is thought that Vanderbilt will dictate the selections. No radical change in the active management is anticipated in any event, although it is probable that the construction policy will be made even more aggressive than it has been for the past year or two. --- The proposition to divide Dakota into two Territories is agitating the people out there to an extraordinary degree. There is a general concurrence of sentiment favorable to the project, but the dividing line is the unsolved problem. It is probable, however, that the forty-sixth degree of north latitude will be selected as the line of demarcation. Singularly enough, the people of the northern half of the present Territory regard that region as the more favored member of the family and claim for it the right to dictate terms of settlement. The southern portion does not boast so loudly of its advantages, but it is by far superior to its more talkative sister, nevertheless. --- An attempt to wreck the express train on the Wisconsin Central Railroad, near Elkbart Lake, early Sunday morning, failed of success only because a wild freight train happened to be in advance and was thrown from the track by the obstruction. The fact that a brakeman who was sent back from the wreck to signal the coming express was accosted by highwaymen and forced to surrender his month's salary seems to indicate that plunder was the motive. --- The Wisconsin Central road has joined the lumber line, and will add 200 cars to its equipment, which will increase it to 950 cars. --- The management of the St. Paul and Manitoba railway has inaugurated a sweeping change in the conductorship of both passenger and freight trains. All but three of the conductors on the main line have been discharged, and their places will be filled by new men. The charges on which the removals were made were inefficiency, carelessness, disobedience of instructions, and in some cases, dishonesty. The latter charge involves the embezzlement of moneys collected as fares and stealing of freight.

**December 22, 1880, Wednesday evening. - Winona (Minn.) Daily Republican.** -- 14 (1 am), 13 (7 am), 20 (1 pm), 18 (6 pm). Light snow.

If a child has a bad earache, dip a plug of cotton wool in oil, warm it and place it in the ear. Wrap up the head and keep it out of draughts. --- Mr. Vennor's promised snow storm is evidently upon the country—or at least a portion of it. A last night's dispatch from Fredericksburg states that snow had fallen in Northern Virginia thirty-three hours without intermission. Travel is impeded and trees are broken down by the weight of snow. A storm of such severity has not been experienced in twenty-five years. Reports from other portions of the country east of the Alleghenies indicate a similarly heavy precipitation of snow. We shall probably share in the distribution here ere many days. --- The average value of farm lands in the United States, according to a recent government report, has increased during the past year 8 percent. The largest increase is in Florida, 28 per cent, and the smallest in another Southern State, Virginia, 1.4 per cent. The average increase in the New England States is 8 per cent, which is also the rate in Massachusetts. The Middle States show half of this advance, the South Atlantic States more and the South western States less. Illinois, Missouri, Kansas and Nebraska, States lying together in the wheat belt, return a round increase averaging 18 per cent, but remembering how large an addition has been made to the farm lands of the country in the West, it is rather surprising that the advance in the value of cultivated lands is, in the main, so evenly distributed over the country. --- The wood dealers at Eagle Lake, according to the *Mankato Review*, are doing a big business in supplying the demands for wood on the Winona road, and from ten to twenty cars daily are sent westward from that vicinity. The prices are \$ for basswood, \$3 for oak and other hard woods, and \$4 for dry maple. The farmers are preparing to cut a largely increased acreage this Winter, choppers seem quite plenty and prices are good, ranging from 60 to 80 and 90 cents per cord. --- Get your scows ready. A cheerful correspondent of the *Lyon County News* predicts fearful freshets about the third week in January. "The rainfall will be prodigious, and the icy mail that now covers our lakes and rivers will be rent with a fury that cannot be described. By the over-flow of waters bridges will be swept away, towns and villages will be submerged, millions of dollars worth of property will be destroyed, while the loss of human life will be appalling." --- Green oak wood is selling at \$3.50 per cord. --- The wife of N.C. Dell, a freight conductor on the Winona and St. Peter railroad, died on the 19<sup>th</sup> inst. of consumption, aged 29 years. -- Mr. Frank Stewart, train dispatcher of the Winona and St. Peter road for the division from Sleepy Eye, west, was in town yesterday for a short visit. --- Mr. Charles Webber, of Walnut Grove, and his brother, Mr. Norman Webber, are in the city on a short visit, returning from a trip to Wisconsin.



**December 22, 1880. Wednesday. [New Ulm MN Weekly Review]** – Four cases of fatal freezing are reported from New York. --- While a number of Indians were disputing with each other at the Lower Brule Agency as to the terms on which they would permit the Milwaukee and St. Paul Company to lay tracks through their territory, the pistol of Mr. Beveridge, the Agent, went off accidentally, and the ball inflicted fatal injuries on Medicine Bull, the Brule chief. --- Rich gold discoveries are reported from Alaska. --- Six inches of snow fell at Bismarck last Friday. --- The Minneapolis millers received 49,900 bushels of wheat last Thursday, and shipped 10,036 barrels of flour. --- During the last snow blockade, Bird Island was without any mail for a whole week, but when it did come there were no less than forty-eight bags of mail matter besides the letter bag—so says the *Post*. --- Owing to the recent wood famine many of our people have put in coal stoves. Our mills, too, have commenced burning coal, and wood in consequence is now plenty at reasonable prices. --- Farmers in Butternut Valley, Blue Earth county, seem to fear that their hay will not last them until spring. We learn that there are also other places where that article will become a scarcity unless we should be favored with a mild winter hereafter. --- The Indian chiefs that passed through here week before last are having a jolly time in Washington. They are being feasted upon the fat of the land at the expense of the United States and the two railroad companies who desire to traverse their reservation. --- Albin Correspondence. The weather shows a taste for improvement the past few days. If the old king is not easing up for a fresh hold, we will be thankful. / We understand that John Laux, of Mulligan, who froze his feet in the late storm must suffer the loss of his toes. Dr. Humphrey is giving him good care. --- John C. Zieske has taken Greeley's advice. He left for Fort Pierre Tuesday morning, to be absent for a few days. --- Our poor folks have been more than overjoyed during the last ten days, owing to the mild weather, their wood piles having dropped down below zero.

**December 23, 1880, Thursday evening. - Winona (Minn.) Daily Republican.** – – 16 (1 am), 15 (7 am), 24 (1 pm), 20 (6 pm). Cloudy.

St. Louis: Snow commenced falling here about 2 o'clock this morning, and there is now four inches on the ground. --- Wheat, 90 cents. Dressed hogs \$4.90. --- Winona dealers have sent Christmas trees to the pine-less regions of Watertown and other places in Dakota. ---

THE CONNEMARA COLONY. Like many another story, there are two sides to the tale of destitution and neglect in connection with the Connemara colony in Big Stone county. We have already given the substance of the first tangible accounts of suffering among the colonists and charges of neglect on the part of the responsible directors of the colony. These accounts have been supplemented by other reports, emanating from Mr. Hutchins of Morris and Mr. L.B. Hodges of St. Paul, both of whom visited the Connemaras in a semi-official capacity with a view to ascertaining the exact truth. These gentlemen confirm in detail all that had been previously alleged. Their reports have been followed, however, by others of a very different character—the difference arising partly, no doubt, from the stand-point from which the condition of the colonists was viewed. First, there is a statement from a Graceville committee which visited each family, and gives a detailed report of the condition of each. In place of the misery and destitution which were plainly visible to Messrs. Hutchins and Hodges, this committee found a state of comparative comfort and content. In the case of a family to whose suffering condition especial attention had been called, it is admitted that there were all the external signs of extreme destitution, and yet it turns out that the head of the family had a sufficiency of food and of money to buy food or fuel at the very time he was begging for both on the pretense that he was starving to death. The Irish visitors from Graceville were not so impressed with the squalor, filth and apparent destitution of the Connemaras, because they were more used to it than the American visitors. To the latter it seemed to the depth of human misery to be living on meal and potatoes. But their Irish visitors knew that that was better and more wholesome food than these people had been accustomed to, and saw, therefore, tolerable comfort where the former saw extreme wretchedness. Thus, though presenting striking contrasts in their reports, the two classes of visitors doubtless each spoke truly according to the standard by which they judged. A further elucidation of the subject is afforded in a letter from Bishop Ireland in explanation of his conduct toward the colonists, which has been subjected to much criticism. He says that Father Nugent and himself, who defrayed the expenses of the colonists to Boston and assumed the responsibility of fetching them to this State, were deceived and disappointed in the class of families sent. They had expected to receive sober, industrious and hard-working people, who though impoverished by the famine in Ireland were still of the mould to make their way successfully if opportunity were offered in a new country. Instead of this class their agents in Ireland sent them paupers of long standing, who were totally unmanned by years of suffering and unaccustomed to provide for their own wants. In illustration of the

character of the colonists, he cites the fact that many of them refused to work last Fall, loitering around the prairies in the busy harvest season, under the avowed pretext that Bishop Ireland would support them whether they worked or not. The Bishop asserts that they have been amply furnished with the necessaries of life and with any ordinary degree of prudence would have been more comfortable than in their own country. He has sought to avoid cultivating the pauper instinct by supplying them with more than the necessaries of life, but says that inasmuch as such a storm has been raised he will hereafter do more for them than his judgment approves, at the risk of delaying their progress towards self reliance and independent support. It is evident, in conclusion, that a good deal of unnecessary out-cry has been raised growing out of religious and neighborhood prejudice and misapprehension, which do no credit to any of the parties concerned.

THE CONNEMARA COLONY. WHAT THE CATHOLIC COLONIZATION ASSOCIATION SAYS. – A reporter of the Chicago *Times* interviewed Mr. W. J. Onahan of Chicago, one of the directors of the Catholic colonization association, and active in getting the Connemara colony settled at Graceville, Minn. Speaking of the colony as it came to this country, and of the subsequent troubles he said: “The condition of the emigrants, when they arrived at Chicago, was simply appalling. It showed plainly the dire destitution and misery they had been accustomed to all their lives. The famine was visible in their pinched and emaciated faces, and in their shriveled limbs—they could scarcely be called legs and arms—of the children. Their features were quaint, and the entire company were squalid and wretched. It was a painful revelation to all who witnessed it. On their arrival in St. Paul, they were met at the depot by Bishop Ireland and committees and delegations of people in St. Paul and vicinity. There their immediate wants were provided for. The Bishop had found situations for the boys and girls and employment in St. Paul. The girls were provided with places as servants, and the boys with various employment. An arrangement was made by which the wages of the girls and boys should be sent up, from month to month, to the colony. It was no easy matter to effect the separation. It required all the Bishop’s authority to finally accompany it.

“The families were then sent out to the land provided for them. A house had been erected, thirty to forty acres broken, and corn provided for each family. Necessary articles of furniture, and a supply of provisions sufficient for immediate and prospective needs were given them. The surplus of all that had been collected was expended for fuel and provisions for the Winter. This was placed in store at Graceville, to be doled out according to need.

“It was expected that the colonists would accept whatever employment was offered them in the vicinity, and would show themselves ready to avail themselves of the opportunity to place themselves on a footing with the other struggling new beginners. It is not satisfactory to admit that the Connemara settlers exhibited neither thrift nor industry. It is reported of them that, when offered employment in the harvest time at from \$1.50 to \$3.00 per day, many of them refused to work, insisting that Bishop Ireland was to provide for them until their own lands would grow crops.

“When the Bishop heard of these demonstrations, he went in person to the colony, called the people together, and admonished them that they were not brought to America to live in idleness. They were not to be supported without any exertion of their part. They must, he said, go to work, and if they would not accept the work offered in the neighborhood they must work for him. He proposed then that they should dig cellars, make drains and ditches, and perform other farm work for their own need. He proposed to pay them for this work in food. If they refused or declined to work they must suffer the consequences. This was to force them to help themselves. This explains, in a great part, the situation of these people up to the present time. The first dispatch in reference to the reported sufferings of the Connemara people came through a so called ‘board of trade’ of Morris, a little town on the line of railway, in the near vicinity of Graceville. Between it and Graceville a jealousy has existed ever since the town of Graceville grew to be a place of any importance. Consequently, any evil reports that might be spread about the colony at Graceville would be eagerly published by the people at Morris. The condition of the Connemara people, from the nature of things, could not be painted in a very picturesque light. It is not to be expected that they would be furnished with all the conveniences of life in their prairie homes. If their shanties were cold, it was because they had neglected to sod them, as they were advised to do. If their potatoes were frozen, they had plainly omitted to dig cellars for their protection. If, perhaps, they may have suffered from the lack of fuel, it must be remembered that they suffered in common with the prairie population of the extreme Northwest generally. This suffering grew out of the fuel famine and the dearth of railroad transportation for coal, and the early setting in of winter. This was not peculiar to the Graceville colony, but was general all over the state of Minnesota.

“When they went up to the colony, an abundance of clothing and shoes was furnished to each family. If any of the adults are without shoes it must be from choice, as they were fully provided in Chicago and in St. Paul on their arrival. It is not to be doubted that Bishop Ireland made ample provision to keep them through the Winter. I am convinced that he has throughout shown the most self sacrificing solicitude for these poor people. He has taken upon himself an enormous amount of trouble to put them in the way of prosperity. No bishop, priest or layman in the

Northwest has devoted so much energy to the elevation of the people of his race and faith as he. It is simply incredible that he would be remiss in any duty toward the Connemara emigrants.

“The undertaking was surrounded with difficulties and embarrassments. It is generally a thankless task to deal with a class like the unfortunate Connemara people. The bishop himself has expressed the annoyance that so often attends such an enterprise. In a letter addressed to me, dated the 13<sup>th</sup>, I can scarcely wonder that so many, for peace’s sake, keep away from all Irish projects.”

**December 23, 1880. The Redwood Gazette, Redwood Falls, Minnesota** – \$7 a cord for hard maple. Whew! --- About six hundred wood choppers can find work in the timber at the present time, says the St. Peter TRIBUNE. --- A bulletin from the U.S. Census office gives partial census returns from most of the counties in Minnesota. By this Redwood county appears to have 5,375 inhabitants, of whom 2,900 are males and 2,475 females. The proportion of foreign to native population is less than one to two, or 1,608 to 3,767; Indians, 28. Renville is credited with 10,791 inhabitants, 6,556 native and 4,235 foreign. Lyon county has 6,257 inhabitants. --- Snow fell this week in northern Virginia for thirty-three hours without intermission. --- Work has commenced on the Central City, Deadwood and Eastern railway, which is under contract to be completed by the first of August next. The road connects Deadwood, Central and Lead City with the coal fields and foothills. --- We have received the first number of the Lake Benton NEWS, published at Lake Benton, Lincoln county, by Chapman & Morse. It is a very neat seven-column paper, and shows evidence of editorial and mechanical ability on the part of the proprietors.

From the ST. PETER TRIBUNE: Judge Cox froze his nose on last Thursday morning while going to the depot to take the train to Marshall and did not get to his place of destination. He will probably lose about one-eighth of an inch of that useful as well as ornamental organ. He says he has wore das nose these 45 years, and dat nose he never froze me before. I not understand dose tings.

Sundown Items. Correspondence of the Gazette.

The welcome face of the Redwood GAZETTE makes its appearance to brighten the evenings at our prairie homes. The blizzards and cold weather of the past four weeks nearly froze the ink and items of your Sundown correspondent, and made the want of wood or coal more to be thought of than anything else.

The farmers, many of them, have taken advantage of the mild weather of the past week by hauling wood from the Minnesota river timber. Now that the snow blockade has been raised, fuel can be had at Burns station.

Jack Frost changes the scene. Sunday morning, groves and shrubbery reminded one of stereoscopic views of winter scenery.

Proposed New Fuel. A correspondent of the Pioneer Press suggests a new kind of fuel. [This was in the Brookings paper also.] PIONEER-PRESS of December 10<sup>th</sup>:

It is very evident that the supply of fuel in the form of cordwood or coal and the abilities of the railroads to supply the settlers on the prairies at a fair price, and at all times is nearly an impossibility; and also that the settlement of a vast amount of fertile lands will be retarded for the want of a reliable source of fuel. I have given this subject much attention, and made some experiments, which lead me to believe that it is practical to supply fuel at very low prices by the following methods which I state with the hope that some parties, with more time and means at their command than I have will give it a fair trial by getting up one machine as an experiment, for converting coarse vegetable matter, such as grows on every farm, into cheap fuel.

For power I would use an ordinary portable engine, and build a machine mounted on wheels like a separator. The hay, straw, reeds, cornstalks, etc., should pass between rollers to a power cutter, which would cut it into three-inch lengths, then passing into a mixing box, where it is mixed with coal tar, crude petroleum and rosin, by a spray from a reservoir heated by steam. It requires very little of the above cheap mixture, just enough to make the vegetable matter adhere in compressing. From the mixing box it is conveyed, and partly pressed by rollers, into two presses, where it is pressed alternately (one press working, the other receiving the material) into blocks of any desired size or shape, ready for the stove or furnace. On portable machines the pressure can be operated by power from the engine, pressing it into sectional blocks of about fifty pounds each which can be cut up as desired. In stationery work I would use hydraulic presses and make the sectional blocks of about 100 pounds. I estimate the cost of manufacturing the fuel at \$3 or \$3.50 per ton. Its value as fuel as compared to coal or wood, I cannot at present state positively, but it is very favorable. --Old Settler.

**December 23, 1880** [Brookings Co. D.T. PRESS] – Tree Planting. Elkader, Iowa, Dec. 13, 1880. Editor PRESS:-- As promised I will give your readers a few ideas on forest tree culture, etc., that may be of service in proving up their timber claims.

First in the list of trees adapted to Dakota climate and soil, I would recommend the Cottonwood, but the seed is hard to gather, and cuttings are not sure to grow. The seedlings can sometimes be procured in river bottoms, but entails considerable expense to find and gather.

The second tree I would recommend is the Box Elder, it being very hardy and a quick grower. The seed should be gathered in September to October, and planted in drills or hills the following spring, as early as practicable. Care should be taken to plant in loose ground and quite shallow—say half-inch to one inch deep, according to the degrees of the season.

Cultivate like corn and transplant the following spring, or leave to grow where they stand, the required four feet apart.

Do not waste your time on the Soft Maple, it is too soft and will blow to pieces.

The Hard Maple is good, but impracticable for several reasons.

The third recommended is the White Ash, which is adapted to rich strong soil in any portion of the United States north of the 38<sup>th</sup> parallel, and is a very useful timber. The same rules as to seeds and planting will apply to this tree as the box elder.

Another tree peculiarly adapted to Dakota is the Wild Black Cherry, which can be planted in any part of the United States in dry soil and grows rapidly. Seeds should be gathered and planted in the fall and otherwise treated as those before named.

There are other varieties that would do very well in Dakota, but for hardiness, rapid growing, and economy in cost of seed, those suggested are the best. –J.W. Snedigar.

---A little foggy this week. --- Sleighing continues good. --- Trains are running on time. --- Next year will witness an immense immigration to Dakota. --- Work has been discontinued on Aiken's flour mill on account of the weather. --- Town was lively on Saturday last. People were in from all over the county buying Christmas goods. --- Buy your girl a present. If you haven't got one, buy some other fellow's girl one. It's all the same. --- There will be more miles of railroad built in Dakota next year than in any two states or territories combined. --- A brick yard is about to be started at Huron. This would be a profitable business for some one to engage in at this place. --- Conductor Waterman has again taken his old run on the passenger. He has been east visiting during the past few weeks. --- Severson hoisted a new sign to swing with the gentle zephyrs of Dakota relieved by an occasional Manitoba wave, on Monday. --- Instead of having a Christmas tree it has been arranged to have an arch at the church on Christmas eve. The exercises will consist of class recitations and singing. --- Sunday last was a gala day in this city, the sleighing being excellent, and the merry jingle of bells and the happy laughter of the riders could be constantly heard.

**December 23, 1880** [Worthington, MN ADVANCE] – From Wilmont. Farmers have not felt the fuel famine here. Flax straw burns quicker than hay and don't make so much ashes. --- HOW TO GO TO THE BLACK HILLS. A correspondent of the Sioux City Journal writes up Fort Pierre for that paper and tells thus how to get all the way to the Hills: The way to reach this famous gateway to the Hills from the east or south is to take the Northwestern train at Kasota Junction, Minn., on the Sioux City and St. Paul road, better known as the Winona and St. Peter, which leaves at breakfast time. At dinner time you must change cars again at Tracy, for the "branch" or Dakota Central road. The afternoon's ride reaches Huron where a "sleeper" is attached and the following morning at day-break you arrive at the present terminus, Pierre. And if you want to go on to the Hills, thus: So the tenderfoot that would go still nearer the setting sun say, that Deadwood, B.H. is 202 miles from Pierre, that the stage makes the trip in thirty-six hours for the sum of \$25, that the coaches are first-class, as also the eating houses on the way, and hardships and dangers to the first-class passenger are things of the past.

**December 24, 1880. Friday evening. - Winona (Minn.) Daily Republican.** – - 16 (1 am), 20 (7 am), 28 (1 pm), xx (6 pm). Cloudy.

The snow is several inches deep at Washington, Baltimore and Philadelphia, and two or three inches in New York city and vicinity. There is good sleighing throughout the East, and in the South as far as North Carolina. Snow fell at St. Louis and throughout Missouri and Illinois, on Thursday, nearly all day, and now lies on the ground to a considerable depth. Minnesota—to the great disappointment of nearly everybody within its borders—can

scarcely produce enough snow to whiten the ground. --- At Marshall coal is selling at from \$8 to \$13 a ton—the latter hard coal. Wood is worth \$6 a cord. --- The news from the Chippewa pineries this week is very encouraging, and loggers are hopeful of accomplishing an extraordinary cut this Winter. The work at all the camps has commenced in earnest, and the weather and roads so far have been nearly all that could be desired. The snow is hardly sufficient in depth for hauling heavy logs, but the swamps are so solidly frozen that six inches more will answer every purpose. The Winter promises to be favorable for logging, but there is as yet no estimate of the number of logs that will be put in.

DAKOTA. The grand jury now in session at Fargo have made a report recommending the division of Dakota on the seventh standard parallel. They urge this division line on the ground that it would not interfere with county and township lines, and for other reasons.

**December 27, 1880, Monday Evening. - Winona (Minn.) Daily Republican.** - [no paper 25<sup>th</sup>/26<sup>th</sup>] - 14 above (6 p.m. Sunday evening), 6 below (1 am), 16 below (7 am), 12 below (1 pm), 16 below zero (6 pm). Clear.

New Jersey. A Terrific Storm, NY Dec. 27. The storm on the New Jersey coast raged for seventy-two hours. The Summer residences at Monmoth were damaged to the extent of \$40,000. The roads about Long branch are blockaded with snow. Some drifts are ten feet deep. The bulk-heads and porticoes of the hotels were carried away. --- The total amount of lumber manufactured in Minneapolis during the year was 191,882,349 feet—an increase of about 52,000,000 feet over 1879. --- Hayward's large flouring mill on Sauk river, near St. Cloud, was burned on Friday, together with 20,000 bushels of wheat. Loss, \$50,000. Insured for \$34,000. --- A slight snow fall on Christmas eve made some improvement in the sleighing and the streets were lively with turnouts and sleighing parties. --- All freight trains were suspended on the Winona and St. Peter road for Christmas day. ---

THE BLIZZARD. The pleasant weather of the past two weeks was revolutionized by a genuine blizzard on Sunday night (December 26). From 32 degrees above zero on Sunday mercury fell to 12 and 14 degrees below zero. Some places report 20 and 22 below. About five or six inches of snow fell out West and the railroads are having some trouble. Only a little snow fell here.

**December 28, 1880, Tuesday evening. - Winona (Minn.) Daily Republican.** - - 22 below zero (1 am), 24 below (7 am), 14 below (1 pm), 18 below (6 pm). Clear.

According to an official estimate, the total number of train accidents in this country for the year ending with November 30, was 1,012, in which 304 persons were killed and 1,103 injured. The mortality and injuries were about 45 per cent greater this year than the preceding one. --- The prediction of a storm in the East has been verified. A severe gale, accompanied by snow and sleet, set in early Sunday morning and raged all day. At Sandy Hook, last night, the wind was blowing at the rate of sixty-eight miles, and at Boston at the rate of sixty-four miles an hour. Several vessels have gone to pieces or sustained great damage in the harbors on the Atlantic coast, and fears are entertained for the safety of those outside. The railroads are badly blockaded and trains delayed. --- J.W. Shannon, an agent of the Jewell nursery, at Lake City, was arrested Saturday night on a charge of forgery. It is claimed that he has forged the names of farmers to orders for trees, and drawn his commission on the same. --- Rochester. 28 degrees below zero on the morning of the 27<sup>th</sup>. --- Hard coal is now \$11.25, having gone up \$1 recently. --- A light snow has improved the sleighing and it is enjoyed (reported from the 27<sup>th</sup>). --- The wheat market is steady at 90 cents. The cold storm under which the present week came in has retarded receipts and made business generally quiet.

THE RAILROADS. The train which went west from Winona on Monday morning ran as far as St. Peter and turned back from that place, reaching Winona at 6 o'clock this morning. The train due from the West on Monday afternoon was snow-bound between Sleepy Eye and New Ulm. The blockade is likely to continue troublesome until the blizzard abates.

DAKOTA. The Devil's Lake Sioux in Dakota raised 1,300 bushels of grain and 3,300 bushels of potatoes this year. -- - Martin Conlin, section foreman of the Northern Pacific railway at Mandan, was accidentally killed on Friday afternoon, near that place, by falling under a moving train.

RAILWAY NOTES. A few weeks ago, before the outbreak of the present war between the southwestern roads, the price of a ticket from Chicago to Kansas City was \$14.80. It is now \$2 by the Wabash and \$3 by the Alton road; it has been a dollar less. It is \$7 by the Rock Island and Burlington roads. These roads admit that they are selling to brokers large blocks of unlimited tickets at these rates. They are stocking the market for a year or two with tickets at these rates.

The fall of snow in this State during the storm of the 26<sup>th</sup> was not heavy, but the severe cold and high wind which immediately followed were productive of drifts and consequent detention to the railroad trains throughout the western and northern portions of Minnesota and the contiguous treeless regions of Dakota. The mercury on Monday morning ranged all the way from 14° below zero in Winona and vicinity to 22° at Duluth, 36° at Brteckinridge, and 40° below at Winnipeg. There is nothing like a strong nor'-wester, with the bottom out of the thermometer, to stir the blood into healthy action and dispel all unpleasant vapors from the brain. In testimony of which ask the first railroad superintendent you may meet.

It is a fact worthy of note that although the aggregate manufacture of lumber at Minneapolis is perhaps nearly three times as great as it is in Winona, there is no single mill in that city which during the past year cut as much lumber as either of the two manufacturing establishments in Winona. Indeed, so far as we are able to judge from the published statistics of the trade, there are no other two mills in the Mississippi valley that turn out a larger product annually than those of Messrs. Laird, Norton & Co. and Messrs. Youmans Bros. & Hodgins of this city, and yet their actual working capacity has scarcely been tested. It is also worthy of mention as showing the capacity of the manufacturers and dealers in Winona to supply retail dealers and consumers that the stock of lumber left on hand at the close of the season's business here is in round numbers 50,000,000 feet, or a greater amount than all the dealers in Minneapolis combined have on hand. The kindred branches of the trade, such as the manufacture of doors, sash, and blinds, are fortunately keeping pace with the lumber business proper, and thus building up in Winona a vast industry to whose growth no limit can be set other than the demands of those extensive agricultural regions in Minnesota, Iowa and Dakota, which now look to Winona as their natural and best source of supply.

**December 29, 1880. Wednesday evening. - Winona (Minn.) Daily Republican.** -- 16 below zero (1 am), 16 below (7 am), Zero degrees (1 pm), 2 below (6 pm). Clear.

An attempt was made on Monday to hold a council with the Sioux chiefs now in Washington in reference to the extension of the Chicago and Northwestern and Chicago Milwaukee and St. Paul tracks through their reservation. Assistant Secretary Bell presided, but they would not discuss the subject with him. They insisted on transacting their business with Secretary Schurz, and as he was engaged elsewhere with the Ponca chiefs, the council had to be postponed. --- The novelty of delivering mail from carriages was witnessed in New York on Monday. The accumulations of Christmas and Sunday gave an average of eighty pounds to each carrier in the down-town districts. Two carriers accompanied each carriage. Christmas cards were as plentiful as valentines in February. --- Watertown, Dec. 29. There was another twelve to fifteen inches of snow last night and it is still falling. Trains are delayed. --- [local] The blizzard still pursues us. Fourteen degrees below zero this morning

THE BLIZZARD. A GENERAL SWEEP OVER THE COUNTRY.

Chicago, Dec. 29.—The cold weather continues. At seven this morning mercury was at 19 to 22 degrees below in the city; at eight it was 15 below, and at other points in the Northwest as follows: Detroit 11, Milwaukee 19, Winona 15, St. Paul 19, Dubuque 22, Peoria 10, Davenport 13, Keokuk 15, Des Moines 12, all below zero. The sky is clear and wind moderate and prospects now are for a gradually rising temperature. Trains are impeded somewhat but there are no accidents to property or life yet reported. A coal famine is possible if the cold continues. The railroads fail to bring coal as they heretofore have done.

COLDEST OF THE SEASON. Detroit, Dec. 29.—Last night was the coldest of the season. Here the mercury reached 15 degrees below zero.

In the South. Richmond, Dec. 29.—A snow storm which began in the northern part of the State last evening struck Richmond between three and four o'clock this morning, since which hour the snow has been falling steadily. At noon, there were no indications of ceasing. The storm extends all over the State and to North Carolina. All trains are reported delayed.

IN INDIANA. Cincinnati, Dec. 29.—A Fort Wayne special to the *Times-Star* says: The thermometer indicated 20 degrees below zero at 8 this morning. Business is suspended and many horses, cattle and other animals have been frozen.

**December 29, 1880. Wednesday. [New Ulm MN Weekly Review]** – A military company is being organized at Watertown, Dak. Messrs Conklin & Seward circulated a paper one day last week and obtained about 60 names. --- The first number of the Lake Benton News, published by Morse & Chapman (?) came to us last week. It is a neat paper containing four columns of spicy local news, and as many more of editorials. We welcome the News among our exchanges. --- Deer are reported to be very numerous in Elizabeth, Otter Tail county. Hunters easily start them up half a mile from the town. --- The Lake Benton News says that John B. Russell, formerly agent at This station, has forwarded his resignation to headquarters as agent at Lake Benton. He was obliged to make this move to enable him to give his whole attention to his mercantile business. Mrs. Russell has gone to Wisconsin to spend the winter with her parents. --- The storm of Sunday postponed the theater which was to be given at Turner Hall at that time. --- During the first part of this week No. 1 wheat was 72 cents while No. 2 brought 69 cents per bushel. --- Though but little wheat was marketed during the week preceding Christmas, our merchant did a lively business. But had the storm of last Sunday come three days sooner we would have a different story to tell. --- Cars for shipping purposes have continued to be among the scarce articles at this place, and our warehouses and mills are nearly filled with grain and flour awaiting shipment. Several cars were however obtained during the latter part of last week and it was then hoped that plenty more could be obtained afterwards, but the last blockade will interfere with these expectations to a great extent. ---

The snow storm of last Sunday was a bad one for the railroads. It took three engines and a force of men all day Monday to clear the track between Sleepy Eye and New Ulm, and at the time of going to press they are still bucking snow between this city and Nicollet Station. It will be several days before trains will again be running on schedule time. Between Sleepy Eye and Watertown the storm was very severe and has no doubt caused much suffering among the settlers. --- The farmers always want 16 ounces for a pound when they purchase groceries, and they should give 128 feet for a cord of wood. There is complaint that much of the wood brought to market is not four feet long. [St. Peter Tribune] --- Another cold snap accompanied by a blizzard gave everybody a call last Sunday. Snow commenced to fall early in the morning and continued throughout the greater part of the forenoon, after which a northwest wind started his revels and made the loose snow fly around in an uncomfortable manner. The cold continued to increase so that on Monday morning the thermometer indicated from 25 to 28 degrees below zero. Railroads were again blocked up and it will undoubtedly take several days before some of the cuts can be opened. -- - Springfield Items. The weather keeps remarkably cold but thank fortune we have had no blizzards of any account. / Dr. McCarney is talking of locating farther west, at Aurora. / Wood is now a little more plentiful. / Seven days count of mail matter is a terrific nuisance, that's what tall the P.M.'s think at any rate. / The merchants and farmers are complaining of the stagnation in the wheat trade. Is it on account of the C. & N.W. R. R. not being able to take it all away to the eastern market?

Corn for Fuel. A correspondent at Worthington writing to the Pioneer Press, under date of December 11<sup>th</sup> says:

The fuel problem is one of great importance at the present time, and is destined to attract attention until it is solved in a practical manner. The use of wood for fuel will soon absorb the available supply of that article, and people will have to provide some substitute. In the prairie regions hay is used to some extent, but as the country settles up, that must eventually prove insufficient in quantity to supply the ever increasing demand, therefore contrivances to prepare it for fuel are but a waste of time that had better be directed to procuring some other substitute.

Such a substitute may be found in corn. This is no new theory, but an old fact that has been repeatedly proved from actual experience. Corn has been used on some of the locomotives of the St. Paul & Sioux City railroad, but whether it is an economical substitute for coal as a fuel for steam engines I am not prepared to say. But as a fuel for stoves it is superior to any other substance, hard coal alone excepted, and is cheaper than anything that it likely to be used as fuel. Two or three acres of corn will supply an ordinary family with a year's supply of fuel. The same corn sold in the market and the proceeds turned into either wood or coal, will not begin to do it. Corn is also much cleaner and nicer to use in every way than either coal or hay, and requires no preparation to enable it to be used. The stalks and roots may be burnt with the ears if desirable. It may be used in either a wood or coal stove, without any change of grates. It makes a steady, hot fire which can be regulated as readily as coal. Two bushels of corn in the ear will keep a comfortable fire the coldest day in winter. Hard wood at this station is \$8 a cord. The same amount of money invested in corn at 15 cents a bushel, the market price here, will last longer than the cord of wood, not counting the cost of hauling the corn to the market and hauling the wood home; and furthermore, the

present winter a person can not always get wood when wanted, sometimes having to make two or three journeys for it.

The only objection to the use of corn as fuel is a sentimental squeamishness about burning an article that is used for food, and if newspapers will take the subject in hand, that may be overcome in time. It would rather burn an acre of corn that can be replaced in a single year, than to burn an acre of timber that takes years to replace, even on the score of sentiment.

John C. Zieske returned home safe and sound from Fort Pierre, D.T. John says there is a good deal of vacant land along the Chicago & N.W.R.R. which could be improved were it not for the scarcity of wood. Fort Pierre is going up fast; at least one hundred buildings were put up this last fall and over one hundred lots were sold by Mr. Nichol, the village proprietor, all of which must be built upon by June next. Mr. Nicholl is a smart, go-a-head business man and sells lots so cheap that it doesn't take a fortune to buy a lot and another to stock up. John, to his surprise, found some Sleepy Eye friends in business at that place, viz: Chas. Smith who is selling flour and feed, and Gust Ibberson who is going to clerk in one of the stores.

**December 30, 1880, Thursday evening. - Winona (Minn.) Daily Republican. - - 4 below zero (1 am), 6 below zero (7 am), 4 below zero (1 pm), 2 below zero (6 pm). Clear**

Severe cold weather is reported from every section of the country. It began in the extreme Northwest nearly a week ago, passing over Minneapolis with much severity on Monday and Tuesday, and extending rapidly to the Atlantic seaboard, and even to the States of the Gulf, with comparatively little diminution of force or intensity. In Chicago, yesterday morning, the mercury sank to 22 degrees below zero—7 degrees lower than at Winona at a corresponding hour. At Buffalo, there was a heavy fall of snow, as also throughout the State of New York, and the mercury remained at or near zero all day. In New York city travel was greatly impeded by the fall of snow, and the intense cold caused great discomfort and much suffering among the poor. Washington was visited by a snowfall which continued all day, and the Potomac froze solid from shore to shore. Greensboro, N.C., reports the heaviest snow storm for twenty years—fifteen inches and still falling at midnight. Similar reports come from Virginia and the entire region lying south of that State as far as New Orleans, where the fall of snow was of course lighter, though the mercury fell to several degrees below freezing point in the night. Vicksburg boasts of an inch and a half of snow, and is able to give its experience of the sensations produced by a temperature running down in sight of zero. In Northern Texas the cold was remarkably severe—5 degrees below zero being registered at Sherman, with snow generally throughout the State. To-day, a marked modification in temperature is reported from all directions, Minnesota sharing in the general let-up of the unwelcome visitor from the North Pole. --- At New Albany, Ind., on the 29<sup>th</sup>, two children of a family named Johnson froze to death. The parents were very poor. Mr. Johnson left home on the previous day to hunt work, leaving his wife and children at home with no fuel. It grew colder in the night and despite the efforts of the mother to keep them warm with scanty clothes, one perished at 3 o'clock and the other at 6. The destitution of the family was not known to the neighbors. --- Wm. T. Gray, the father of the editor of the *Riverside Press*, of Appleton, was frozen to death in a snow storm. He started to walk home from Appleton, a distance of about four miles. He was overtaken by the storm and perished within a few rods of his own door. --- Even a Minnesota blizzard does not frighten all the tramps. Their presence is reported in various localities among the farmers. --- [advertisement page 3, column 1 for "A Large Lot of Lace Handkerchiefs, FICHUS, And three cornered Lace-edged collarettes"] --- The blizzard is relaxing its grip: 6 degrees below zero this morning. --- The first regular train for Chicago by way of the Sabula bridge left Dubuque on the 27<sup>th</sup> inst. full of passengers. ---

#### THE COLD STORM.

Galveston, Texas, Dec. 30—A special from San Antonio says that the night of the 28<sup>th</sup> was the coldest on record there. At six a.m. the mercury stood at 10 degrees above zero. The ice was two inches thick, water pipes were frozen throughout the city. The new water works were frozen, delaying trains. At Dallas, yesterday, the mercury fell to 4 degrees above.

Ohio. Cleveland, Dec. 30.—Thermometer dropped to 12 degrees below last night.

Philadelphia, Penn., Dec. 30—Last night mercury, which at 9 p.m. recorded 7 degrees above zero, rapidly declined until 7 o'clock this morning, when it marked 5 degrees below.

Wilmington, Del.—It was 8 below.

Elsewhere. Reports from exposed places along the Blue Ridge in the Lehigh and Schuylkill regions show an average temperature of from 14 to 22 below, the latter being reported at Lenhartsville, Pa. In the same region most of the country roads are blockaded.



At Wilkesbarge, Pa., it was the coldest weather of the season, 10 below zero.

In the Old Dominion. Danville, Dec. 30.—Weather coldest ever known here. Snow fell all yesterday until after nightfall. At 7 o'clock p.m. the thermometer stood 2 degrees above zero, at 9 o'clock 2 below; at midnight 4 below, and at 6 o'clock this morning 12 below zero.

Richmond, Dec. 30.—Weather today coldest since the 18<sup>th</sup> of January, 1857, when the thermometer stood at 8 below zero. It was the same figure today.

Ohio River Closed. Cincinnati, Dec. 30.—The Ohio river closed here at 5 a.m. and news indicates that it is frozen over for quite a distance below. The sky is hazy and the thermometer stands 20 degrees above at noon.

The Mississippi at St. Louis. St. Louis, Dec. 30.—The river was frozen for some miles below the city last night or early this morning, and ice stopping running in the harbor about 10:30 a.m. The weather is much milder today with indication of a thaw before long.

Chicago, Dec. 30.—Weather much milder. This morning it was 6 degrees below and now about 6 above. A similar change of temperature is noted throughout the Northwest.

In Montgomery, Alabama, Dec. 30.—At six this morning the thermometer was 8 above zero.

Among the Orange Groves, Jacksonville, Fla., Dec. 30.—We are having the coldest weather since 1857. Thermometer 9 degrees above zero this morning. The orange trees in the city are frozen, and it is feared the fruit up the river is badly damaged. About a third of the crop is already gathered. It is not known whether the trees are injured. A dispatch from Sumner county says the oranges are not damaged there. This county is about 100 miles south of this city.

Coldest on Record. Milford, Pa., Dec. 30—Last night was one of the coldest known in this section; thermometer 15 degrees below. At Erie Summit, near Lackawanna, 22 below.

Railroads Blockaded. Buffalo, New York, Dec. 30.—The snow storm continues with no immediate prospect of abating. It is one of the severest ever experienced. All trains on the New York Central Railway which should have gone East this morning have been abandoned. The Chicago express from the East, due here last night, is off the track at Lancaster.

RAILWAY NOTES. It is reported that the Chicago and Northwestern company have decided to put on a lightning train to run between Chicago, Winona and Tracy the coming Summer. This train will begin to run about the 1<sup>st</sup> of February. The company propose to lease a lot at Tracy, located a few rods west of the depot and between the main line to Watertown and the Tracy branch to Pierre, so as to accommodate passengers on both roads, to some responsible first-class hotel man who will erect thereon an eating house. All trains will stop there for meals.

Mr. Oliver, general superintendent of the Chicago and Northwestern railway, has resigned his position, the resignation to take place on January 1. This step, it is understood, has been necessitated by continued ill-health, which unfits him for the arduous service exacted of one occupying so responsible an office. Mr. Oliver was for many years superintendent of the Iowa division, and was promoted to the general superintendency only a few months ago, upon the advancement of Mr. Wheeler to the title of assistant general manager. His successor has not yet been appointed, but it is probably that he will be chosen from among the division superintendents.

**December 30, 1880. The Redwood Gazette, Redwood Falls, Minnesota** — After the blizzard, sunshine and calm. --- The mercury rooted low for four days following Christmas. If it rose above zero during that time, it has not been so reported here. The lowest point reached was on Tuesday, -30 degrees, according to R.J. Rigby's boss thermometer. --- The Presbyterian Sabbath school festival was postponed yesterday on account of the storm. --- For the first time this winter, no mail has reached Redwood Falls by rail for four successive days. We have hitherto been more fortunate as to railroad communications than most of our western neighbors, having experienced but little delay in any of the storms preceding the last one. The last regular train came in Saturday night last. On Tuesday morning a snow plow came up from Sleepy Eye and returned about noon, with a train in its wake an hour or so after. The train had a hard time getting through, and required help from an extra engine, finally reaching a point on the road a little this side of Sleepy Eye in the evening, where they still remain. --- Snow fell to the depth of five inches at Richmond, Va., on the 20<sup>th</sup>.

As several wolves have been killed in this county of late, we give the provisions of the bounty law which affect those making claims. We do this at the suggestion of Auditor Van Schaack: Any person who shall kill a wolf in this State shall be entitled to a bounty of three dollars, upon producing the head of the wolf so killed with the ears and scalp thereon entire, within twenty days after killing, to the county auditor of the county in which the wolf was killed, and shall make oath or affirmation in writing before such auditor that the wolf was killed within twenty days

last past. The law also provides that the auditor shall cause the scalp to be destroyed in his presence, and shall grant an order on the treasury of the State for the amount due, taking the claimant's receipt, which order and receipt shall be kept on file in the auditor's office, and shall be received in payment of state tax.

CHRISTMAS TIMES. The fact that the late unpleasantness of the elements was postponed until the day after Christmas has been a matter for universal congratulations. Dealers in holiday goods have disposed of the most of their stocks, and almost every one has shared in the ensuing distribution of gifts.

The notable feature of Christmas eve was the Christmas Tree at the M.E. church. The building was crowded with people of all ages, the "grown-ups" appearing to take as much stock in Santa Claus as their juniors. After singing by the Sunday-school and prayer, St. Nicholas made his appearance and greeted his patrons in a voice very like that worn by Mr. Fay Robinson. Of course it would be impossible to mention all the fine gifts that hung on the tree, which reached almost to the ceiling and bore a wonderful crop of fruit. Of the gifts of a semi-public character we mention the study lamp presented to the Rev. Mr. Dunn, and an elegant silver pickle castor to his estimable lady; a fine edition of Plutarch's Lives was given to Prof. Marshman by his pupils, while Miss Florence Chapman received from her pupils an edition of Shakespeare's Works, and from friends in the Methodist church, where she has long been organist, a pair of costly pictures.

The Commercial House illuminated on Christmas eve.

The day before Christmas, the Sunday-School children of the Christian church were treated to a candy pulling at Mr. Crump's residence.

**December 30, 1880** [Brookings Co. D.T. PRESS] — From the meager telegraph reports received it is next to an impossibility to ascertain the extent of the great storm of the past week, any more than that it extended throughout Minnesota and some portions of Wisconsin. --- The absence of timber in Dakota has been regarded as a serious drawback on the settlement of the country. In place of timber for fuel, we have coal (lignite) that is proving a first class article to burn. The coal retails at \$5 per ton and \$4 by the car load. One ton will last as long as two cords of cottonwood, which costs \$6 per cord, cut in stove measure. It is therefore \$5 against \$12. The coal is being used all along the line, and when its merits become fully understood, the fuel problem will cease to be a trouble to the settler. --- The days are now lengthening. --- The snow plow went east today. --- Jack rabbits are said to be more numerous this winter than last. --- Snow drifts, like amateur mountains, can be seen in every direction. --- The attendance at school for the last few days has not been very large. --- No trains this week owing to the decidedly forcible stand old Boreas has taken. --- Games of checkers were a source of amusement for the men during the storm. --- The Red Ribbon Club did not meet on Tuesday on account of the storm. --- Editor Hopp has been laid on the shelf for a few days with a severe sore throat. --- The way people hug the stove now-a-days would make a thermometer's teeth chatter. --- Owing to the extreme cold weather Sunday evening no services were held in the church. --- There is no telling when trains will be running regularly again, but it probably will be several days yet. --- Mr. and Mrs. D.J. Darrow arrived from Michigan Saturday. They came to go on to their farm north of town, but the blizzard has kept them in the city. --- Sunday was a terror. It snowed, and it blowed, and it drifted, until it seemed as though the whole country was to be inundated, but Monday it let up somewhat and now all is serene once more. Blizzard No. Twice. --- The railroad tracks in Dakota will easily be cleared. The trouble is in Minnesota, where the cuts are so deep. Snow has filled these cuts so many times this winter that it will no doubt be a difficult matter to clear them. --- Persons who are in the habit of keeping fire all night, and who burn coal, should be careful to see that the gas can escape up the chimney. It is very dangerous to shut up all the draughts and then retire. It would be far better to burn more coal than to run the risk of losing one's life.

**December 30, 1880** [Worthington, MN ADVANCE] — Can't stop for a storm. This paper's got to come out *weather* or no. --- Conundrum—Why should a locomotive dread this cold weather. --- There will probably be a good many ears and noses to put in after this cold snap. Store ears and store noses will be as numerous as store teeth. --- When the thermometer stands at 30 degrees below zero in the shade, straw hats and umbrellas are no protection. Better stay in doors. --- We often hear of people being tender-hearted, but since the cold snap set in we hear of a good many people being tender-nosed and tender-eared. This is great weather to touch one's feelings in a tender spot, as it were. --- The train from Sioux City was late Christmas morning. About a mile east of town the track spread and let several cars down on the ties. This caused another delay. The train was soon on the track again, however, and pulled out followed by the ten o'clock morning train. --- Minnesota doesn't propose to be outdoor. She has a reputation to maintain. On Monday and Tuesday the mercury ranged from 10 to 30 below zero and some

report 34 below on Monday. Last winter the coldest snap was about Christmas, 36 to 38 below being reported. --- The Storm. A sort of modified or domesticated blizzard set in Tuesday and prevailed during Wednesday. As we go to press the blow is very much abated. The storm is pretty general as trains are blocked as far south as Omana. No trains have arrived here since Monday from any quarter. The train on the branch on Tuesday got off the track this side of Sioux Falls and is still off. Of course our beautiful patent outside, with its stories, poetry, news, fun and literary mash, failed to get in and we are compelled to go to press with a half sheet. This is the first time this has occurred since the winter of 1874-75. This week we give our readers an "all home" paper. --- We return thanks to our old friend for so promptly heeding the suggestion of the Advance. We used to be held responsible for the blizzards and grasshoppers, and now if our enemies refuse to give us credit for this thaw, we will tip the wink to old Boreas and have him blow them all to smithereens. [Advance.] Just keep that note standing, Mr. Advance, if it has any effect on the weather, and you will receive the thanks of not only every farmer but every editor, including the editors of the Journal and Rock County Herald, at least to the extent of the saving in their wood bill. We knew Bro. Milller was a great poet and newspaper man but did not supposed old Boreas would listen to what he says, especially if he reads the Journal. [Fulda Farmer]. You see, they wouldn't give us credit for the thaw. We "knew beforehand" they wouldn't, and "said so all along." So we just gave our old friend the wink, and a few days ago he opened out on them. But he waited over two weeks.

**December 31, 1880, Friday evening. - Winona (Minn.) Daily Republican.** - - - 12 below zero (1 am), 8 below zero (7 am), 8 above zero (1 pm), 8 above (6 pm). Clear. Mean temperature first half of month, 15 degrees above, second half of month 10-1/2 above; whole month 12-3/4 above.

No paper will be issued from this office tomorrow. --- The cold continued in New York City on Friday with unabated intensity and caused much suffering throughout the city. Great numbers of people were at the hospitals and at the drug stores to have frost bites attended to. The most serious case was that of Pierre Victor Lambert, a young Frenchman, found in the battery park with both feet frozen. Joseph Cunningham, a lineman for the telegraph company, was so benumbed that he fell from a pole to the street, sustaining serious injuries. --- It is reported from Deadwood that the Homestake Company has purchased all the DeSmet and Gopher Mining Company's property for \$1,000,000. --- The erection of the new depot and eating house of the Chicago and Northwestern Railroad Company is among the prominent and most valuable improvements of the year. The work on the building itself is estimated at \$30,000, while the extensive grading done by the company on the trestle work and vicinity cost about \$10,000 more. --- [local] Farewell, 1880. Good bye Old Year, good bye. Ring out the old, ring in the new. Wish you a Happy New Year, yes, a hundred of them. --- The parents of Superintendent Sanborn, who have been enjoying a holiday visit in Winona, took their departure for home at Waukesha, Wisconsin, yesterday.

STEAM HEAT. The old fashioned "spell of weather" which is upon us brings to mind the steam heating project which was set on foot in this city last Spring. With the mercury at 20 degrees below zero, coal \$10 a ton and wood still scarce and dear, the prospect of turning on a temperature of 70 degrees all over the house at will becomes very pleasing. Several cities have, during the past year, entered upon the experiment. In Milwaukee an area comprising several business blocks has been piped and the necessary boilers put in. It will be interesting to note the comparative success of the plan in the present emergency. It would certainly be awkward in the extreme should a set of boilers upon which a considerable line of piping was dependant gave out at a time like this. While it is probable that such an event is carefully guarded against, frequent unpleasant experiences with gas and water supplies make the contingency not altogether improbable. Later experiments have indicated that hot water is likely to take the place of steam in the plan of circulation. It is now used in many public buildings. The agricultural and mechanical building of our own State University is successfully heated by such an arrangement. It is claimed that it is safer and more reliable than steam, and that by its use a more equable temperature can be obtained. In order to maintain circulation, however, considerable pressure is necessary, and there is a consequent difficulty in keeping tight the joints of the coils and pipes. Some plan of centralizing the fuel and labor, and distributing the resultant heat, is bound to come into general use in cities before very long, and Winona, with the many metropolitan improvements already enjoyed, should not be behind in securing this last "modern convenience."

THE COLD STORM. Navigation suspended. Cairo, Illinois, Dec. 31.—Navigation is entirely suspended. Both rivers are full of ice.

The Poor Birds. Cincinnati, Dec. 31.—Quail and other wild game perished in great numbers all through the Ohio Valley by the severe cold weather, which is now slowly moderating.

Frozen to Death. Barnesville, Ohio, Dec. 31.—Jonathan Comstock, a weaver, was found frozen to death yesterday on the street. He had been drunk.

Heavy Ice. New York, Dec. 31.—The thermometer, which marked a temperature of zero at 7 o'clock this morning, indicated at 3 o'clock 12 above. Some heavy ice in the bay and East river interfered very much with the regular ferry boats. The steamer Gulf Stream, from Wilmington, was towed into port by the Florida from Philadelphia, having lost a rudder and rudder post in the gale of the 26<sup>th</sup> and 27<sup>th</sup> inst. Both steamers when coming up the lower bay were caught in the ice and carried out beyond Sandy Hook before they could be extricated.

At 6 o'clock a.m. the thermometer registered 16 degrees below zero at Petersburg, Va. Such weather has not been experienced for years.

DAKOTA. The ice in the Missouri river at Vermillion is 24 inches thick.

The Pennington mill cleaned up on the 18<sup>th</sup> and realized \$4.85 per ton.

A colony from Wisconsin is expected to settle in Clay county next Spring.

The tri-weekly mail route has been established between Mitchell and Jamestown.

Five bricks were taken from the Homestake mine of the 18<sup>th</sup>, amounting to \$100,000.

There is a rumor in Pierre that the Chicago, Milwaukee and St. Paul railroad company will survey a line from Mitchell to Pierre in the Spring.

The District Court in session at Sioux Falls has decided the election which transferred the county seat of Brookings county for Medary to Brookings fraudulent. The county seat, therefore, remains at Medary.

## 1-8-8-1

**January 3, 1881, Monday evening. - Winona (Minn.) Daily Republican.** - - 2 below (1 am), 8 below (7 am), 16 above (1 pm), 12 above (6 pm). Clear.

The mercury sank to 25 degrees below zero at Newport, N.H., on Saturday, and at Antrim it registered 38 below. The cold was intense all through New England. --- The Sioux delegations at Washington have advised Secretary Schurz that they intend to accept the terms offered by the Milwaukee and St. Paul and the Northwestern roads for rights of way through their reservations. They get the modest sum of \$5 per acre for all the lands that may be claimed and taken possession of by the railroad people. A good many white men nearer civilization would be glad to sell their uncultivated lands at the same figures. But then we don't blame the noble savage for driving a good trade when he has an opportunity. It is not often that the opportunity presents itself. --- The Red Wing *Republican* notes a serious falling off in the wolf crop of Goodhue county—only twenty-three scalps having been delivered to the Auditor for the year ending November 15. Since that date, however, there has been a better business, and bounties have been paid upon fourteen scalps. --- The Fond du Lac accommodation train on the Northwestern road was thrown from the track near Milton Junction, Wis., Saturday morning, the passenger car going down an embankment. Six persons were injured. Rev. A.J. Mead, presiding elder of the Janesville district, suffered a fracture of the right shoulder, and George Gladhill, of Jefferson, Wis., the dislocation of a shoulder. --- Wheat opened at 90 cents. Corn 35 cents. Oats 26 cents. Dressed hogs brought \$4.95.

DAKOTA. A Congregational church has been organized in Pierre, with Rev. W.A. Williams as pastor. --- The new Pierre route by way of Winona takes the mail into the Black Hills twenty-four hours in advance of any one of the other lines. --- The total amount of land entered at the Mitchell land office during the month of November was 127,320 acres. --- The Wessington hills can be seen from the roof of the school house at Mitchell, a distance of forty-five miles.

NEW YEAR'S DAY. WINONA. The opening day of the New Year in Winona was as perfect a Winter day as could be desired. A crisp and pleasant day, free from disagreeable wind or any indications of storm, was a very enjoyable relief from the terrors of the blizzard that had reigned for the week. Good sleighing enabled callers and merry makers to enjoy themselves to the utmost, while the keen frost furnished the best of ice or the skating park, which was generously patronized... [snip]

NEW SOCIETY. On December 16<sup>th</sup>, 1880, a society was formed by the employees in and about the Winona and St. Peter railroad shops, to be known as a Mutual Benefit Association. The object of the society is to extend relief to members in sickness or disabled by accident. The society numbers about one hundred members. Following is a list of officers: President—B.P. Stoker. Vice President—H.W. Bennett. Secretary—Geo. W. Kidder. Treasurer—C. Harrigan. Board of Managers—J. McNally, G.W. Williams, T.H. Colman, T. Trippe, H. Broderson.

**January 4, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** — — 2 above (1 am), 4 below (7 am), 28 above zero (1 pm), 24 above (6 pm). Clear.

[Page 1, column 1 – article about bill introduced to regulate commerce, and how it will affect railroads. ] --- Deer searching for food have been easily caught near dwellings in the rural region of Virginia, and birds are found frozen in the fields. --- A storm of sleet raged all day Saturday at Columbia, S.C., and the cold snap is pronounced the severest known in that region for half a century. --- The week opened with wheat fairly active at 90 cents. Flour is steady with a fair demand. Corn is without special change at 35 cents. Oats continue at 28 cents. Dressed hogs have ruled firm at \$4.95.

THE BLOCKADE RAISED. It was expected that the snow blockade which has prevailed on the western division of the Winona and St. Peter during the prevalence of the late storm, would be raised to-day, and the regular traffic once more resumed. All the roads running into Dakota have suffered alike. The Southern Minnesota and the Hastings and Dakota caught the storm severely in common with the Winona and St. Peter road.

THE COLD SNAP. The “cold snap” clung to the Eastern and Southern States with even more tenacity than it did to Minnesota and the adjacent regions in the West. All through the Atlantic slope the cold during the closing days of the old year and the beginning of the new was phenomenally great. The lowest point reported from Virginia was at Riverton, where, on Friday morning, the mercury marked 30° below zero. Along the Hudson river, in New York, the mercury ranged on New Year’s day all the way from 12 to 30 below, and in the towns on either side of the Green Mountains, in New England, the mercury sank to a point as low as 38 below zero. Dispatches of last night report that the Rappahannock river is closed with ice eight inches thick. There is great scarcity of fire wood. The authorities have taken possession of all wood in the yards, in order to protect the destitute, and the supply of water has been almost cut off by the freezing of the supply pipes. The Raritan bay in New Jersey is frozen solid from South Amboy to Perth Amboy, and as far out as Staten Island sound. Several vessels with cargoes and others in ballast are fast in the ice. At Augusta, Ga., snow has been on the ground one week, something unprecedented in the history of the city. The people of that region are now enjoying excellent sleighing—the first for twenty years.

COLLISION OF FREIGHT TRAINS. TWO TRAINS COME TOGETHER AT THE JUNCTION NEAR WINONA.

A collision occurred between a freight train on the Winona and St. Peter Railroad and a freight train on the Chicago, Milwaukee and St. Paul road about half past nine o’clock on Monday evening at St. Peter junction just above the railroad machine shops. Just how the collision happened is difficult to say. Freight No. 15 on the Winona and St. Peter Road left for the west at 9:30 in charge of Conductor Zickrick, the engineer being Larry Govin. The conductor reports that his train stopped about five minutes before reaching the crossing. He asked the brakeman if the St. Paul train was coming and then went forward and asked his engineer if the other train was coming. They could see nothing of it, and accordingly started ahead. The first they saw of the St. Paul train the engine was on the crossing and the Winona and St. Peter train struck them. As it happened the collision was made exactly at the coupling between two cars and the locomotive went through the train without leaving the rails or breaking her headlight. Engineer Govin remained at his post and was uninjured. His fireman jumped and sustained a severe bruise on his leg. The Winona and St. Peter train was a light train with only about ten loads. It usually goes out with double that number and two locomotives.

The St. Paul train is reported to have left the Winona station at 9:40 in charge of Conductor Case, with Engineer Speers on the locomotive. On reaching the crossing he stopped the train, got out of the cab and did some work about the engine. They report that the Winona and St. Peter train struck them between the ninth and tenth cars. No one was hurt on the St. Paul train. Six or eight cars in all were wrecked, and occasioned considerable trouble for the passenger trains. The midnight train on the Winona and St. Peter road saved a good deal of time by transferring at the wreck. The midnight passenger trains on the River Division were detained until about 5 o’clock.

**January 5, 1881, Wednesday evening- Winona (Minn.) Daily Republican.** – 22 above (1 am), 20 above (7 am), 20 above (1 pm), 24 above (6 pm). Cloudy.

The weather has moderated in Virginia and damaging freshets are threatened. --- Thomas Fay, a brakeman on the St. Paul and Sioux City road, is minus a thumb, three fingers and part of the palm of his left hand, in an attempt to couple some cars at Shakopee. --- The Winona and St. Peter Railroad Company intend to put in a new turn-table at Mankato, the timbers for which have already arrived, and men are expected up to do the work as soon as the weather moderates. --- Ice twenty-one inches thick is being harvested in Winona. --- It was trying to snow this afternoon, with fair prospect of moderate success. --- The usual half-fare permits are being distributed among the clergy. The railroad men are by no means a bad lot. They do a good deal for the promotion of public morals. --- An elegant new business car for the General Manager of the Chicago and Northwestern road has lately come out of the shops in Chicago. It is pronounced a “daisy” by “the boys.” It is expected that Mr. Hughitt will be in Winona with the new car next Friday. --- Wheat fairly active at 90 cents.

ANOTHER BLIZZARD COMING. The telegraph brings the report that one of the worst blizzards of the season was raging at Huron, Dakota Territory, to-day. The storm will doubtless sweep down this way, and Winonians may as well prepare for it. Look out for chimneys while strong fires are necessary.

WINONA AND ST. PETER RAILROAD. The blockade of the past week on the Winona and St. Peter Railroad is now fully cleared and trains are moving as usual. The holiday week was anything but a holiday vacation for railroad men in Minnesota. They were nearly all fighting blizzards and blockades.

**January 5, 1881. Wednesday. [New Ulm MN Weekly Review]** – J.S.Hoyt and family, who moved to Dakota from Pepin county, Wisconsin, some time ago, attempted to return by private conveyance, recently, when they were caught in a blizzard on the open prairie near Watertown, and the whole family were frozen to death. The team also perished. [Dispatch] --- On the 29<sup>th</sup> heavy snow-storms prevailed throughout Maryland, \_\_\_ [torn paper], North Carolina, South Carolina. \_\_\_, Mississippi, Alabama, Louisiana and \_\_\_, and the mercury in many localities dropped down several degrees below freezing point. No such weather had been known in those regions for twenty years, and business had been generally suspended to allow the people to enjoy the novelty of sleigh-rides and snow-ball battles. At Sherman, Texas, the thermometer registered five degrees below zero. --- A great snow-storm prevailed in Scotland on the 24<sup>th</sup> and 25<sup>th</sup>. Traffic in that country was suspended in consequence. --- At Crookston and some other points in the northwestern parts of the State, the mercury went down to forty degrees below zero on Monday morning of last week. --- [article about bonanza farming, page 2] --- Wheat took a short leap upward last Thursday, No. 2 advancing from 69 to 72 cents per bushel. --- A number of persons remained snow bound at this place for several days last week. Among the number was Judge Cox, of St. Peter. --- Our bitter companion, Jack Frost, visited Dr. Berry's office last week where he exhibited one of his peculiar freaks. A bottle filled with lime water having been exposed to the cold, the water froze solid and a piece of ice nearly the size of the neck of the bottle forced itself up about two inches above the top of the neck, with the cork mounted on top of the mass where it remained. --- The Sioux chiefs who passed through here for Washington a short time ago, held a meeting last Thursday with Secretary Schurz, and finally agreed to sign a treaty to take \$5.00 per acre for land needed at the railroad terminus, \$4.00 for what was needed at intermediate stations, and \$1.10 for the road line. --- During the last few days the Empire Roller mill turned out flour at the rate of 120 barrels a day. Three principal grades of flour are manufactured, which are styled, patent, straight and family. There is also a stone for grinding corn, and a great deal of the meal has lately been shipped west, there being quite a demand for that article among the settlers of the prairie regions. --- H.C. Garvin, the popular telegraph operator at our depot, returned last Saturday evening from a two weeks' visit to friends in Wisconsin. --- Lorenzo. The thermometer was way down on Monday morning, being 21 degrees below zero at seven o'clock. --- J.C. Zieske took a stroll up to the track last Saturday to see if the boys were doing their duty, and if not, to set them aright. The Hon. Gent placed himself alongside of a drift through which the snow plow had to go (hands in pockets) in order to be ready to give directions. While he was standing in this position the engine came along to the satisfaction of all; but Mr. Z. who was standing on solid snow was thrown several feet over a snow fence and buried alive in the snow. After a few minutes spading he was extricated from this cool and disagreeable position—when he was heard to say: “The blockade is open, boys, good-bye.” --- The northern magnetic pole of the earth is at present near the Arctic circle on the meridian of Omaha. Hence the needle does not everywhere point to the astronomical north, and is constantly variable within certain limits. At San Francisco it points about seventeen degrees to the east of north, and at Calais, Me., as much to the west.

New Ulm and the country west of us was isolated from the outer world during the whole of last week. The snow storms of Sunday and Wednesday put a stop to all operations on the Winona & St. Peter railroad west of St. Peter, and the first train from the east arrived in this city on Saturday evening, bringing a whole week's mail. During the storm of Wednesday five engines and a west bound passenger train were snow bound at Nicollet Station, and four engines were caught at Springfield. Coal was hauled with teams from Sleepy Eye to keep the engines at the latter named place alive. Conductor Sid. Mills' train was laid up at Walnut Station. Beyond Tracy the roads were free from obstruction and trains over the Fort Pierre route were operated with regularity.

**January 6, 1881, Thursday evening. - Winona (Minn.) Daily Republican. -** 20 (1 am), 12 (7 am), 14 (1 pm), 6 above (6 pm). Cloudy.

The ice in the Ohio river broke and commenced moving at 9 o'clock this morning at West Virginia. --- Wheat was 90 cents. Dressed hogs were quoted at \$4.95. --- The pay car on the Chicago, Milwaukee and St. Paul road was expected here this afternoon. --- The blizzard out West moderated last night, and Winona escaped to-day with only a slight breath of the wintry terror. The railroads are experiencing some trouble west of Sleepy Eye. --- There were 47 cars of apples received in Winona via the Chicago and Northwestern railroad during October, November, and December. Some apples, this! --- Mr. Charles E. Ely arrived in the city on Wednesday from De Smet, having been nine days on the way through the delay occasioned by the holiday blizzard and the blockade. --- Supt. Sanborn, who has been doing as hard work during the past week as any Arctic navigator, has come in from the western end of the Winona and St. Peter road.

**January 6, 1881. The Redwood Gazette, Redwood Falls, Minnesota -** Not until Monday evening last was the long blockade of the mails raised by the arrival of a train. The snow plow worked its way nearly to Paxton early in the afternoon, when it was compelled to return to Sleepy Eye for repairs. The mail train finally got here a little before 7 o'clock. Among the travelers detained by the blockade was Mr. O.B. Turrell, who came through from Sleepy Eye by team and brought a few late papers in advance of the arrival of the regular mails. These were a great boon to us, who had not seen a fresh paper for more than a week. Messrs. Webb Daniels and Fred Smith were nearly a week on the road between Rochester and this place. Miss Minnie Ayer, of the public schools, who had been visiting in Waseca, was also kept from her post on Monday by the failure of trans to arrive until the evening of that day. --- A terrible and singular accident occurred on the Nebraska division of the Chicago, St. Paul, Minneapolis & Omaha railway, on Tuesday last. Seven men had been left in a deep and narrow snow cut by a working train, when a passenger train came along at full speed and it is supposed the draught created by its rapid movement drew them under the wheels, and all were frightfully and fatally mangled except one, who had a leg taken off. The men all lived at Oakland, Neb. ---

The extremely cold weather of last week was not confined to the Northwest, but was general from the Rocky Mountains to the seaboard, and extended south to the orange groves of Florida and the sugar plantations of Louisiana. To be sure, the temperature did not get quite as low as with us in those milder regions, but the residents there undoubtedly suffered much more from the cold than the denizens of more northern latitudes. Heavy snow storms prevailed in the eastern and some of the southern States, and we read of railroads being blocked by snow in parts of the country where such things have been heretofore unknown. The winter is said to be the most severe of any since 1856, and there is greater faith in Prof. Vennor's predictions.

CHANGE OF SEED WHEAT. [Minneapolis TRIBUNE] - We have often urged upon the farmers of the state the necessity of changing their seed wheat. In a conversation recently with Major A. G. Wilcox, who owns several large farms out on the line of the St. Paul, Minneapolis & Manitoba railroad in Swift county, he informed us that last season he purchased a car-load of wheat in Winnipeg, and sowed it on one of his farms. The result was that, last fall, when he threshed his wheat, the ground which was sowed with the seed from the British province yielded five bushels more to the acre than the plump wheat raised in the neighborhood of his farm. The land, the cultivation and the harvest were all alike. This shows what virtue there is in obtaining seed wheat from a distance. We trust our wheat growers will notice this experiment, and improve on it.

**January 6, 1881** [Brookings Co. D.T. PRESS] BLACK HILLS COAL. The fuel famine prevalent throughout the entire country appears strange to us with our hundreds and thousands of acres of timber and coal lands, yet the rate

of consumption that has existed in this vicinity during the past three years will entirely denude the Hills of their timber in this new district, and make us entirely dependent upon our coal banks for fuel supplies. Fortunately the latter are very extensive, almost inexhaustible, are easily worked, and with such transportation facilities as will exist a year or two hence, we are assured better and cheaper fuel than we have yet enjoyed. That coal abounds throughout this entire section—from the Missouri to the Big Horn, and the Hills to the Northern Pacific—has been demonstrated beyond a possibility of doubt, while each succeeding day develops additional evidence of the fact. The last discovery was made about eighty miles north of the Hills, where a 22 foot bank of excellent lignite has been unearthed. The burning coal banks near the head of the Belle Fourche are known by every frontiersman. The Hay creek mines have developed beyond the most sanguine expectations, the best of indications have been found northeast of Meade; the recent discoveries at Ponca, Nebraska, and the workings of the Northern Pacific mines, all go to prove that a great strata of coal underlies this territory, and will sooner or later become one of our most important resources. —Deadwood PIONEER. --- Thermometer 40 degrees below zero Dec. 28<sup>th</sup>. One consolation—cold weather is what the new breaking requires to bring a good crop next summer. --- From Sherman. An icy wave fresh from the north pole has struck us, and the thermometer must indicate 40 degrees below zero. --- Brookings. Nobody hereabouts is suffering for fuel. Don't borrow trouble. --- The weather is beautiful overhead, but nobody seems to be going that way this trip. --- The Volga GAZETTE says it has heard of a few ears and noses being frozen off but of no "serious affliction." --- Fuller, the hardware man, and man of many initials, who hails from De Smet, was in the city Monday. --- Stations along the line of our Northwestern Railroad are all congratulating themselves on having plenty of coal. --- Sleighing continues good and those who are fortunate possessors of cutters or "bobs" are enjoying themselves. --- The Dakota tracks are all clear.—It is the eastern storms that block our trains, and they are annoyingly blocked just now. --- We seem in a fair way to enjoy our evenings "by the moonlight alone." The kerosene supply is about exhausted in town and the oil car is on a Minnesota switch! --- The Brookings JOURNAL's holiday number was printed on tinted paper—austere brown. It was a ground hog case—the reason being a blizzard. Mr. Skinner has withdrawn from the Brookings JOURNAL. Mr. Miles appears now to be sole editor and proprietor. May health, happiness and everlasting carloads of wealth attend him. --- She was independent and would not accept his arm, but after he had assisted her to her feet, from an awkward position she meekly accepted the proffered "wing." --- It often happens that the most useful things, in an emergency, are just those that are cheapest and most easily attainable. Few people in this climate understand how effectually a common, closely woven brown linen duster will keep out the cold. One may ride all day in one, with tolerable comfort. It should be lined with a buffalo robe, and thoroughly padded with red pepper, however. --- [Whole column about how Hopp was going to write up a review of 1880 and how people can see what has been done in order to know what can be done, but he considered it impractical because of the mail blockade, since he wouldn't be able to get the issue to those who would want it. So watch for that in the future, says Hopp.]

**January 6, 1881** [Worthington, MN ADVANCE] — At Watertown, N.Y., Dec. 29<sup>th</sup>, the snow was from 12 to 16 inches deep. --- At Richmond, Va., at sunrise, Dec. 30, the thermometer stood at 8 degrees below zero. --- At Petersburg, Va., at 6:30 o'clock, Dec. 31, the thermometer registered 16 degrees below zero. --- New Year's day in New York city was reported cold, but delightful. All business was suspended. --- In Danville, Va., Dec. 30, the weather was the coldest ever known there. The thermometer at 6 a.m. indicating 12 degrees below zero. --- The night of Dec. 28, was the coldest on record in Galveston, Texas. The thermometer indicated 10 degrees below zero. --- A Cincinnati advice of Dec. 31 says telegrams report that quail and other wild game have perished in great numbers all through the Ohio Valley by the severe cold weather. It is slowly moderating. --- In recap of the year, October 16: A storm of unexampled severity sweeps over the Northwest, accompanied by snow; many vessels and a number of lives lost on the lakes. The Goodrich Line steamer Alpena founders, with a loss of about eighty lives, none being saved. 28<sup>th</sup>. The coast of England visited by a terrible gale, and many ships and lives lost. --- Tuesday of last week it was 25 to 30 below zero and Tuesday night of this week it rained. As we go to press, the air is damp, with indications of a storm. --- Tomorrow, January 7, will be the anniversary of the great Blizzard of 1873. Next week we hope to give an account of that memorable storm, with mention of the more striking incidents, amusing as well as tragic. --- What is known as cut glass is glass with incisions and ornaments with smooth surfaces, appearing as if cut by a sharp instrument. The cutting of the glass consists entirely in grinding away successive portions by holding them upon the surface of wheels of stone, metal, and wood, which are made to revolve rapidly. The first or rough cutting is sometimes given by wheels of stone, resembling grindstones. Afterward wheels of iron are used, having their edges covered with sharp sand or eith emery. To prevent heat by friction small streams of water are applied. The last polish is given by a brush.



**January 7, 1881, Friday evening. - Winona (Minn.) Daily Republican.** — 8 below zero (1 am), 18 below zero (7 am), 4 below zero (1 pm), 6 below zero (6 pm). Clear.

Van Dusen & Co.'s elevator at St. Peter contained 35,000 bushels of wheat last week. --- Isaac Staples's lumber camp had 18,000,000 feet of lumber banked on Jan. 1, and the cut will be over 40,000,000 if the weather is favorable through the season. --- During the blizzard out west last week, coal was brought from Sleepy Eye to Springfield a distance of twenty-eight miles by team to keep the locomotive alive. --- The trains that arrived at New Ulm from the east last Saturday carried a whole week's mail that had been detained by the storm blockade, and the citizens rejoiced to again be in communication with America. --- Judging from the local column of the St. Peter *Times* the blizzard and other luxuries raised havoc with the morals of that town about New years. Saloon fracas were numerous. If they do get crazy they haven't far to go. They have the Insane Asylum there. --- The increased travel of the Northwestern road since it has been opened to Fort Pierre has rendered increased accommodations necessary at the Kasota eating house, and also requires more office rooms for the express and freight business and Mr. Holbrook is negotiating with the railroad officials to join in the expense of enlarging the building. The transfer of express matter now requires a man to be stationed there, and C.W. Babcock has charge of that matter. The hotel is now frequently filled by travelers who stop over night there. Nearly all the Black Hills business and travel has been transferred from the Bismarck route to the more direct line via Winona, Fort Pierre and the Northwestern road. --- Harvest time for ice men and a glorious crop. --- The total fall of snow in this section so far this Winter does not exceed four inches, yet there is good sleighing in Southern Minnesota. --- The mercury commenced dropping yesterday afternoon. At 8 o'clock last evening it was at zero; at 7 o'clock this morning it was 14 below, with a clear sky and no wind. The atmosphere was full of ozone and "O, my!" was on the lips of pedestrians. --- They have got the "blizzard" fever in New York City, and are as happy as the people between Sleepy Eye and the Black Hills over it. The Herald climbs to the top of the Brooklyn bridge and interviews "old blizzard," then goes to the Central Park and talks to the Obelisk the coldest weather since 1866. --- The handsome new business car of the Chicago and Northwestern railway came up on the morning train from Chicago, to-day, bringing Mrs. Marvin Hughitt and son. The car is noticeable for the richness and comfort of its general make up and arrangement and for the quiet taste which appears in the finish, the upholstery and the ornamental work generally. --- Mrs. Marvin Hughitt and Mr. Marvin Hughitt, Jr., arrived in this city this morning on a brief visit. They will return to Chicago to-morrow, accompanied by Mrs. Hughitt's daughter, Mrs. H.R. McCullough. --- [page 4 poem titled Parting, which I read as "farting," and it *does* have a line about "filling all the ambient air with an odor faint and rare..."]

The St. Peter *Tribune* pays the following merited compliment to the energy and efficiency of Supt. Sanborn of this city: "Supt. Sanborn, of the Winona and St. Peter road, is an indomitable worker and has been indefatigable in his efforts to open the road west of here. Immediately after the blockade he was on the ground over-seeing the work of clearing the road and releasing the large number of 'dead' engines. We understand that when a number of delayed passengers reaches Kasota, he noticed the several servant girls who had been on the train did not take dinner at Kasota, and presuming they were out of money he sent to have them all come to the table at his expense, and hearing a lady remark that she had come from New York on her way to the Black Hills, and that if the blockade continued she would soon be out of money, he told her not to lose a meal, for he would meet all extra expenses. It is pleasant to report such things of the representative of a 'soulless corporation.'"

THE WINONA AND ST. PETER RAILROAD. The midnight train on the Winona and St. Peter railroad last night was snow-bound near Oshawa a few miles west of St. Peter, until this morning. The train which left Winona for the West at midnight reached Sleepy Eye two hours late to-day. Superintendent Sanborn reports that the track west of Sleepy Eye will probably be cleared to-day.

RAILWAY NOTES. An amendment to the articles of incorporation of the Northern Minnesota road was filed yesterday, providing for the running of the road from the Northern Pacific in Otter Tail county to the Black Hills, and fixing headquarters at Fergus Falls. -- There were constructed in Wisconsin during the past year 233.49 miles of railroad. There is now in the State 3,133.7 miles of railroad.

DAKOTA. Justice Brags, of Bismarck, shipped \$1,700 worth of hides on the 2d. -- Thirty-nine churches or religious societies were established in the territory during last year. -- The names of nice ladies only were published in Yankton as keeping open house on New Years day. -- The articles of incorporation of eight railroads were filed with the secretary of the territory during 1880. -- The citizens of Grand Forks held a meeting and resolved that Dakota

should be divided. – Arrangements have been made and contracts let to build forty new residences in Jamestown just as soon as the weather will permit.

**January 8, 1881, Saturday evening. - Winona (Minn.) Daily Republican. –** 14 below zero (1 am), 22 below (7 am), 4 below (1 pm), 8 below (6 pm, Sunday). Light clouds.

It was 25 below zero this morning. --- If this isn't an old-fashioned Minnesota Winter, will some old fifty niner tell us what's requisite to bring it to the orthodox standard? --- The blockade of the railroads has seriously retarded the movements of wheat. Mr. O. Wheeler, who has just returned from an extended trip though the interior, thinks that fully one-half of the crop is still unmarketed, while in the country west of the St. Paul and Sioux City road, clear to Pembina, much of the grain is still unthreshed. --- Mr. J.E. Blunt, engineer of the Chicago and Northwestern Railroad Company, arrived home from the East this morning, having spent some twenty days in Washington in the negotiations for the right of way through the Sioux Reservation.

#### WEST OF THE MISSOURI. RIGHT OF WAY OBTAINED THROUGH THE INDIAN RESERVATION.

As heretofore noted the negotiations which have been under way at Washington to obtain the right of way for the Chicago and Northwestern and the Chicago, Milwaukee and St. Paul Railroads through the Sioux Reservation west of the Missouri river, came to a successful termination on the 31<sup>st</sup> of December after a conference of twenty days.

The head men of the Sioux, five in number, were in Winona last night, on their way home. They appeared to have had a good time and enjoyed Washington society. Ten of the head men of the Brule Indians went home on the Iowa Division of the Chicago, Milwaukee and St. Paul road. The negotiations on behalf of the Chicago and Northwestern Company were conducted by Gen. B.C. Cook, General Solicitor, and by Mr. J.E. Blunt of this city, representing the Engineering Department.

Although the negotiations were necessarily tedious they were attended with success, and the right of way was arranged for both roads through the reservation in Dakota, a distance of 120 miles, at the rate of \$110 per mile for a width of two hundred feet, the money to be paid in cash when the work is commenced. It was also stipulated that the railroad companies should pay four dollars an acre for land for depot purposes.

It is the expectation of both companies to begin work west of the Missouri in the Spring. The Chicago and Northwestern Company now have a party of engineers in the field making locations for a line to the Black Hills. The surveyors will be in camp all Winter. Surveys and soundings are also being made at Pierre preparatory to building the bridge over the Missouri river.

RIVER NEWS. Wednesday's St. Louis papers report a quiet state of affairs on the lower river, with very little doing above Vicksburg. At Cairo, Louisville, Cincinnati and Pittsburg heavy snow storms prevailed on Tuesday, and at Louisville, Cincinnati and St. Louis the ice is solid.

The Eau Claire Lumber Company of St. Louis have put up an ice house in their yard there and are storing ice for next Summer's use. It is expected that the rafting season will open, earlier than usual at St. Louis this Spring, from the fact that there are 30,000,000 million feet of lumber frozen in between that city and Dubuque, and more than half of it is for St. Louis parties.

**January 10, 1881, Monday evening. - Winona (Minn.) Daily Republican. –** 24 below (1 am), 28 below (7 am), 4 above (1 pm), 8 above (6 pm). Clear.

The wires were working badly to-day and cut short our usual dispatches. --- The prairie in the region of Fort Robinson, Nebraska, is covered by frozen snow to the depth of seven inches. Hundreds of dead cattle can be seen along the banks of the streams. --- The Marshall MN News revives the report of a new railroad project by which its town will be benefited. It is stated, evidently upon pretty good authority, that the Minneapolis and St. Louis railroad propose to run a new line in a southwesterly direction from Minneapolis, running through the counties of Carver, Sibley, Renville, and Redwood, and from thence Westward. The ground has been looked over in Renville county through the towns of Wellington, Bandon, Birch Coolie, Beaver Falls, and to a certain point on the Minnesota river in the town of Flora. A thorough and final survey will, in all probability, be made early in the spring. --- The ice was moving in large fields in the Ohio river at Louisville to-day, but no damage was done. --- Worth remembering—your nose and ears this weather. --- Froze his fingers—the man who went out to borrow THE REPUBLICAN Saturday evening. --- The masquerade which was to have been given at the skating park this evening, has been indefinitely postponed owing to the very severe weather, which is too frigid for “music in the air.” --- Old

Winter is warming up to his work: 28 to 34 below zero this morning, and the wind from the East, which inclines us to the opinion that this raid on thermometers originated in New York. The old "fifty-niners" are happy.

**THE BLOCKADE RAISED.** Owing to the blockade on the Winona and St. Peter railroad a transfer was made around the cuts between Springfield and Lamberton on Sunday and a special train brought the passengers from Sleepy Eye to Winona, reaching here at 10-1/2 o'clock p.m. on Sunday evening. The blockade west of Sleepy Eye was raised on Sunday and trains are running all along the line. A special passenger train left for the West on Sunday evening at 7 o'clock for Sleepy Eye. Superintendent Sanborn accompanied the train in his business car to look after affairs at the Western end of the division.

**THE WEATHER.** Last night was the coldest of the season. There was very little wind, and that was from the east, but the cold was intense. The thermometer of Messrs. Hackley and Co. registered 28 below zero. The janitor of the High School building reports 36 below at 3 o'clock this morning. Rev. T. G. Field reports 34 below on a thermometer exposed in the open yard at 7 o'clock a.m. At various other places in the city the mercury was quoted at 28, 30 and 32 below zero. At Sparta, Wisconsin, the mercury is said to have been 40 below. At Sleepy Eye, Minn., it was 22 below.

**January 11, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. -** 8 above (1 am), 4 above (7 am), 12 above (1 pm), 4 above (6 pm). Clear.

Lumbermen are anticipating "an early Spring" and are rushing logging operations vigorously. --- Sickness among the horses at the logging camps has seriously interfered with the putting in of logs. A good many animals have died. About 35 per cent of the intended cut of logs is in. --- Mr. H.M. Williamson, editor of the *Flandreau Enterprise*, arrived in town to-day, by way of the Southern Minnesota Railroad, after a siege of four days among the snow drifts.

Another cold wave is passing over the country. In Winona—as our readers know—Sunday night was the coldest of the season, the mercury sinking to 28 or 30 below. In the extreme northern portions of the State the mercury congealed. As far south as St. Louis, and generally throughout the central belt of States, the cold was intense, the thermometer registering in some localities 15 below and in some others 18 below zero in the latitude of Southern Illinois. In New York City, on Sunday, there was a heavy fall of snow, followed by rain, producing an almost unparalleled flood of slush and water in the streets. The storm extended along the coast. New Hampshire had fourteen inches of snow, supplemented by a heavy rain-fall.

**January 12, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. -** 4 (1 am), zero (7 am), 30 (1 pm), 24 (6 pm). Clear.

Superintendent Sanborn returned from the West this morning and was feeling well over the fact that the track was entirely free from snow drifts. There is very little snow west of Tracy.

**January 12, 1881. Wednesday. [New Ulm MN Weekly Review]** - Mount Baker in Washington Territory is reported to be an active volcano. On the 12<sup>th</sup> ult. the mountain was in eruption, and a sharp shock of earthquake was felt the evening before. --- During the recent polar disturbance a party of eight flat-boatmen were found frozen to death on their craft, near Port Royal, S.C. --- About 600 cords of wood were brought into Chaska in two days lately. --- The railroad company is experiencing considerable difficulty in operating trains between St. Peter and this point, but we are informed that the largest snow drifts are encountered between Oshawa and St. Peter. --- Mr. and Mrs. John Ulmann, of Mankato, were sleigh-riding in that city on Sunday, the 2d. inst., having with them their two-month's old child. When they returned home the child was found smothered to death. --- The Loreno items arrived on the day of going to press—too late for this issue. We give place, however, to the following: Among other notables at the Loreno house Saturday were the Sioux Chiefs, Little no Heart, Rattling Ribs, Blue Coat, White Swan and Four Bear. They took dinner at the same table with Big Hungry, who is a regular boarder at the house and expressed their delight at meeting him—in exclamation of Ugh! to which in like manner he responded with much satisfaction. --- Andrew W. Pederson, of the town of Bashaw was in town last Wednesday. He says there was quite a short supply of furl on hand among some of the settlers in that community during some of the cold snaps this winter, and that several had to burn hay. --- Linden Items. The weather has been very cold the past week, and we

have been obliged to stay at home and take care of our stoves. / Another Christmas is again past and its festivities mostly over. On Christmas day a meeting was held in the Linden church by Rev. L.E. Green, a large audience being present. On the evening of the 27<sup>th</sup>, a Christmas tree was to be erected in the Linden church but on account of the severe cold it was postponed until New Year's even. As the weather happened to be pleasant at that time, an unusual large throng assembled, both young and old & every one that I talked with was quite pleased with the entertainments. / Three schools are in session in our district. / We did not get the Review last week. I suppose it was delayed on account of the snow storm. We get the mail only once a week to Linden, every Friday. —An Abecedarian. Linden, January 3d., 1881. --- Fort Ridgely Items. Our land is covered with a heavy shroud of snow. / Threshing in this vicinity has been postponed till spring on account of the disagreeable weather. / Sleighing is better now than it has been for a number of years, but the severe cold makes it uncomfortable to travel very much.

**January 13, 1881, Thursday evening. - Winona (Minn.) Daily Republican. — 10 (1 am), zero (7 am), 5 below (1 pm), 12 below (6 pm). Clear.**

It is quite probable that the mills of Minneapolis will be required to shut down one-half of the time, instead of one-third, as at present, as the water supply becomes less every day. --- A young man out of Windom lately started across the prairie on foot to see his sweetheart. He got lost, and during his wanderings froze both of his feet. Moral—don't do it. --- The blizzard has again compelled the managers of the Skating Park to postpone the masquerade until farther notice. --- The friends of Dr. O.M. Farrington will regret to learn that he has been lying quite ill with mountain fever at Huron, Dakota Territory, but is slowly improving.

YESTERDAY was a lovely Winter's day, 30 above zero. Splendid sleighing—the streets gay with dashing turnouts—the merry jingle of bells, and a large number of farmers in town. The river presented an animated scene with its long lines of wood, foe, hay and sand teams, and it was a busy day with everybody, even to the loungers around the postoffice corner. Yesterday evening the mercury began to fall—clouds obscured the moon, and during the night about an inch and a half of snow fell. This morning there was a brisk north wind, with the mercury near zero.

THE STORM. Another storm of wind and snow swept down from the West last night, causing serious trouble again on the railroads running into Dakota. Trains were not running today west of Owatonna. East of that station there is no particular trouble.

TREE PLANTING. ANNUAL MEETING OF THE STATE FORESTRY ASSOCIATION—THE WORK THAT IS BEING DONE. The fifth annual meeting of the State Forestry Association was held in the Hall of Representatives at the Capitol on Tuesday evening. The meeting was called to order by Gen. George L. Becker, representative being in attendance from all sections of the state. The annual report of the Secretary, Mr. L.B. Hodges, was then read. It consisted mainly of a review of what has been accomplished since the organization of the society. We make the following extract:

The rapid extension of new lines of railroad have, within a year, given double value to hundreds of tree claims, that probably otherwise never would have been planted. They are now too valuable to become forfeited for lack of the cost of planting them. The constantly increasing correspondence and demand for information on the subject of forestry is to me the best evidence of an unusual awakening on this subject.

The impending danger is being realized more forcibly this Winter than ever before. For the first time in our history, hundreds of our prairie settlers have been compelled to burn their furniture, their farm implements, the floors out of their houses, their stables and outhouses to prevent death from freezing. Others, with plenty of bedding, have lain in bed days at a time to keep warm. Others have bought pine lumber at \$17 to \$20 per thousand, and burned it to save life. They have seen the iron horse, seemingly the most perfect embodiment of power, succumb to the elements, either dead, or more helpless than a sucking infant. The utter importance of any human or mechanical agency to cope successfully with the elements when fairly aroused, is too well known to more than casually advert to, and with this knowledge staring us full in the face, what nonsense, what utter folly to encourage the idea that the railroads will always supply our treeless region with fuel. They can't do it, and it is already becoming an interesting question how they can supply even their own wants in this direction—not only fuel, but ties and building material.

There are those who attempt a solution of the fuel question with hay. This, at the best, is but a temporary and evanescent expedient.

As any agricultural region becomes settled, the question of fodder necessary for the maintenance of horses, cattle and mules necessary to run it, is at once prominent. It is worth too much to burn as common fuel. Straw, firmly pressed in suitable sized blocks, would be a more feasible material, but in densely settled countries, straw is

too much needed for fodder to be used as fuel. The only remedy is to plant trees, and when every farmer has his own ten-acre patch of firewood on his own quarter section, the fuel question is solved and solved for good.

It will be five years tomorrow since this association was formed. The Legislature by act of March 2, 1876, appropriated \$2,500 to promote the objects of association. Since then it has appropriated (I think in 1877). \$2,000 more, making a total appropriation of \$4,500, covering a period of about five years—less than \$1,000 per annum. Since its organization this association has caused to be printed and circulated more than two million pages of matter on the subject of forestry. It is clearly entitled to the credit of causing such amendments to the Congressional Timber Culture act as to make its benefits available to the poorest man. It has, in every practicable way, labored diligently to promote the objects for which it was organized. It has practically settled the important question in the mind of the public, that forest trees can be grown on the treeless region, with great certainty and compared to their value, at a trifling cost. Whether this great work shall be further aided by the State to an extent commensurate with its merits and importance, is for the members of the association and the public to determine. In no spirit of boastfulness, but as an encouraging fact, I may be pardoned in saying that millions of young, thrifty forest trees, standing in hundreds of artificial groves, now scattered over our broad Minnesota prairies, owe their existence to the labors of this association.

The president, secretary, and treasurer for last year were reelected, and after taking steps to secure necessary legislation for the promotion of tree planting in the State the association adjourned.

**January 13, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — A protest. Eds. GAZETTE: Will you please call the attention of the Council, the Marshal, and all humane citizens to the unpardonable cruelty perpetrated every day this cold weather on helpless teams, which are tied to a post whole days at a time, exposed to the piercing winds, without food or blankets, while their inhuman owners are carousing and perhaps drinking whisky in some warm room, bestowing not a thought on the suffering creatures that can only mutely show how they are suffering. Surely such things should not be permitted without a word of protest. Dumb animals have some rights that are entitled to respect. --- [origin of the term "Georgia Crackers" in this issue.] --- In these nights of bitter cold it will not be amiss to remind the poor that two or three newspapers pasted together will afford as much warmth as an additional blanket. The paper should be placed between two thicknesses of other covering. Paper coverlets are now manufactured in England seven feet by five, and sold at thirty cents each. They have been in use in China and Japan for thousands of years. --- To prevent horses getting scratches and grease in winter, rub their legs dry every time they are brought in from work, no matter whether is it once, twice, or three times a day. Good, thorough grooming and clean, dry stables are the best preventatives of scratches and similar diseases in horses. [NY TIMES] -- - Gingerbread loaf. One cup butter, one of molasses, one of sugar, half of cold water, one tablespoonful of ginger, one teaspoonful cinnamon, one of soda dissolved in boiling water; melt the butter, slightly warm the molasses, spice and sugar, and heat together ten minutes; then put in the water, soda and flour; stir very hard, and bake in three loaves. Brush them over with sirup while hot and eat fresh. --- The Sleepy Eye GAZETTE has been discontinued, and the office sold to T.E. Bowen of the HERALD, who has heretofore published a good local paper—the only one of any merit in that thriving town.

Fashion. Kid gloves are now worn to come up and completely cover the elbow. / Cream-white bonnets of plush and satin, trimmed with white ostrich tips and ornaments of pearl or frosted silver are the fashionable dress hats of the season, to which are added broad scarf strings of the new appliqué lace. / Among winter novelties are the tasteful hoods of quilted satin edged with fur, which are fastened around the neck by means of small fur boas. The lining is usually of some bright color—amber or scarlet satin, for instance. These colors go best with black satin and dark fur, but, of course, the lining in every case should harmonize with the color, if any, worn on the hat or introduced in dress trimmings. These hoods are excellent in one respect at least; they afford great warmth when out of doors, and it is easy to remove them or to don them when entering or leaving a heated edifice.

LAMBERTON LOCALS. Correspondence of the Gazette. Not having seen any response to your appeal for items from this part of the county, I thought I would drop you a line to let you know we had neither sunk, frozen up or blown away, though between the immense snow drifts, extreme cold weather and almost continuous blizzards it is as much as ever we can hold our own. On the 28<sup>th</sup> ult. the mercury fell to 28 degrees below zero at sunrise, and 27 at sunset; 27 below at sunrise on 29<sup>th</sup>, and 21 below at sunset of same date. It put a serious look on the immediate future to those who were out of fuel. The railroad of course was buried, and an embargo laid on all trains from Christmas until January 4<sup>th</sup>, when the snow plow made its welcome appearance, followed by part of our long-deferred mail. But it was not long to be, as the wind got around home again on the 5<sup>th</sup>, and down it came from the northwest,

putting an end to railroading and all other out-door pursuits. To those who had plenty of wood in the shed and flour in the barrel the running of the train had perhaps not so much interest. But to those who have but little or none of either, and none to be had in town, it is a matter of very material concern.

The holiday passed off in a quiet manner, without much demonstration from any one. Business very quiet, except at the saloons. Some people can always find money to spend at those places, but not to pay their honest debts, and often not to furnish the necessities of life at home.

But very little of the corn is husked in this part of the country, probably not one-half of the threshing done, and next to no plowing. Farm work has not been so behindhand as it is in this section for the past eight years.

[snip paragraph about sheep raising] If we are to be housed up all winter by blizzards, I think we might make it profitable to compare notes and see if there is not something we can go into in whole or in part that will pay us better than *trying* to raise wheat. I say trying, for it we take the average of the last eight years we have accomplished nothing more.

**January 13, 1881** [Brookings Co. D.T. PRESS] – Three columns of Local Happenings for the Year 1880, on page 2, As Recorded from Time to Time in the Brookings PRESS. [Hopp didn't wait long, did he? Will not transcribe now...] --- Fuller & Dox have dissolved partnership. Mr. Fuller goes it alone at De Smet and Mr. Dox does the same here. --- The blockade continues. Our Dakota line is open, but those Minnesota fellows keep up such a snowing and blowing as to keep us cut off from the east. A motion to have Minnesota suppressed is in order. Perhaps delegate Bennett can help the matter by getting congress to make Lake Michigan our eastern boundary.

**January 13, 1881** [Worthington, MN ADVANCE] – Within the past year 7,500 miles of new railroad have been built in the United States. Most of these are Western. --- The Dakota legislature meets at Yankton, Jan. 11. --- A dispatch from Watertown, D.T., Jan. 7, says that the first mail in thirteen days has just been received there. Snow blockade caused the delay. --- Jan. 4, a shocking accident occurred today on the line of the Sioux City & Omaha division of the Chicago, St. Paul & Omaha railroad, by which six men were killed outright and the seventh lost a leg. The men were engaged in a cut north of Bancroft shoveling snow. The working train, anticipating the coming of the south-bound passenger, had sidetracked, and the men, eleven in all, had stepped from the track to allow the passenger to pass. Some trouble in getting through had been experienced the day before and the engineer approaching the cut, which is a long one and on a curve, had put on steam and rushed in. The train consisted of a locomotive and tender, the box cars and one passenger car. The train with the exception of the latter car passed the men in safety, but the steps of the passenger coach caught the XXX (look up to find words missing) and mowed them down like grass under the wheels. Only four escaped without serious injury. --- The Great Blizzard of 1873. Reminiscences of the Great Snow Storm—Amusing and Tragic Incidents—Three Lives Lost in Nobles County—John Weston's Ghost—An Authentic Ghost Story. In last week's issue we promised to give some account of the Great Blizzard of 1873. The term "blizzard" has come into general use in the Northwest as a name for those violent snow storms which almost unvaryingly continue for three days, the wind generally blowing a gale and the temperature varying from zero to 20 below. / The great storm of 1873 was the most violent known in the northwest for 50 years, as the records kept at Fort Snelling showed. It was a violent electrical storm, extending over the whole Northwest, so that the telegraph wires west of Chicago refused to work. / It struck Minnesota on the 7<sup>th</sup> of January, 1873, and raged for three days, the wind blowing a gale, the temperature being about 18 degrees below zero, and, on the prairies, the air was filled with snow as fine as flour. Through every crevice, key-hole and nail hole, the fine snow penetrated, puffing into houses like steam. The number of human lives lost in Minnesota was about 70. / The Storm in Nobles County. The morning of January 7<sup>th</sup>, 1873, was beautiful and bright. The air was mild and still and farmers set out for town or went to neighboring farms with their teams. Generally it was thought that a "January thaw" was imminent, but Prof. Humiston, who had a good aneroid barometer, foretold a storm. The barometer had been falling for 24 hours and never was known to fall so low before. / Between 12 and 1 o'clock, a white wall was seen moving up from the Northwest upon Worthington. The front of the storm was distinct and almost as clearly outlined as a great sheet. When it struck the town, farmers began to scatter to their homes. A number, however, remained and were housed up for three days. Persons visiting in the village, only a few squares from home, in some instances remained till the storm abated, not daring to venture out upon the streets. / Personal Incidents. J.H. Maxwrl drove four miles against the storm and then took refuge with a neighboring farmer, not being able to reach home. Rev. Mr. Stone walked five miles facing the storm this side of Jackson and finally took refuge in a sod shanty. A party of Worthington men, among whom were Dr. Langdon and Cornelius Stout, were caught on the road between Jackson and Worthington and also remained snowed up in a sod house. A man of Worthington was caught

on the trackless prairie driving an ox team. He unhitched and unyoked his team, then took one of the oxen by the tail, and by twisting it, kept the animal on a trot. The other ox followed, and the man brought up against his own wood pile. The school in Indian Lake township was taught by a young lady in a log school house. The snow drifted in through the crevices and soon covered the floor. The supply of wood was soon exhausted and then teacher and scholars split up the furniture and eked out a scant fire till the storm abated. To keep up circulation they formed in Indian file and marched around the stove through the dreary days and long nights, till, on the third day, they made their escape. Joseph Poots was caught in the storm in the western part of the county and lay for several days in a snow drift. Unfortunately his feet became exposed, kicked the cover off, so to speak, and both feet were frozen and had to be amputated. / Perished in the Storm. A Mr. Small, who lived four miles southeast of Worthington, started from town with an ox team and sled, just after the storm stuck us. He drove within a few rods of his own door and wandered over the prairie till he came to some hay stacks around which a rail fence had been built. He evidently attempted to climb the fence, but was too near gone to accomplish it. When found, the day after the storm, he was standing with one hand on the fence, covered with ice, and as stiff as an icicle. A Mrs. Blixt who lived a few miles beyond Mr. Small went to the stable, when the storm came on, to turn the cattle in. In attempting to return to the house, the snow blinded her, and she wandered off on the prairie and perished. / John Weston—A Veritable Ghost Story. But the one case, among the three fatal ones in Nobles county, which has been the subject of greatest interest because of the ghost story connected with it, was that of John Weston, of Seward township. Mr. Weston had been to Raham Lakes and was returning with a load of wood, when the storm caught him. He drove across his own farm and missed the house. Turned and went in a circle, making the same circle twice, as shown by the tracks of the sled. He then bore north to the vicinity of the place now owned by H.D. Winters, in Graham Lakes township. He abandoned his team, and the oxen, after wandering awhile, turned the yoke and choked to death. Mr. Weston, from this point, evidently concluded to walk with the storm, and made a bee line for Hersey. He walked about twelve miles and fell forward on his face, clutching the grass as he fell and the blood gushing from his nose. His body was found the following spring, with the hands full of grass and the blood on his face. / The Famous Ghost Story. The story of John Weston's ghost was first published in the Advance and widely copied so that it became known throughout the country. Weston appeared to Mr. Cosper, who is still a resident of Seward township, and was an intimate friend to Weston. A few days ago we caught Mr. Cosper in town and had the story from his own lips. He is a practical, unimaginative man and gives the story in a circumstantial way: / The day after the storm, Mr. Cosper had been out with some neighbors searching for Weston's body. He had returned to his home and was at the stable feeding his stock just before sundown. He came out of the stable and passing around to the east end, saw John Weston coming up the path from the creek. Weston had on the blue soldier overcoat which he usually wore. His hands were tucked up under the cape, and he approached Cosper with his usual smile and usual salutation, saying, "How goes it?" Cosper said, "Why, Weston, I thought you were frozen to death!" Weston replied, "I am, and you will find my body a mile and a half northwest of Hersey!" Saying this, he vanished. Mr. Cosper says that even after Weston was gone, it took him some time to realize that he had seen a ghost and to "feel queer." / Before, this Weston had evidently announced his death to his wife. Mrs. Weston related the incident and it was confirmed by her son. The second night of the storm, she was awakened by a knock at the door. She dozed off again and was aroused by a second rap, when she asked, "what was wanted?" A voice answered, "Did you know that John was frozen to death?" The voice sounded like that of her brother, Mr. Linderman, who lived in the vicinity. The boy heard the voice, and raising up in bed, said: "Mother, did Uncle say pa was frozen to death?" Mrs. Weston went to the door, but there was no one there and no tracks could be found in the snow. Mr. Linderman had not been there and it seems that Weston, wishing to announce his death and at the same time not to frighten his wife too much, assumed the voice of his brother-in-law. / Now for the confirmation of Cosper's story. He told it once and it was published throughout the country before the winter was over. Search was made for Weston's body but in vain. When spring came, however, and the snow began to melt off, Weston's body was found near a slough, where the snow had been deep, a mile and a half northwest of Hersey. We believe Mr. Erickson, who now lives in Worthington, was the first to discover the body. So much for the Great Blizzard. There will probably not be another such in our day. It was a rough greeting for the early settlers of Nobles county, but they can all testify that Boreas has been comparatively mild ever since, except in putting the screws on the mercury and bringing it down tight occasionally. --- Plenty of snow. Cold weather and good sleighing. --- According to some of the prophets the earth is about to indulge in a huge flop, or change of poles which will put us on the south side of the equator. The cold weather we have had is probably because Boreas wants to give us a farewell squeeze.

**January 14, 1881, Friday evening. - Winona (Minn.) Daily Republican. - 22 below (1 am), 25 below (7 am), 003 below (1 pm), 2 below (6 pm). Clear.**

Members of the Tree Claim Association will be rejoiced to know that C.H. Meyers Esq. reports delightful weather in the "Jim" River Valley. Even the flowers are in bloom—if sufficiently near the genial influence of a stove.

THE RAILROADS. All the railroads are floundering around in the snow drifts, so to speak. The Milwaukee and St. Paul train from the East this morning was five hours late, said to be owing from the snow. The Green Bay and Minnesota train arrived three hours late last evening. Trains on the Winona and St. Peter road are running as far West as Sleepy Eye, but the blockade prevails beyond that station.

All day yesterday and during last night the mercury gradually fell until this morning it indicated 22 degrees below zero, with an east wind. Not since Territorial days have we had so long a period of uniformly low temperature as has been experienced thus far this Winter. Another feature resembling old-time Winters are the light snow-falls during the night, succeeded by bright cold days. Thermometers in various parts of the city this morning recorded 22, 28 and 30 below zero.

**January 15, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** – 10 (1 am), zero (7 am), 14 (1 pm), 2 below (6 pm, Sunday). Clear.

Almost five inches of snow fell on Friday night in the Chippewa Valley, which will be appreciated by loggers. There is now ample snow in the pineries for all purposes, and there is nothing to prevent loggers from securing an immense crop of logs this winter. --- In Rochester, the millers say the Zumbro was never as low in the Winter as now. --- Frozen apples are selling at 75 cents a barrel. --- No Western mail yesterday, owing to the snow blockade. --- There is a coal famine in some Iowa towns, the supply being entirely exhausted. In Marshalltown the schools have closed for want of fuel. --- Another light snow storm during last night added a fleecy carpet to the sleighing, which has grandly improved by dashing turnouts during the pleasant afternoons.

**January 15, 1881** [Brookings Co. D.T. PRESS] – Burlington (Iowa) DAILY HAWK-EYE, page 4 – “A blizzard,” says a Dakota man, “is the northwestern name for a gale of wind filled with snow and ice particles, as fine as rice powder, with a temperature ten or twenty degrees below zero. A genuine blizzard is so fierce and so dense that you can neither face it nor distinguish objects ten feet away from you. In Dakota and Minnesota during the prevalence of the blizzard farmers only venture out of their houses with guiding ropes around their persons to enable them to find their way back.”

**January 17, 1881, Monday evening. - Winona (Minn.) Daily Republican.** – 10 below (1 am), 18 below (7 am), 8 above (1 pm), 4 below (6 pm). Clear.

New Ulm is shipping dressed hogs to Fort Pierre and the Black Hills country. --- Snow in the lumbering camps on Hill river in the northern part of the State is said to be waist deep. --- The *Ohaska Herald* says that the preliminary survey of the Minneapolis and St. Louis railroad has been completed through Carver county. The line is to run by the way of Hutchinson, McLeod county, to a point on the Winona and St. Peter railroad, between New Ulm and St. Peter. --- The Ohio river at Wheeling, West Virginia, closed at 2 o'clock this morning. --- It was not very sultry this morning, even though the mercury was about 20 below zero.

**January 18, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** – 12 below (1 am), 16 below (7 am), 12 above (1 pm), 10 above (6 pm). Clear.

In Rochester yesterday, No. 1 sleighing, with a good prospect of it continuing as long as the thermometer stands at 26 below zero. --- Suffering—the wood pile. Cheerful—forty days until Spring. A warm morning, only about 14 below zero. --- Green oak is still being delivered on contracts at \$3.50 per cord. --- The Green Bay passenger train due at La Crosse on Monday evening was detained at Onalaska all night by a “dead” engine at the head of a freight train—caused by the attempt to use green wood in a coal furnace. --- The wheat market is firm at 94-95 cents for No. 1. Eggs, fresh, are scarce, and readily bring 20-22 cents per dozen. In groceries, coffee and sugar are steady and unchanged.



**January 19, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** — 2 below (1 am), 8 below (7 am), 22 above (1 pm), 24 above (6 pm). Clear.

Wanted. A January thaw. --- It was very comfortable on the shady side of the street this morning—about 5 below zero. --- “The moon was afloat like a golden host” last night and ‘Liza Jane says she never saw nicer sleighing. ---

A COMPARATIVELY MILD WINTER. The steady continuance of the low thermometer area since last October has induced us to make some inquiries of an old “fifty-niner” as to the relative severity of this Winter with the Winters of twenty and twenty-five years ago.

“You talk about this being a cold Winter,” said he, “Why, it’s nothing to what we used to have in early times—30 and 40 below zero was the average, and sometimes it went way below that. We had no railroads then, and only a weekly mail from Dubuque on the ice, and it was often delayed some days by the driver or his horses being frozen solid. Yes, Sir, solid! Why, it was a common thing to see a man hunting around for that ear that had frozen and dropped off, and then shake his hands and feet to see whether they were worth carrying home! Men who had been here a few years and understood the climate, used to commence—when the mercury got down to zero—to put on an extra undershirt for every ten degrees that it fell, and Sir, I’m telling you the honest truth, when I remark that it was common to see a man with seven undershirts on! Why, Sir, they used to pick up dead Indians over among the islands frequently in those days.”

Having this experience, we concluded we were passing through a mild Winter.

**January 19, 1881. Wednesday. [New Ulm MN Weekly Review]** — Sioux Falls charges \$400 per year for a saloon license. --- Several towns in Iowa are having a coal famine, the supply being entirely exhausted. In Marshalltown the schools have closed for want of fuel. --- Montevideo, on the Hastings & Dakota road, was without a train for fifteen days, from the time of the blockade between Christmas and New Year. The track had been open only four days when the last blizzard came around. --- Canby was without train of any kind for twelve days during the blockade of last month. --- The “sun dogs” seem to have a real jolly time last Thursday; their luminous faces were grinning nearly all day. The weather was about the coldest of any day we have had this season, the thermometers at sun-down ranging from 20 to 24 degrees below zero. --- During the first part of last week, John Kreug, who was lost with his mother, Mrs. N. Laux, during the storm in December, was taken to this city where his feet were amputated. The operation was performed by Drs. Berry and Mueller of this place, and Dr. Marcellus of Sleepy Eye. It was thought for a time that his feet could be saved, but mortification having set in it became necessary to resort to amputation. --- Dr. Marden returned from his St. Paul trip last Saturday afternoon, having been nearly three days on the way on account of the snow blockade. --- Carl Brauns struck out westward during the first part of last week, intending to go to Pierre. He is probably snow-bound in some of the regions of Dakota. --- From Loreno. All trains are on time from Sleepy Eye to all points. Come on. / The cold weather holds on at a terrible rate, the thermometer keeping almost beyond all calculations. / The Redwood train is now on time. Some predict that we will have no blizzards hereafter. No one will grumble if said prediction should happen to be fulfilled. --- Iberia Correspondence. Ho for Brown county! The resources of this county are in an embryo state in comparison to what they will be when fully developed. The complaint is already heard that we cannot haul any more wheat to market, the elevators being all full and no cars to be had for carrying it off. / The great drawback of this portion of the country, however, is the scarcity of wood; but this will be greatly relieved by the discovery of peat which abounds in very large quantities, enough to supply the demand for fuel for generations yet to come. The modus operandi of gathering it is simply this: In the month of June let two men and one boy, equipped with a sharp hay-knife, a sharp shovel, a board of about sixteen feet long and four inches wide, proceed to dig and prepare the peat. It does not want to be cut over four inches square, the depth equal to the length of the knife or shovel. Next pile it up like brick and leave it to dry until the first of August, after which it should be hauled and put under cover for winter’s use. Enough will be saved by those who prepare this kind of fuel, to pay all store bills, blacksmith bills, and still have enough left to pay the different preachers sufficient to keep them above want. To burn this fuel, all that is needed is a cheap grate and a poker. ---A.J. Bangs. --- From Albin. Relentless Winter reigns, and carries the contest up to our very walls. He baffles the skill of would-be weather prophets, who are retiring from the field in disgust. Blessed are those who have a bountiful supply of fuel, food and clothing. / The use of coal in common stoves is gaining favor. Mr. Kaenig says that by using a layer of wood under the coal, the latter is a success. Mr. Rice uses corn and laughs at the winter’s blasts. --- There was a spelling school at the schoolhouse last Friday night. The illiterate and the literate and others may here take part and thread the maze of the spelling book.

ANOTHER BLIZZARD. On Wednesday evening of last week the familiar northwest wind began to whirl a quantity of light snow through the air, continuing in the work during the following night and the greater part of Thursday. The railroad was soon blockaded at different places so as to put a stop to the running of trains, and it was not until shortly before noon on Friday that the whistle of a locomotive was heard. At that time the snow plow, several engines and a supply train came down from Sleepy Eye and immediately proceeded to the snow drifts between here and St. Peter, where the force worked until Saturday afternoon when the track at that place was once more cleared. The first train from the east, since Wednesday evening, arrived about 2 o'clock on Saturday afternoon, bringing fourteen bags of mail matter which kept the assistant postmaster busy for two or three hours before the same could all be distributed.

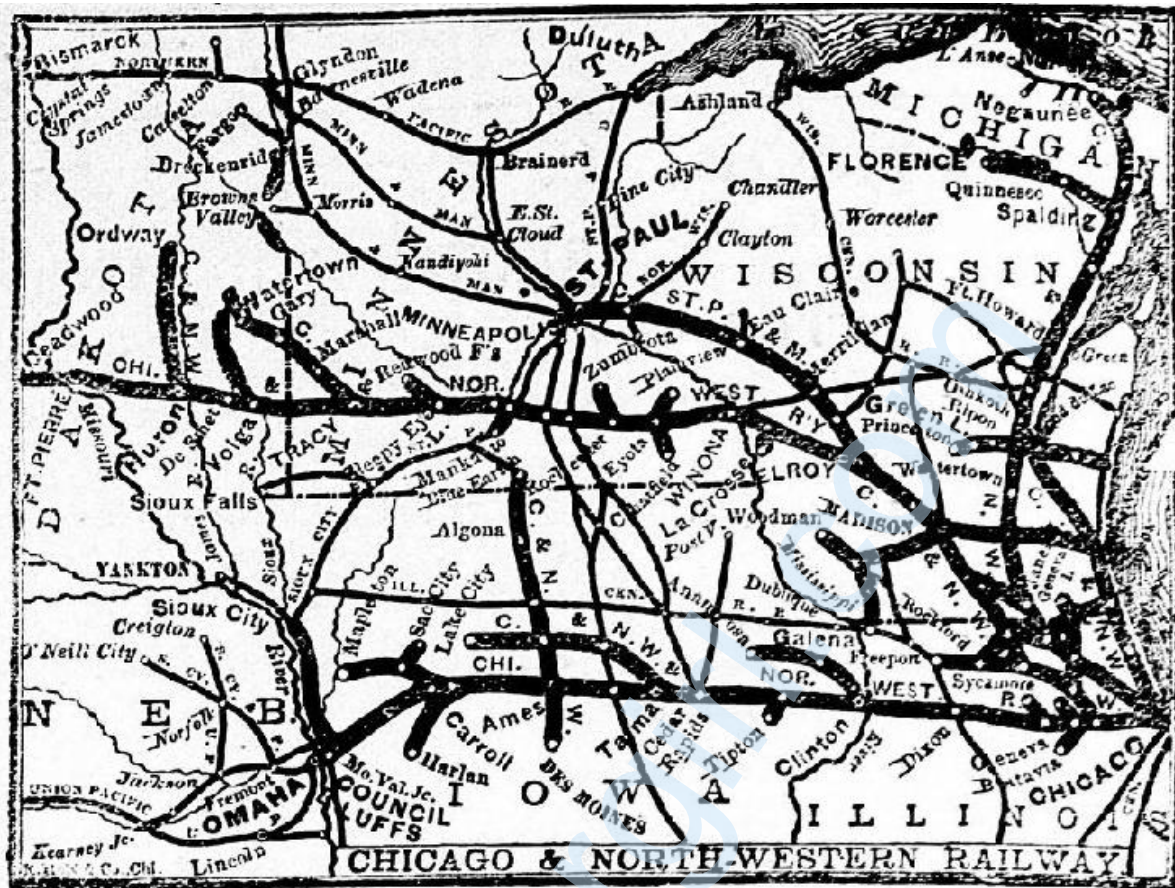
WASHINGTON LETTER. WASHINGTON, JAN. 1<sup>ST</sup>, 1881. The cold snap having packed the snow in the streets firmly, an impromptu sleighing carnival was inaugurated yesterday. Every one fortunate enough to possess a horse and a vehicle that could be placed on runners was out for a lark, and the scene was an animated and pleasing one. Close behind the stylish turnout of some wealthy citizen would follow a crockery crate on wooden runners, drawn not by a crippled bay, but a patient mule, who in the excitement of the occasion forebore to act the role of a kicker, but raced with the fast flyers, and brayed with joy. A Portland cutter was a rare sight, wooden and basket sleighs seeming to be the favorite mode of conveyance.

Washington under the bright but cheerless winter sun, looked like St. Petersburg or any other northern capital. Such ridges, rifts and plateaus of snow have not been seen about here for years. The White Dome of the capitol looks dirty against the background of snow and snow clouds. The Snow covered roofs of the city, the fantastic forms made by Jack Frost, the trees in parks burdened down with snow, and the very people clad like the inhabitants of some icy region, their red cheeks and steaming breath, give the city a Wintry aspect, which it does not wear once in a decade.

New Year's day is being observed here more than for many years. The last New Years reception at the White House, a larger number of citizens than have attended a New Year reception at the White House, since the gala days of the Grant regime. Much of the calling is being done in sleighs, and those not having them, as with faltering step they tread the slippery pavements, gaze with envious eyes at the happy ones, who glide swiftly by the music of silvery bells.

The length of the Snow season had one good effect upon our liverymen, and has enabled, more than could otherwise have, to enjoy the sport. The first few days of the snow the tariff per hour for a sleigh and horse was \$5, but the liverymen have placed the city under pleasant obligations by reducing the price to \$3, at which small price, the poorest of our city can enjoy a ride. There is on foot a plan for a grand sleighing carnival here on Monday. A real sleighing carnival here is something one does not see twice in a lifetime, and if successful it will be the talk around the fireside for years to come.

The ST. PAUL DISPATCH OF THE 11<sup>TH</sup> INST., contains an interesting correspondence from the famous new town of Dakota, Pierre, from which we make a few extracts.



The town of Pierre was laid out in September last by the Chicago and N.W. railroad company, and has now a population of about 300 and is daily increasing. The town is located on the east side of the Missouri river, some three hundred miles west of New Ulm. The Missouri valley at that place is about two miles in width, including the river which is one mile in width. Building lots are selling at from \$150 to \$300/ Corner lots which sold for \$225 two months ago can not now be bought for \$500.

The Missouri is there fringed with considerable timber. Water is first rate. Residences are generally small, but well built, comfortable frame buildings. Carpenters are all busy, receiving from \$3.50 to \$4 per day. Good board can be had at 4 to 7 dollars per week. During November the railroad company shipped fully two hundred tons of freight to the Black Hills. Since the completion of the railroad to Pierre the great bulk of the passenger freight traffic to the Hills goes through that place, as it is 100 miles the shortest route from places east. The road from Pierre to Deadwood, most of the way, is through the Indian Reservation and via Rapid City, the distance being two hundred miles. No trouble from Indians or road agents and the passengers are out only one night. The C. & N. Ex. And T. Co. is the best equipped and most reliable in the West. None but the best horses, coaches, wagons, etc., are used. Horses are changed every 15 miles. There are good eating houses on the road, where excellent meals are served at 75 cents. The passenger rates from Pierre to Deadwood are 25 dollars; from Chicago and St. Paul, \$49.25.

The freighter's route is some 25 miles north of Rapid City which shortens the distance some twenty miles—making the freight line 180 miles. All merchandise for the Hills is carried by ox and mule teams. Several hundred men are engaged in this transportation business, some of whom are the very worst class of villains and outlaws found on the frontier. They generally go in trains of from twenty to fifty teams. An outfit consists of three heavy wagons coupled together to which are attached ten yoke of cattle or several span of mules as the case may be. These three wagons are generally loaded with from 13,000 to 14,000 pounds of freight. It ordinarily requires 22 days for the round trip. The rates of freight from St. Paul and Chicago to Deadwood are \$4.00 per hundred pounds. A carload of freight from St. Paul or Chicago to Pierre is \$292.

Since "Arkansas Joe" and his band of roughs were overpowered by the vigilance committee, quiet and good order has reigned in the town although every merchant keeps his gun heavily loaded and in a handy place, ready at a moment's notice.

There are now ten saloons in the place, each paying a license of \$300, making a revenue of \$3,000 from the whiskey traffic alone. About \$2,000 of this sum will be expended in building a stone jail.

Just across the river from Pierre, on the Indian Reservation is Fort Pierre, a small town of some 25 modest frame and log houses, with several shanties. There are about a dozen business houses. That place has been a landing for boats on the river for years, and has been the great shipping point of supplies for the Hills. The Indians have ordered the citizens of Fort Pierre, to leave the Reservation next spring or there will be trouble. The citizens apprehend no trouble, as they seem to feel confident that the reservation will soon be opened for settlement.

It is estimated that it will cost the railway company about \$800,000 to bridge the river at that point. The Omaha bridge across the Missouri cost \$2,500,000

**January 20, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** – 20 above (1 am), 20 (7 am), 32 (1 pm), 26 (6 pm). Cloudy.

According to the census returns the increase of population of Dakota during the decade was 554 per cent. The largest increase for any other Territory was 416 per cent, in Arizona. Nebraska shows the largest increase of any State—263 per cent. Minnesota's population increased 77 per cent. --- The Chicago and Northwestern company have ordered twenty-five engines of a new make for passenger trains, which are to be delivered before Spring. --- Wheat was 95 cents.

SOLID WINTER WEATHER, Wyatville, Minn. Jan 12, 1881.

Following is the report of the temperature of the atmosphere for 61 days from November 16, 1880, to January 15, 1881, inclusive: The thermometer registered zero or below at sunrise 26 days; above zero at sunrise 35 days; coldest day December 28, average 21 below zero; warmest day, December 13, average 34 above zero; average at sunrise 2-1/2 degrees above zero; average at noon 12-1/2 above zero; average at sunset 10-1/2 above zero; total average 8-1/2 above zero. – H.C. Wilber, Jr.

GREAT BRITAIN, like America, is experiencing the most severe Winter it has known in twenty years. At the present time the entire kingdom is covered with snow to various depths, and heavy gales of wind for several days have been doing great damage to shipping on the exposed coasts.

DAKOTA. The Deadwood, Dakota, Evening Press notes a prosperous state of affairs in the various mining camps. --- The Pierre route is popular at Deadwood, and its people would like to receive their Chicago mail by it, being shorter.

LONDON. Jan. 20. With a partial restoration of the telegraph wires prostrated by the storm in England instances of persons being overwhelmed by the storm and frozen to death are reported from various districts. Railway trains had to be abandoned in snow drifts where only the funnel of an engine is visible.

THE CHICAGO AND NORTHWESTERN RAILROAD. Another river road along the eastern bank of the Mississippi is among the latest projects said to be connected with the enterprises of the Chicago and Northwestern Railroad Company. As the rumor goes, the narrow gauge between Montford and Galena, Illinois, will be changed to a broad gauge extending to Woodman, Wisconsin, and then construct an entirely new line from some point on the Wisconsin river, between Woodman and Waseca, to connect with the Madison division at La Crosse running along the east side of the Mississippi river. The object of this will be to obtain an independent route to St. Paul, and after traversing the Madison division as far Marshland, in Trempealeau county, opposite Winona, another stretch of new road will be built from that place direct to St. Paul along the east bank of the Mississippi. This new route, if constructed as now predicted, will throw the Northwestern corporation into more direct rivalry with its greatest competitor than at present, as the St. Paul's line from Chicago to St. Paul now extends along the west side of the Mississippi, throughout the whole distance which the Northwestern proposes to traverse.

**January 20, 1881** [Brookings Co. D.T. PRESS] – (Still having church and other activities in Brookings County. School still in session. Continues with July happenings from the Brookings PRESS.) --- Extract sunshine from cucumbers, and comfort from blizzards. --- The elder Mr. Nicholl, of Huron, representing the town plat interests of the CNWRR spent a day or two with us this week. --- Mr. and Mrs. Geo. W. Pierce (their eldest son died this week after being shot in the neck in the drug store) went to De Smet Wednesday evening, to make a short visit. They will stop at Nordland on the way back. --- A mail train came through from the east last evening, but it left much of the

mail behind somewhere, and prospects for another train are not brilliant at this writing. --- The favors of several correspondents are "hooked" for consideration whenever old Boreas gets ready to let go the wheels and permit the world to roll on in usual order. --- The grand social event of the season, so far, was the party at the home of Mr. and Mrs. Robt. Hughson, eight miles southeast of town, on Tuesday evening last. Mr. B has one of the finest farm houses in the county, and it was thoroughly filled on the occasion. Dancing, and general social chat were the order. Thirty or forty were present from Brookings, alone, and Aurora was largely represented. The guests were as happy as the best of hosts could wish to make them. --- If blizzards were only beautiful streams, dotted with mill sites! With what ecstasy should we see them damned! --- While the blockade made all other business impracticable, a goodly number of good citizens have been attending to more strictly family affairs. (then goes on to talk about three babies born that week). --- From Sherman. No news, no anything, but snow and wind and plenty of that. Sleighing splendid but sleighs scarce. Cold, intensely cold. Will probably get a thaw by the first of June anyway. Some of the Shermanites are burning straw in their stoves and pronounce it better fuel than hay.

**January 20, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – It really is a January thaw. -- Sleighing has been fine lately, and everything which can be made to slide is in the field. --- What's the matter with our correspondents at Walnut Grove, Gales and Delhi? Don't weary in well doing, but see that your towns are properly represented. --- For nearly four days following last Wednesday we were again without railroad communication. A snow plow got in Sunday afternoon, but the bulk of the delayed mail did not arrive until the next day. --- The Hastings & Dakota road spent just two weeks in clearing the track recently, and operated it but four days when another storm swept down upon them, and closed communication as before. Rough on the stockholders as well as upon the patrons of the road. --- The Sleepy Eye GAZETTE says a smash-up occurred on the railroad about four miles from Lamberton last week. It seems that Ed. Ryan was stuck in the snow with a freight train, and another freight train following him ran into the rear end, smashing up the caboose and demolishing the snow plow, pilot and headlight of the engine. Nobody injured. --- Our people are by no means dependent on the railroad for their wood supply at present. Farmers are bringing in considerable wood, and this week Peter Berndgen, of Beaver, has established a wood yard here for the sale of wood cut on the Minnesota bottoms in the vicinity of this town. Michael O'Hara is his agent in Redwood. --- Birth and death records for the county during 1880 include 30 cases of diphtheria. Total births-197, deaths-83. Neither North Hero or Walnut Grove is listed separately, but other towns and townships are. --- The girl who was courted by a spruce young lawyer said she liked to be protected by the strong arm of the law [Turners Falls REPORTER] --- The "Southwest Minnesotian" is the name of a new paper started at Currie, Minn., by Hough & Maxwell. ---

THE FEMININE BANG. The latest and most attractive of the decorative forms in which lovely woman has chosen to arrange her hair is known as the bang. The bang is one of the most attractive embellishments ever exhibited on the feminine head, even if it be not the most elegant. It is worn both by young ladies and elderly ones, without regard to size, weight or style of physique, and is supposed by the wearers alike to be becoming to every variety of countenance and forehead. The bang is of many a different style. Sometimes it is of short and straight hair, which hangs over the forehead like that of the old-fashioned little schoolboy, on whose head a bowl was placed when his hair was about to be cut, to form the guiding line for the clip of the scissors. There are bangs which look like the frayed-out selvage of a cocoa door-mat. These are said to be esteemed particularly elegant. There are others which seem to be made of twisted wicker-work. As the lady who wears this kind approaches from a distance she appears as if carrying a willow basket on her head, the scalloped boarder of which descends nearly to her eyes. Some ladies must use mucilage or glue, or other adhesive substances, to keep their bangs from frisking and wandering away from where they are put. Perhaps this is one of the secrets of the toilet concerning which men ought to dwell in ignorance. Yet here is where part of man's wonder comes in. If some of these bangs are not thus made to adhere to the forehead, how do they maintain their position? There is a style of adhesive bang which is said to look like the sad sea waves, and it would indeed resemble them if the waves were gummed to anything. The statement that this sort of bang was sold in the stores by the yard, and put on like so much sticking plaster, is a base libel on the art of professional decoration. As to the origin of the name bang, it is shrouded in mystery. With banging the door it evidently has no connection, as the name refers to the hair and not the door. And yet it is possible that the originator of the bang did on a certain occasion bang the door and found her front hair suddenly cut off in an even line, by being accidentally caught at the door thus banged shut. It is said by some young ladies, who are addicted to slang, that the name is a contraction of "you be hanged." Yet it is difficult to see what being hanged has to do with hair which is hardly two inches long. If ladies want to be hanged they should use the back hair, which by its length is better

adapted for the purpose. Absalom was hanged by his hair in an oak tree. He wore his hair long and not banged.  
[Philadelphia TIMES]

TIMBER CULTURE. Washington special to PIONEER PRESS. Mr. Washburn has introduced a bill which provides that whenever a timber culture entry shall be relinquished or canceled for the reason that the claimant fails to comply with the provisions of the timber culture act, no part of land covered by a relinquished or canceled entry shall be entered or taken by a subsequent applicant, save under the timber culture act only, and that the second or any subsequent claimant shall have the benefit and the credit of any improvements which the previous claimant or claimants may have made thereon, so far as such improvements shall have been made in compliance with such act, and shall also be obliged to make subsequent improvements in addition to the improvements with which he is credited, if any, within the same time that the claimant making such previous improvements would have to have completed improvements in conformity to law, had no relinquishment, abandonment or cancellation been made. The object of the bill is to prevent speculation in this class of lands. Complaint is made that speculators pick out choice lands subject to culture entry, secure entries thereto and get hold of such lands from the person making the entry before the time expires or the conditions of the law fulfilled. The suggestion of the bill came from Gov. Austin, who represents that this practice is necessary. It is not probable that the bill will pass at this session, but it is considered an important bill.

**January 21, 1881, Friday evening . - Winona (Minn.) Daily Republican. —** 24 above (1 am), 22 (7 am), 30 (1 pm), 22 (6 pm). Cloudy.

The horse men of Lake City are going to scrape a track on Lake Pepin. --- A copper relic supposed to have been shaped by the Mound Builders was recently found by Road Master Anderson of Lake City.

TELEGRAPH LINES DOWN. Owing to the heavy sleet storm, which seems to extend from Philadelphia northward along the coast into New England and for two hundred miles west, no reports are received from the East, the wires being broken and unfit for business. There is not a single wire to New York and only one from Pittsburg to Baltimore, and the latter place is sending all telegraphic business through to New York by rail. There is very little prospect for getting any Eastern or European news until late in the evening.

A CHICAGO RAILROAD MAN, according to one of the papers of that city, pretends to know why the officials of the Chicago, Milwaukee and St. Paul Road have gone to New York. He says that the report that the St. Paul Road was endeavoring to secure the Northern Pacific was not without some foundation. It has been said that Mr. Alexander Mitchell, present of the former road, had a large interest in the syndicate, and would try to obtain enough stock to give him a ruling power. It has also been rumored that the Chicago and Northwestern Road was watching developments closely. The informant says that he is thoroughly convinced that some important news would shortly be made public, and that Alexander Mitchell would be prominently connected with it. The mission of the St. Paul Road officials is looked upon with great interest by the knowing ones. The officials at home are very quiet and reticent, as usual, and the anxious ones will have to wait for news until the return of the President and General Manager of the road.

**January 22, 1881, Saturday evening. - Winona (Minn.) Daily Republican. —** 18 above (1 am), 16 (7 am), 26 (1 pm), 18 (6 pm, Sunday evening). Snow.

London dispatches report the loss of forty-six lives by shipwrecks during the recent terrific gale on the British coast, and the loss of eleven lives by an explosion in York county. The loss of property by the storm is immense. One dispatch says it was the severest storm on record. --- "Snow-bound" is the title of many a local paragraph in our State exchanges. --- The Mankato *Free Press* says that one man has contracted to furnish 11,000 cords of wood to the railroads this Winter. --- The cold weather set in so early and has continued with such severity that the majority of farmers in the Blue Earth [county] region have not threshed yet. --- The Jackson *Republic* says that even through this is the coldest Winter they have ever experienced in that section, the people are more comfortably provided for than ever before. --- The ice in the Ohio river is breaking up, and it is so heavy that considerable damage is being done to exposed property, steamboats, etc. --- The wires about New York are still in bad shape, and the report is being sent by nine operators stationed at the Williams' Bridge, New York, whence the telegraph business is taken by train every half hour from the city for transmission over the country. The train runs between New York and Elizabeth, New Jersey, every fifteen minutes with telegraph business for Philadelphia,

Washington and Southern points. --- Local. Gone West—a blizzard. Two inches of snow fell last night. --- Wheat was quoted at 95-98 cents. Dressed hogs sold at \$4.35. --- Unabridged—The language railroad men use in talking to blizzards. --- Another blizzard—more blockade. Onward! with the shovel brigade. --- One of the worst blizzards of the season was raging at Sleepy Eye this morning. The road had barely been opened on Wednesday or Thursday before it was again closed. Trains are running only as far west as Waseca, but may possible reach St. Peter. --- The latest from New York says they are cutting ice eighteen inches thick on Staten Island, and the best sleighing ever known. Prospect Park, Brooklyn, and Central Park, New York, presented a gay scene last Sunday, the drives being crowded with dashing turnouts, and the lakes alive with skaters. --- Superintendent Sanborn is in town for a day or two, but the news of a blizzard at Sleepy Eye has ended his brief vacation, and he is going West again to fight blockades and commune with nature, as it were. ---

PICTURESQUE BUT COSTLY. The effect of the storm on the telegraph wires was picturesque as well as disastrous. The ice began to form on them between this city and Philadelphia about 9 a.m. The first report of poles falling came to the Western Union office, from Harrisburg, Pennsylvania. Soon after the wires began to break near this city, and at noon yesterday, communication was closed (NY).

**January 24, 1881, Monday evening. - Winona (Minn.) Daily Republican.** - 2 above (1 am), 2 below zero (7 am), 18 above (1 pm), 12 (6 pm). Cloudy.

Pittsburg, Penn. Jan 24. Coal shipments from this point during the present Winter aggregate 2,079,000 bushels. --- Local. Nothing—Mercury at zero this morning. - Electricity, frost, ozone, snow flakes, and an east wind were about all there was in the atomosphere this morning that was sensitive.

DRIFTS FROM THE STORM. A Sioux City dispatch reports the blockade the worst in seven years. Two trains are snowed in on the Omaha line. -- There are from 12 to twenty inches of snow at Helena, Montana, and considerable losses of stock are reported. -- The streets of Boston are almost impassable from the accumulation of moist snow, and on several lines of horse railway travel is entirely suspended. -- The storm is quite general throughout Nebraska, and serious effects upon cattle in the grazing regions are feared. -- Snow slides at Custer and Bonanza, Idaho, swept off seventeen persons, all but four of whom were rescued. -- At Watertown, in Northern New York, the snow is from two to four feet deep. Two sawmills on Sandy Creek were crushed to the earth by the pressure on their roofs. -- Along the southern coast of New Jersey the wind on Friday blew at the rate of sixty to seventy miles an hour. A Summer hotel at Asbury Park was spread over the ground, the loss being \$10,000. - The damage to telegraph and telephone wires by the gale in New York, on Friday, is estimated at \$100,000. The fire alarm was useless, and 150 mounted messengers patrolled the streets, to notify the firemen. The injury to trees and shrubbery in Central Park is very great. -- The flood in the Ohio river sunk the tow-boat Etna and Louisville and a cake of ice cut a hole in the side of the packet Silver Cloud. At Cairo the transfer Morgan is hold fast in the middle of the river by ice-floes, and two barges belonging to the steamer Hickory were sunk.

THE BLOCKADE. THE WINONA AND ST. PETER OPEN TO SLEEPY EYE—FUEL FAMINE AT WATERTOWN.

After a protracted siege with snow drifts the Winona and St. Peter road was again opened to Sleepy Eye on Sunday evening, and trains are now running regularly to that point. Four gangs of men are working industriously between Sleepy Eye and Tracy, and on Sunday the people along the road turned out en masse and helped open the track.

It is reported that the fuel supply is very short at Watertown, and a rumor prevailed that the people had cut down the old trestle work between Watertown and Lake Kampeska.

The freight blockade is simply stupendous. Between 400 and 500 cars of fuel and merchandise are on the road west of Winona awaiting a clear track to go West. Last week Thursday was the first time since the 24<sup>th</sup> of December that a good, solid freight train went into Sleepy Eye from the East.

The present blockade is the worst snow that has been experienced this Winter on the line from Tracy to Pierre, but every effort possible is being put forth to get the trains through.

**January 25, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** - 2 (1 am), zero (7 am), 20 (1 pm), 8 (6 pm). Clear.

The Western papers say that if they had Vennor out around Sleepy Eye they would hold him out in the gentle zephyrs until his prognostications were all blown off f him. --- Nearly every town in the interior of the State

complains of the scarcity of water and the inability to cope with a fire should one originate. Fairbault has been filling all of the city cisterns with water from the river by means of the steam fire engine. --- In protesting against the extortions of the railways, a correspondent of the *Chicago Times* at Decorah, Iowa, cites the fact that the charges on freight from Chicago to that point are nearly twice as much as from Chicago to New York. Pennsylvania anthracite is delivered at Liverpool for less than \$4.50 per ton, and at Decorah for \$12.90. This is a common story all over the West. It has ceased to excite surprise, and is even thought to be unworthy of comment. --- You're another---Cold morning. Would you—Lay in your Summer's wood? --- The pay car scattered its blessings along the River Division yesterday.. --- Wheat keeps up to 95-97 cents.

DAKOTA. Gary has organized a company to build a flouring mill. -- A stock company are arranging to open a large sheep ranch among the coteaus near Gary. -- A fatal shooting accident recently occurred at Brookings, Herbert Pierce being killed by Otto Olson while carelessly handling a loaded revolver. Both young men were clerks in Dr. Higgins's drug store.

**January 26, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. - 4 (1 am), 2 (7 am), 15 (1 pm), 9 (6 pm). Light clouds.**

There are now drifts thirty feet high in the vicinity of Kingston, Ont. --- Three inches of snow fell in New Orleans on Monday, the heaviest fall since 1852. There was a fall of five inches at Mobile, Ala. Other parts of the south were visited by the heaviest fall of snow ever known there. --- Hello! Did you see the halo? --- Frizzies frosted are worn this Winter --- "Old Sol" had sun-dogs for breakfast this morning. --- There was a lively jingling of sleigh bells on the streets last evening. --- A fierce west wind swept over the prairies last night. It was a dismal wail for the railroads West. --- Think of it! Last Wednesday snow-drifts were five feet deep in the city of London—and yet they grumbled as usual. --- Mr. S.O. Goodman, a well-known conductor on the Winona and St. Peter road, and Miss Hannah M. Schirm, were united in marriage in this city on the 24<sup>th</sup> inst., Rev. Wm. McKinley performing the ceremony. --- We miss the birds this Winter, and where the little songsters have taken refuge is a mystery. Instinct has probably wafted them to more congenial climes. Early in November the sprightly snow-birds came chattering their merry songs, but they did not stay long. It has been a Hard Winter for our little out-of-door friends. - --

DAKOTA. Fargo is to have a new opera house. -- One hundred dollars is the size of the fine the wicked women of Huron City are compelled to pay. -- Thos. S. Lehane, a crazy Canadian, knelt in the snow on the prairie near St. Andrews to pray and was frozen to death. --Timber wolves are numerous in the vicinity of Quincy. Several persons have been pursued by these ferocious animals, and in some cases they even attempted to jump into the wagons.

NORTHERN DAKOTA. Correspondence of *The Winona Republican*. Tower City, D.T., Jan. 19, 1881.

The Winter has been wearing away very fast with us away up here, where it is supposed all the storms and frost come from, but this Winter is proving just what the Winter of 1879 and the Winter previous were—there is far less wind and snow here than in Southern and Middle Minnesota and Northern and Middle Iowa. A number of Winona county men here, but Germans and Americans, say it is the finest Winter they have ever seen, and they are glad to be out of the storm belt of Minnesota. I received a letter from S.J. Allred, of Lewiston, to-day, in which he states that the difficulty of getting mail by train is beyond description, and that it has been as tedious and cold as the Winter of 1855-6, and that he wishes he was here on his farm. Thus far we have had but two days that could be called rough enough to drift snow since the October storm you suffered so much with. [Our correspondent is mistaken. The October storm was scarcely felt in Southeastern Minnesota. --ED. REPUBLICAN] We have but little snow, and what we have lies like a white sheet on the ground. After that two days storm the mercury fell to 30 degrees below zero, but clear, bright and calm. The people here from Michigan call this a wonderland, for their old country is damp and chilly, and their expression is, "How can it be?" and then all the apples that were shipped here are saved from frost, one man having shipped a car-load—the only apples saved that was shipped from his part of the country. All apples stored at home are frozen. The Northern Pacific railroad have not lost one trip this Winter; a few delays caused from rails broken by frost is all.

Tower City and vicinity is very hopeful. Many bright prospects seem to be pointing toward her future. In all probability the United States Land Office will be moved here very shortly from Fargo, and at present there is a bill before the Legislature to have a new county made from the two west tiers of townships of Cass County and Barnes county, making Tower City the county seat. It would leave Cass county five tiers, making it thirty miles in width and forty-two in length, and Barnes county would be twenty-four miles in width and forty-eight miles in



length, one tier of townships larger than the new county. [snip – many paragraphs about buildings, voters, pure water, and friends from home. Writer was “P.W.L.”]

**January 26, 1881. Wednesday. [New Ulm MN Weekly Review]** – Europe, and especially England, has been struck severely by the cold wave from the arctic regions. Trains were blockaded by the drifted snow, and wharves were wrecked by the furious waves that beat upon them. Considerable loss of life and great loss of property followed in the train of the storm. --- There was a blinding snow-storm in London on the evening of the 18<sup>th</sup>, and railway travel was badly interfered with. --- A destructive wind and snow-storm prevailed throughout Europe on the 19<sup>th</sup>, causing great damage to property and the loss of several lives. The river Thames overflowed its banks and damaged property in London to the extent of \$10,000,000. --- The wind blew at the rate of forty miles an hour at New York on the 21<sup>st</sup>. Telegraph poles were prostrated in all sections of the city, and the hands of clocks on the churches and public buildings were stopped by the accumulation of ice. --- The officials of Le Sueur county get hard wood delivered at the courthouse for \$2 per cord. --- The *Tribune* says a number of citizens of St. Peter and surrounding country who have weak lungs are talking of going to Florida to try the healing effects of that climate. -- - The Jackson *Republic* says corn at twenty cents a bushel is the cheapest fuel in that section. A resident of that section advises the growing of corn for fuel. --- Mr. C. Steube of this city shipped 15 dressed hogs to a merchant in Watertown, D.T., some time ago and a few days since he received a letter stating that while in transit one of the porkers had been consumed by the train men to keep the engine alive. Rather expensive fuel, that. --- The Chicago & Northwestern railroad company is doing all in its power to keep the Winona & St. Peter road open, but so far the elements have been against it. The road from St. Peter west became again blockaded last Thursday and trains were entirely suspended until Sunday, when a snow plow and a passenger train went through to Sleepy Eye. Trains at this writing are again running on regular schedule time from Sleepy Eye east, but the largest portion of the western division is still blockaded and it will be several days yet before trains will reach the terminus. --- Sixty-four of the Tracy people voluntarily turned out last week and shoveled snow on the railroad for four days without compensation. Among the volunteers were merchants, clerks, mechanics and laborers, and they shouldered the shovel upon a promise of receiving the first train of fuel and supplies, but the train that was started to them was ditched near the Lambertson bridge and before the wreck could be cleared away the road was again blockaded by snow, and the four-days' hard labor of the Tracy volunteers had been just so much time wasted. When people show themselves willing to assist the railroad company in keeping the roads free from snow, as was the case in this instance, the railroad company should leave nothing undone to keep the settlers along the line of the road supplied with the necessities of life. --- John B. Russell, of Lake Benton, has been spending several days at this place, being unable to return home on account of the railroad blockade west of here. --- Karl Brauns returned from the western snow-drifts last Friday, having come by train and team a portion of the way, while from Sleepy Eye to this place he employed the foot express. He had been to Pierre, D.T., in the interest of the Empire mill company. --- From Lorenzo. Our livery men are doing a smashing business, carrying passengers east and west at rapid speed with low rates. / Last Friday the young gents of this village arranged a dance for their lady friends and those who were so unfortunate as to be snow bound at this place. It was a pleasant affair to all who had the pleasure of attending. / Although it snowed slightly nearly all last Sunday, our citizens to the number of one hundred and fifty strong turned out in the morning of that day, with shovel in hand to clear out the longest drift a little west of her. They were conveyed down and back by a special train detailed for that purpose, and at three o'clock they had cut their way through the first two heavy drifts which were nearly two miles, leaving them within the same distance of the engine that was stuck between here and Springfield. The engine has been kept alive and is patiently waiting for this gallant force to relive him from the unpleasant situation. The shovelers are also determined not to give up before reaching the engine, and thereby aiding the people who are suffering on the western prairies for want of fuel and other necessities. T.A. Talbot and R.H. Bingham received over two hundred names on their lists in two hours, and on Sunday morning nearly everyone responded promptly. --- Fort Ridgely Items. We are informed that a number of our neighboring friends are at last going to evacuate the Fort. We are sorry, but can't help it. --- Masquerade Ball to be held at Union Hall in New Ulm on Sunday evening, January 30, 1881. Tickets 50 cents per person.

**January 27, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** – zero (1 am), 2 (7 am), 14 (1 pm), 8 (6 pm). Clear.

There is good sleighing in Wilmington, N.C. and ladies engage in snow-balling for the first time I that region. --- The loggers in the Chippewa valley are taking advantage of the excellent condition of the roads and supplying their camps with large quantities of provisions for the men and teams. Hay is becoming scarce and is

hauled sixty to seventy miles in some instances, and sells at the rate of \$25.00 to \$30.00 per ton. --- Parties who have arrived from camps twenty miles north on the Flambeau and Deer Tail, report twenty-two inches of snow on the level, which is thought to increase in depth further northward. The snow is, however, too dry for hauling large loads, and a slight thaw would be most acceptable for the advantage of loggers. --- Census population of Dakota Territory = 135,180. --- Only four more days in which to have a January thaw. --- The mercury was a little above zero and it was a quiet, pleasant Winter morning. --- The Southern Minnesota train got no further than Fountain yesterday on account of a storm along the line. --- On the local curbstone to-day wheat buyers were paying 95-97 cents for No. 1 wheat. --- The blizzard yesterday again blockaded the Winona and St. Peter road between St. Peter and Sleepy Eye, but it was hoped that the track would be opened again to-day. --- Winona has been a favored locality thus far this Winter as compared with the country East, West, North and South of us. We have had uniformly cold weather, it is true, and perhaps as cold as ever experienced here, but we have been entirely exempt from high winds and snow drifts, not having had a blustering day as yet. There has been excellent sleighing since early in November, with scarcely a snow storm that required a shovel to remove it from the walks. The total fall of snow during the Winter does not exceed eight inches. There have been no raining or thawing days. The Eastern mails have been uniformly on time, the city has been unusually healthy—and therefore Winonians have been comparatively happy.

**January 27, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – No train since Tuesday. --- A car-load of anthracite coal got in this week after several families had been compelled to change their stoves for lack of coal. It sold for \$13.50 per ton, and is about used up already. --- The pressure of hard times which was brought about by the sudden approach of winter last October, is pretty generally felt by all classes. So much wheat is in stack now throughout the county that a good deal of money will remain locked up in them until spring opens. Meanwhile the producer must get along as best he can. He is not the only party affected, however. “The farmer pays for all” runs the refrain of a familiar rhyme; and when he can’t pay, all are necessarily inconvenienced. Collections are being forced to some extent, and Esquire Flynn has about forty of these cases on his docket now. ‘Tis a hard winter, sure. --- From Sherman. I thought I would let you know that we had not entirely frozen up, although the constant cold weather has kept the most of us busy procuring fuel. It has also driven many of our stock men to neighboring straw stacks for fodder, on account of the scarcity of hay. --- From Delhi. The chief occupation among farmers at present is hauling wood. --- The ENTERPRISE says that many of the cuts west of Glencoe have been filled with snow to the depth of twenty and thirty feet. The road has been cut through with perpendicular walls of ice on each side. In approaching them they scarcely look wide enough to allow two men to pass each other, and persons above can stand on the brink and look down on trains passing through. When the spring breakup comes there will probably be trouble from these mountains of ice melting and caving in on the track. --- The Marshall MESSENGER contains an amusing account of an attempt made by the Marshallites to help raise the late blockade. Bills were issued calling a meeting at which over thirty volunteered and met at the depot very early next morning. “The train failed to receive orders and waited till afternoon, when the patriots were informed by Conductor Mills that, as he could get no contrary orders, he should have to collect fare from every mother’s son of them. The public spirit of the bold six hundred oozed out at this, and they resolved to remain and protect the town. They also resolved that thirteen feet more of snow just then would receive their encores. All in all it was a pretty mad crowd.” --- The usual difficulty about trains the past week. A train started from Sleepy Eye for this place Monday morning. It got as far as Morgan early in the afternoon, where it stopped so long that Postmaster Watson got tired of waiting for it and drove out with a team to bring in the mails. The train finally came in before dark, and the balance of the delayed mail was brought in that night. The storm appears to have been much worse to the south of us than it was here. At Lamberton and vicinity the shovel brigade was recruited by citizen volunteers, and the road opened long enough to get a few trains through. The snow-plow engine west of Lamberton was cut off from its base of supply, and coal and water were brought to it by team. --- The merchants of Redwood have received very little freight since the beginning of the new year. Fortunately many of them had large stocks on hand, but even these are beginning to run short of some staple articles. When will we get that freight? --- Redwood Falls market: Wheat – No. 1 75 cents, No. 2 72 cents, No. 3 57 cents; No. 4 47 cents; rejected 37 cents. Oats, 20 cents. New corn, 30 cents. Potatoes 35 cents. Butter 18@20 cents. Eggs 20 cents/dozen. Hides, green, 5 cents. --- A boy can pull four times more weight in girls on a sled than he can wood from the back yard. --- If you don’t believe it try the experiment. That is, that a man who knows how cold it is by the thermometer makes more fuss over it and feels colder than one who has paid no attention to it. --- Hulled corn. The old way of making hulled corn was to boil it in strong lye made from hardwood ashes until the hull or skin would rub off; then remove and wash until all the lye or potash was thoroughly removed. But a more modern way is to soak the corn over night in warm water, and in the morning put it in an iron kettle with

warm water enough to cover it. To each quart of corn put one tablespoonful of soda, boil until the hulls come off readily, then wash in clean water several times, then put on an boil until tender, adding salt. When done turn into a sieve and allow the water to drain off. --- Our St. Paul letter fails to reach us in time this week, owing to the late blizzard. --- It is reported that the Chicago & Northwestern company have decided to put on a lightning train to run between Chicago, Winona, and Tracy the coming summer. This train will begin to run about the first of February. -- - The Evansville Courier reports an almost entire failure of the wheat crop in the Southern portions of Indiana and Illinois and contiguous territory, owing to the late planting portion of the wheat land being a mass of ice, and the seed frozen out. --- A storm of rain and hail on Friday last throughout the Eastern States prostrated nearly all the telegraph lines. The storm had its center at New York, and a northeasterly gale at forty-five miles an hour prevailed. Communication was entirely cut off, and the damage to the lines was very heavy. --- The editor of the Valley City Times, D.T., stopped shivering long enough to write, "We have turned the corner, and it won't be long now until beautiful spring will be here with its buds and blossoms and balmy airs." Nothing like bracing up one's courage. ---

AN ESQUIMAUX SNOW HOUSE. As probably many people know, an igloo is usually built of snow. The word, however, means house, and as their houses consist of a single room it also means room. Sometimes at points that are regularly occupied during the winter months, igloos are built of stones and moss piled up around and over them, so that when covered by the winter snows they make very comfortable dwellings.

This is the case at Igloodik, which means the place of Igloos, and also near Tullock Point, on King William's Land, where the ruins of these underground houses were quite numerous. They had been built a great many years ago by the Oookjooliks when they occupied the land before the Netohillik invasion. A long, low passage way leads into each dwelling, so constructed as to exclude the wind from the interior, through ventilation is permitted by leaving open the door.

This, by the way, is an Inuit custom. Even in the coldest weather the door is open except when the occupants are asleep, and they are only closed then to keep the dogs from making a raid on the igloo. If the door faces the wind a shelter is erected outside to cut off the wind so that the door need not be closed. The coldest day I ever saw, when the thermometer was seventy-one degrees below zero, the door of our igloo was open all the time we were not asleep. A snow igloo is made of snow blocks about three feet long by eighteen inches wide and five inches deep.

The snow knife is simply a large thin-bladed knife, like a cheese knife of the grocery stores, with a handle made large enough to be conveniently grasped with both hands. Before iron and knives became so plentiful as at present snow knives were made of bone and reindeer or musk-ox horn, but such knives are quite rare now. The Netchillin, Oookjoolik and Ooquesiksillik tribes are still quite deficient in iron weapons and implements, and many of their knives are marvels of ingenuity. I saw several made of a little tip of iron, perhaps an inch square, mounted on a handle two feet long, and so shaped that the iron would do most of the cutting and scratching, and the handle acted merely as a wedge to assist the operation. I also saw a man making a knife by cutting a thick piece of iron with a cold chisel, afterward to be pounded out flat and ground down on stones. The entire operation would probably take about three or four weeks with the poor tools at their disposal.

The builder selects snow of the proper consistency by sounding a drift with a cane made for the purpose, of reindeer horn, straightened by steaming, and worked down until about half an inch in diameter, with a ferule or walrus tusk or the tooth of a bear on the bottom. By thrusting this into the snow he can tell whether the layers deposited by successive winds are separated by bands of soft snow, which would cause the blocks to break. When the snow is selected he digs a pit to the depth of eighteen inches or two feet and about the length of a snow block. He then steps down into the pit and proceeds to cut out the blocks by first cutting down at the ends of the pit and then the bottom afterward, cutting a little channel about an inch or two deep, marking the thickness of the proposed block.

Now comes the part that requires practice to accomplish successfully. The expert will, with a few thrusts of his knife in just the right places, split off the snow block and lift it carefully out to await removal to its position on the wall. The tyro will almost inevitably break the block into two or three pieces utterly unfit for the use of the builder. When two men are building an igloo one cuts the blocks and the other erects the walls. When sufficient blocks have been cut out to commence work with the builder marks with his eye, or perhaps draws a line with his knife describing the circumference of the building, usually a circle about ten or twelve feet in diameter.

The first row of blocks is then arranged, the blocks placed so as to incline inward and resting against each other at the ends, thus affording mutual support. When this row is completed the builder cuts away the first and second blocks, slanting them from the ground upward, so that the second tier resting upon the edges of the first row can be continued on and around spirally, and by gradually increasing the inward slant a perfect dome is constructed of such strength that the builder can lie flat upon the outside while chinking the interstices between the blocks.

The chinking is, however, usually done by the women and children as the building progresses, and additional protection secured from the winds in very cold weather by banking up with a large wooden snow shovel, the snow at the base often being piled to the depth of three or four feet. This makes the igloo perfectly impervious to the wind in the most tempestuous weather.

When the house is completed the builders are walled in. Then a small hole about two feet square is cut in the wall on the side away from where the entrance is to be located, and is used to pass in the lamps and bedding. It is then walled up and the regular door cut about two feet high and niched at the top. It would bring bad luck to carry the bedding into the igloo by the same door it would be taken out. Before the door is opened the bed is constructed of snow blocks and made from one to three or four feet high and occupies about three-quarters of the entire space. The higher the bed and the lower the door, the warmer the igloo will be.

**January 27, 1881** [Brookings Co. D.T. PRESS] – First page purchased news only. Then issues skip to March 24. Damn.

--- Fashion news. Pipe your plaid woolen dress with a bright color, if you want to follow the latest Parisian fashion.

**January 28, 1881, Friday evening.** - **Winona (Minn.) Daily Republican.** – 4 below (1 am), 10 below (7 am), 14 above (1 pm), xx (6 pm). Cloudy.

Got a better hold—the mercury. It grasped 10 degrees below zero this morning. --- A dark circle around a man's eye is indication of a storm center. --- The sun rose in a bank of clouds this morning. Look out for snow.

**January 29, 1881, Saturday evening.** - **Winona (Minn.) Daily Republican.** – xx (1 am), xx (7 am), xx (1 pm), 18 above (6 pm Sunday).

[no weather report in paper]

**January 31, 1881, Monday evening.** - **Winona (Minn.) Daily Republican.** – 12 (1 am), 16 (7 am), 18 (1 pm), 14 (6 pm). Cloudy.

Snow drifts eighteen feet deep are reported in Lincoln Township, Blue Earth county. --- Nearly one-third of the corn crop of Jackson county is buried beneath the snow. --- “Oh think of the friends”—out West. --- Snow here to-day means blizzard West. --- March is a little too far ahead to talk about yet, but January came in like a lamb and goes out like a lion. In fact it behaved very much like a lion all through the month.

SEVERE STORM. ANOTHER SERIOUS BLOCKADE FOR RAILROADS.

The heaviest snow storm of the season dropped from the clouds on Sunday night. There was a fall of fully three inches on a level in this locality. The storm is reported to have been very general in extent, coming from Bismarck and Pierre on the Missouri river through Dakota and Minnesota. It began in the valley of the Missouri on Sunday morning and is said to have been the heaviest snow storm experienced this Winter in Dakota.

Of course the railroads have caught it again. Superintendent Sanborn and his indefatigable railroad forced raised the blockade between St. Peter and Sleepy Eye on Sunday and the passenger train reached the latter place at 2:30, but the indications of the weather were so threatening that the passenger left again for the east at six o'clock. Within two hours after that the cuts were again filled with the drifting snow. The train from Sleepy Eye was on its way eastward to-day.

On the Tracy and Pierre branch they got a train through on Saturday, but it is natural to suppose that they are blockaded again by the present storm.

THE SOUTHERN MINNESOTA. The situation on the Southern Minnesota road is very bad. In fact the rumor that all efforts to open the road had been abandoned seems to be confirmed by direct reports. A gentleman from this city met on Saturday a prominent shipper and operator on the Southern Minnesota road residing in La Crosse and asked him if the road was open. His reply was expressive and forcible. “Open!” he exclaimed, “Why we are totally busted---we are closed from Genesis to Revelations!”

THE EASTERN ROADS. There is no trouble worth mentioning between Winona and Chicago. The trains came in a trifle late this morning. There has not been a day this Winter when trains had to be suspended between Winona and Chicago.

The Green Bay and Minnesota train went out as usual this morning.

**February 1, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. -** 10 (1 am), 4 (7 am), 26 (1 pm), 10 (6 pm). Clear. Mean temperature first half of January 4-1/4 above zero, second half 2-3/4 above zero. Whole month 8 above zero. The weather averaged 20 degrees colder in January 1881 than January 1880, and touched at or was below zero seventeen days during the past month, aggregating, in the 124 observations, 371 degrees below zero.

Stock men from the ranges in Western Nebraska report great loss of cattle from storms and snow. --- Don't anathematize—take a shovel and exercise. --- Spring plowing is being pushed—on the railroads. --- Railroad men hold up their hands and close their eyes like the Quakers—at blizzards. --- February came in as bright and pert as a new old-gold dress at its first party. --- Happy thought in January to hang up the last of the blizzards in Winona last evening before leaving us. --- It will be observed that the mean temperature for the month of January, as reported by Messrs. Hackley & Son was 8 degrees above zero. --- Mr. S.C. White's car load of oranges and lemons left Chicago last night, the freight being thoroughly packed in papers and warranted to stand any blizzard east of the Mississippi river, but no guaranty on blizzards west of the stream. --- The grain and produce market has been fairly active during the past week. Wheat remains steady at 95-97 cents. Eggs are not to be had at any price. Good fresh eggs would be snapped up at 35-40 cents per dozen.

#### WEST OF THE MISSOURI. FIFTY MILES OF THE CHICAGO AND NORTHWESTERN ROAD LOCATED.

The difficulties attending the operation of railroads during the present Winter has no weight in changing the progressive policy of the Chicago and Northwestern Railroad Company in extending its line to the Black Hills. Mr. J. E. Blunt of this city, Engineer of the road and who has personal charge of the new line, arrived home a few days ago from Pierre, where he had an interview with Mr. Irish, the Engineer in charge of the locating party now in the field west of the Missouri. Mr. Blunt informed a REPUBLICAN reporter this morning that the line of road is located for a distance of fifty miles west of the Missouri river. No contract has been made, however, for construction, notwithstanding the Deadwood newspapers to the contrary.

The route as located goes up the Wapka Shieha or Bad river to the north fork of the Waoka Washta (Good river) or Cheyenne. The line strikes the Cheyenne four miles below the junction of the north and south forks, thence running up the Belle Fourche (Beautiful Fork) or north branch of the Cheyenne. The Bad river is a dry stream, except during the periods of the regular freshets from the mountains. Notwithstanding this dry condition of the stream and the surrounding country, potatoes and vegetables are raised in abundance, the soil seeming to have a reserve of moisture which fully supplies the needs of vegetation.

Mr. Blunt met a gentleman from the Black Hills who reports that wheat raising in the Spearfish and Redhorse country northwest of Deadwood is proving to be a valuable source of revenue. Wheat yielded from twenty-five to forty bushels per acre without a particle of irrigation, and it is estimated that the district of country in question will yield 80,000 bushels of wheat during the present year. This is the more surprising when it is understood that three years ago it was not supposed that wheat could be grown there at all. Vegetables of all kinds are raised in abundance.

The soil in the Bad river valley possesses properties which, it is believed, will make it a valuable fertilizer and it is the intention to have it subjected to a careful chemical analysis, and also to give it a trial in some of the older countries of Minnesota.

THE STORM. A snow storm accompanied by an east wind that increased to a regular blizzard visited this section last evening. About four inches of snow fall, being the heaviest storm of the Winter. The snow fall was general in extent and the railroads east of Winona experienced more trouble than they have at any previous time this Winter.

The Green Bay and Minnesota train due last evening was out all night, arriving here at 8 o'clock this morning.

The Chicago, Milwaukee and St. Paul train had five engines to bring it out of Milwaukee, arriving in Winona five hours late.

The Chicago and Northwestern train was also three or four hours late.

On the Winona and St. Peter road trains are running to St. Peter and efforts are being made to raise the blockade between there and Sleepy Eye.

**February 2, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. -** 2 (1 am), 4 (7 am), 17 (1 pm), 14 chief amusement at Palmyra. --- The Newton paper mill dam at Sparta, Wis., went out on Monday night, having been undermined by muskrats. So much of the dam was found gone that it will require months to replace it, and work at the mills is suspended. --- Mr. O. Stueber of New Ulm shipped fifteen dressed hogs to Watertown,

D.T., and while in transit, one of the porkers was appropriated by the train men for fuel to keep the engine alive. --- The Lake Benton *Times*, in commenting on the beauties of blizzards, says they received Jan. 5<sup>th</sup> a large stock of New Years cards, and ask their friends to remember them if they can use New Year calling cards on Washington's birthday, Fourth of July, or any other occasion during 1881. --- The New Ulm *Review* says that sixty-four of the Tracy people voluntarily turned out and shoveled snow for four days without compensation, week before last, upon a promise of receiving the first train of fuel and supplies, but the train that was started to them was ditched near the Lambertson bridge, and before the wreck could be cleared away the road was again blockaded by snow, and the four days hard labor of the Tracy volunteers had been just so much time wasted. The Chicago and Northwestern company is doing all in its power to keep the Winona and St. Peter road open, but so far the elements have been against it.

THE STORM which prevailed here on Monday has since extended over the entire belt of Northern and Middle States from the Mississippi to the Atlantic. Snow fell to a considerable depth, and in many places it drifted so badly as to obstruct travel on the railroads and other thoroughfares. At Chicago yesterday all the railroads brought in their respective trains from two to four hours late, and in some cases there were no arrivals at all. The mails are greatly delayed, and all freight trains are far behind time. Even the suburban trains did not arrive promptly. The delay was chiefly on the Lake Shore and Michigan Central trains, and the cause a heavy, driving snow, which was carried on the tracks by a lively wind. New York City reports the most severe storm experienced there this season. Snow fell all day, and drifted as it fell, completely blocking up all the avenues of traffic, and causing a general suspension of business. As night drew near the cold grew intense, and the indication pointed to the most disagreeable night of the Winter. Similar reports come from Maryland and Virginia, except that in the latter State rain and sleet took the place of snow—afterward freezing up, however, and covering houses, trees, and other objects with a heavy coating of ice, in many cases breaking down ornamental and forest trees with its great weight. The British coast was visited yesterday by a snow storm of similar severity, by which great damage was done to shipping in exposed positions.

CONTINUATION OF THE STORM. Another edition of the snow storm was issued to-day, and some delay is caused thereby to the trains on the various lines of roads.

There was no train on the Green Bay and Minnesota road last evening, owing to the blockade.

The Chicago and Northwestern train from the East this morning was delayed at Trempealeau several hours by a broken axle. Another locomotive was sent down from Winona, bringing the train up at 1:30.

On the Winona and St. Peter road trains are running to St. Peter. West of there the blockade has the right of way. The train from the West is coming in three hours late this afternoon.

The Sleepy Eye *Herald* gives the particulars of the smash-up which occurred a few days ago on the railroad about four miles from Lambertson. It seems that Ed. Ryan was stuck in the snow with a freight train, and another freight following him ran into the rear end, smashing up the caboose, and demolishing the snow plow, pilot and headlight of the engine. Ryan claims that he had sent out a flagman with signals to the rear, and the other conductor claims that he did not or could not see it. No one was injured.

**February 2, 1881, Wednesday [New Ulm MN Weekly Review]** – It is quite unusual to have four comets in the sky at once, as is the case at present: Schoeberle's comet, Fave's comet, one just discovered by Hartwig at Strasburg, the one just discovered in the Constellation of Pegasus, by Swift of Rochester. Encke's comet, the comet of 1812, had an orbit which would bring it round in 70.7 years, and as this period is considerably uncertain, it's return is looked for at any time. --- There is a kind of honesty that is nothing but fear, and a sort of patience which is nothing but laziness. / Good breeding is so natural and easy that it can be taken for mere simplicity. --- The Redwood *Gazette* learns that the C. & N. W. R. R. Co. contemplate running a lightning train between Chicago and Tracy. They have been running a lightning train west of St. Peter nearly all winter, but it is not very often that the lightning has struck the stations. --- The people of our neighboring village of Loreno seem to be tired of the new name which they adopted for the place but a short time ago. Representative Zieske introduced a bill in the House during the middle of last week, for changing the name of Loreno to Sleepy Eye Lake, and on Friday the bill was passed by that body. --- Some of the farmers of Kasota have ground cane seed and say the flour is of good quality. Griddle cakes made from it are said to be equal if not superior to those made from buckwheat flour. --- The railroad has been blockaded almost continually since Tuesday of last week. On Wednesday no work could be done towards opening the road on account of the continual drifting. On Thursday the snow shoveling was begun, both east and west of here, and continued during the remainder of the week. The road from the west was opened Saturday, and a

train came through on that evening bringing a portion of the mail that had accumulated for some time. The first train from the east arrived about one o'clock on Sunday night when a heavy fall of snow took place, and continuing during the greater part of Monday. Although the last snow has not drifted very badly up to this time, it has undoubtedly filled up a portion, at least, of most of the deep cuts on the road, enough to cause considerable delay to the trains. --- 158 persons have died from diphtheria in Brown County in 1880 to date; 28 in New Ulm and 26 in Sleepy Eye. ---

Fat Pork. All great minds have their eccentricities—their affinities of taste—their idiosyncrasy of biases—their hobbies of appetite—their pivotal attractions—their epicurean monomania. Fat pork is mine. There is a flavor about the delicacy that can be found in nothing else. The unctuous, juicy richness of nice porksteak, cut well forward on the tenderloin—a slice of light brown meat, streaked with semi-transparent fat, for all the world like an agate stone—has charms for me that few other edibles have. I admire ham—I esteem bacon (fat and lean together, broiled to a turn, with a bit of lemon squeezed over it)—but I love tenderloin! O golden days of boyhood! How fondly does my soul graze backward with yearning eyes, looking wistfully through the lognette of memory, toward the halcyon hours I passed in the valley of the Mississippi—that land of fever and ague and swine! (goes on for 2 columns)

Two sad cases of freezing are reported by the Lyon County News. Mr. Ole Norton, a man about thirty-two years of age, unmarried, and residing about ten miles north of Marshall, started one evening to go to his brother's place only half a mile distant. The snow was drifting in such a manner that he was unable to find his way to his brother's house, and wandering about for some time he came to a haystack which he thought was about two miles distant from his home. Here he remained over night, having made a small hole in the edge of it in which he placed his feet. The next morning he found that it was his own haystack, situated only about twenty rods from his house. He dragged himself to his brother's house, and soon after two physicians were summoned who amputated both legs. The amputation was performed on the 9<sup>th</sup> inst., and the unfortunate man survived till Wednesday the 19<sup>th</sup>.

The other was a lad named Michael Dowling, fifteen years of age, residing at Canby, who was so badly frozen that it became necessary to amputate both legs below the knee, his left arm below the elbow, and three of the fingers on his right hand, each at the wrist joint. The boy survived the operation and was getting along quite well, the wounds healing as rapidly as could be expected.

Railroad circles in Minneapolis and St. Paul were considerably excited last week Monday by a rumor that the Chicago & Northwestern company was desirous of reaching Minneapolis from the south by way of New Ulm and the Minneapolis & St. Louis road. According to report, this new line was to form a connection with their road to the Black Hills, intersecting it at a point somewhere about New Ulm, and thus opening up to Minneapolis a direct line to the South and West, traversed by this great corporation. That the story had a substantial foundation was found to be true, from the fact that certain leading citizens of Minneapolis were early on the streets with a petition which they were circulating among the lumbermen, mill men and wholesale dealers for signatures, praying the Minneapolis & St. Louis company to favorably entertain the proposition above referred to. These gentlemen were instructed to state that Minneapolis was to be made the terminal point of the Chicago & Northwestern, under this arrangement, the advantages of which were portrayed in all their immensity. It appears however, that the Minneapolis & St. Louis company did not take the proposition very favorably, and Washburn, the president of the road, has expressed his hostility in strong terms to any overtures for a consolidation of the two roads. Our people would be highly pleased to be in direct communication with Minneapolis and St. Paul, and we sincerely hope that Chicago & Northwestern people mean business.

AN EDITOR IN TROUBLE. About three weeks ago we learned from the proprietor of one of our western exchanges that H.G. Rising, editor of the Lincoln County *Tribune*, had gotten into a serious difficulty with the business men of his town (Tyler), on account of an article in his paper which denounced the citizens as a "dead set," lacking all the essential qualifications of energetic business men. Mr. Rising also complained loudly because they did not support his paper by advertising in the same. The article in question aroused the citizens to immediate action. An indignation meeting was called at which twenty-one of the business men were present. A series of resolutions was adopted in which the citizens expressed their lack of confidence in H.G. Rising, and pledged themselves not to support him in any manner, either by advertising, subscription or any other means; also, that they would mail no letters or any other mail matter through his office, Mr. Rising being the post master. Mr. Rising did not deliver the papers to the committee, but promised that none of them should be sent out.

When we received our information respecting this affair, we thought that as the papers containing the article were not sent out, the whole matter would be quieted down, and consequently we kept mum on the subject.

But the *Marshall News* of the 21<sup>st</sup> ult. gives a history of the whole proceedings, and other papers have also contained extracts in regard to the same and therefore it is no longer a secret matter to the outside world. Our informant stated that business men of Tyler, subsequent to the above mentioned affair, had offered inducements to different parties to establish a paper in their town, promising their united support to any one who would accept the offer.

OUR SHOVEL BRIGADE. The shoveling mania which has been raging west of us for the last two weeks struck New Ulm last Thursday, and struck it bad, too. About ninety of our citizens succumbed to the malady on the first day, and they assembled at the depot at one o'clock to take free passage in two of Heideman's "elegant and palatial parlor chair cars" to the mountains of snow obstructing the passage of the trains between St. Peter and New Ulm. Every man was armed with a shovel and a pistol. Agent Heidemann and Mr. Pahl came up smiling with two pieces of heavy ordinance and they were at once elected lieutenants. Shortly after one o'clock the signal was given and away we went. The first drift was encountered about two miles below Courtland and the boys made a gallant charge upon it, and for awhile the air for miles around was filled with dirty snow. Just as the ammunition for the small arms was running low, and the boys' ardor began to cool, a hand car was seen to approach with flying colors. Presently the shout went up, "Capt. Boesch is at the helm and the car is loaded with re-enforcements and ammunition." The small arms were hastily reloaded and the shoveling was resumed with renewed vigor, and by nightfall we had got within five miles of Nicollet. The brigade returned to this city about 7 p.m., and, after listening to a few words of praise from one of the lieutenants, the boys dispersed to their homes, singing and shouting as they went. Although the battle was a hard one, we returned home with only two wounded in our ranks.

At 8 o'clock on Friday morning the brigade again started for the drifts, but it was noticed that several of the bravest of the day before were now conspicuous for their absence. Their places had, however, been taken by new recruits and the force was about the same as on the day before. It was noticeable that in many instances the pistols of the day before had been replaced with double-barreled shot guns, and they were poor shot guns, too, for a number exploded at the first volley and laid several of the boys up for repairs, and they retired to the cars where they remained for the balance of the day healing their wounds with such soothing syrup as they happened to find in other people's overcoat pockets. One "old pioneer" was repeatedly "downed" but he persisted in standing up to the drifts and he never once flinched during the entire day. The boys, with the above exceptions, worked nobly during the entire day and the brigade reached Nicollet at dusk, having in one day and a half shoveled through almost a continued drift of six miles.

**February 3, 1881, Thursday evening. - Winona (Minn.) Daily Republican. -** 12 (1 am), 8 (7 am), 25 (1 pm), 12 (6 pm). Clear.

The snow drifts in New England are from ten to fifteen feet high, and railroad trains are having a hard time.

NEW YORK, FEB. 3. THE BLOCKADE OF SNOW. The day opened with a bright sun and a clear atmosphere that caused the very cold temperature to nip the ears and noses and toes of people to an extent that caused the oldest inhabitant to exclaim that he cannot remember any thing like such weather. On Broadway and other streets the snow is packed so hard and rolled so smooth by the wheels of the heavy drays and trucks that horses have difficulty in maintaining a foothold. When one does go down—and it is often—a blockade occurs that takes the policemen a long time to break. As a consequence shippers are subjected to many disappointments and truckmen paid by the lead for merchandise delivered, say enough is not earned to keep the horses in fodder to say nothing of food for families. The drivers on street-railways and stages suffer intensely and there have been many cases among them of frost-bite. Building operations have practically stopped, and bricklayers, stone masons and laborers live as best they may in enforced idleness. The ferry boats cross the rivers very slowly owing to the heavy floating ice, and floes are extensive enough sometimes to cause complete suspension of ferry travel. The same condition exists everywhere in this neighborhood. On the Walkill river, New York, ice three feet thick froze to the dam, and the water rising lifted the dam bodily from its fastenings to the rocks.

**February 3, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota -** Beautiful ice is being put away these days, some of it three feet in thickness. --- Hence, loathed blizzard! Find out some uncouth cell Where brooding darkness spreads her jealous wings, And the night raven sings. Go where big woodpiles await thee, and give us a rest. But come thou mildness promised by Prof. Vennor, which was to prevail during the first twelve days of February, with "balmy, spring-like weather in many parts, and snow rapidly disappearing." --- From New Avon. It has taken most of our time to get fuel this winter, and there has been little else to note. A few have had to resort to



hay, flax, straw and corn to keep fires. It is reported that there is a family in Township 111, range 28 that is so bad off that some of the children have frozen their hands and feet in the house. This is a case that the county ought to see to. The snow has been piled up in such piles in the small groves on the prairie that it will damage them very much, as it will probably break them down badly. The blizzard of October destroyed many apple trees, breaking them off to the ground. The New Avon school closed after one month's session, on account of the extraordinary winter weather. It has snowed most of the time lately. Some wheat has been drawn from here to the H. & D. road, where they get thirteen cents more on a bushel, and bring back coal at \$5 per ton. --- Redwood is much better off than some of her neighbors in regard to wood. At Watertown the supply was scant last week, and a rumor prevailed that the people had cut down the trestle work near there. Nearly 500 cars of fuel and merchandise are on the road west of Winona, westward bound, very few freight trains having got as far as Sleepy Eye since Dec. 24<sup>th</sup>. --- The Lyon County NEWS came to us printed on wrapping paper. Nevertheless is it as bright and newsy and as welcome to its readers as before. It reports two terrible cases of freezing in that county, one of which resulted fatally, while the other, an unfortunate lad of fifteen residing at Canby, lost both legs below the knee, his left arm, and three fingers of the right hand. Ole Norton was so badly frozen within forty rods of his own house that he died the week following. -- Population of Minnesota by county given: Redwood 5,375; Lyon 6,257; Lincoln 2,945.

ALL QUIET ON THE REDWOOD. The railroad blockade referred to a week ago is still impending, and a heavy snow storm which set in Sunday evening last and continued for more than twenty-four hours, succeeded by a high wind from the southeast, has cut off all expectations of relief from the railroad for an indefinite time.

Postmaster Watson was informed by telegraph of the arrival of a train from the East at Sleepy Eye on Sunday evening and on Monday afternoon he started for that place in company with Messrs. Ackmann and McCarty. The party got to Sleepy Eye in time to start out on the return trip Tuesday afternoon, and bring back nine sacks of mail that night. It must have required nerve to navigate the prairies in such weather.

**February 3, 1881** [Brookings Co. D.T. PRESS] – Front page only. National news.

**February 3, 1881 / paper dated January 20, 1881** [Worthington, MN ADVANCE] – Paper has date crossed out and February 3 written above. --- Three inches of snow fell in New Orleans Jan. 24, the heaviest fall since 1853. There was a fall of five inches in Mobile, Ala. Other parts of the South were visited by the heaviest fall of snow ever known. --- St. Peter dispatch, Jan. 22, says: One of the worst blizzards of the season was raging at Sleepy Eye today. The Winona & St. Peter road had barely been opened before it was closed again. Trains are running to Waseca, and may possibly reach St. Peter. --- The road was snowed up from Friday to Sunday. ---

O THE SNOWS, THE BEAUTIFUL SNOWS, LIFTING AND SIFTING AND DRIFTING THEY GOES,  
WHIRLING AND TWIRLING AND CURLING THEY BLOWS, WHERE FROM AND WHERE TO NOBODY KNOWS,  
INTO THE EYES AND INTO THE NOSE, NIPPING THE FINGERS AND PINCHING THE TOES, BLOCKING THE  
TRAINS TILL THE TRAIN MEN ARE FROZE, AND THEY SAY SOME IMPROPER THINGS WE SUPPOSE, O THE  
SNOWS THE BEAUTIFUL SNOWS.

--- Moon wheel. On Thursday night last between eleven and twelve o'clock, when the moon had got about half way up the sky, it got up an unusual performance for the benefit of the public. It drew a circle of light, the lower part resting upon the earth and the upper part reaching well up toward the zenith. The circle was half moon beams and half rainbows, that is, the moon used some colors in making the circle. Then it drew a vertical line through the circle and crossed it at right angles with a horizontal line, making an enormous wheel with four spokes, and itself the center for a hub. --- We referred recently to the kindness of Boreas in giving us a fortnight of mild weather at the request of the Advance. We must thank him again for putting his snow storms off until the latter part of the week. Four or five times he has held in till he was just bursting with snow and wind to let Wednesday's train get through and bring us our paper, and then he has let things fly and snowed up the road. This much preliminary to the statement that this week the boisterous god raised a bluster yesterday and stopped the train so that we do not get our paper on time and must go to press without it as once more. --- Conductor McDonald got his train into Worthington from Sioux City on Friday morning and then was storm bound for several days. He assisted us in getting in several very pleasant evenings and we hope to see him often. --- The Storm. People who live in Minnesota are to be congratulated. The storm of last week blockaded railroads for a day or two but that was all. In the East, the storm was one of rain, sleet, wind, etc., causing great damage and breaking down hundreds of miles of

wire so that New York was isolated. In Europe, it was the severest known for years, with immense loss of property and locomotives were buried in the snow in some places.

**February 4, 1881, Friday evening. - Winona (Minn.) Daily Republican. - 6 (1 am), 4 (7 am), 18 (1 pm), 18 (6 pm). Cloudy.**

When a dozen eggs gets to be worth ten cents more than the hen that laid them, it is time for sensible men to sit down and meditate. [St. Peter *Tribune*] --- We are reliably informed that over seventy-five tons of mail matter is now at Sleepy Eye awaiting the raising of the snow blockade west of there. [St. Peter *Tribune*] --- That theory about the flop of the poles is evidently correct. The north pole has started South. The big or butt end of it reached here late night and is now passing by at a rate of seven knots per hour. [Worthington *Advance*] --- The Chicago and Northwestern company has contracted with various parties for the construction of about 500 miles of new road during the year 1881, including a branch from Huron, Dakota, up the valley of the James river, the probably length being about 80 miles, and a branch from the main line of the Dakota division up the valley of the Sioux river. --- Ice in the Little Waumandee (?) creek is thirty inches thick. The farmers are putting it up. --- A live Dakota eagle has recently been sent to Dr. Young of Galesville. It having been stated that he would eat nothing with feathers on they tried him with a chicken, which he immediately carved. --- Snow is about eighteen inches deep in the woods on the Trempealeau bottoms. --- Wild ducks, flying north, were seen at Wabasha on Monday. --- The ferry boat at Wabasha, which was frozen in the ice in the middle of the Mississippi, last week, has been cut out, and is now running regularly.

THE BLIZZARD'S REIGN. ANOTHER STORM ON THE RAGE OUT WEST.

February seems destined to have its share of the blizzards that have made the other months of the present Winter memorable. Superintendent Nichols telegraphed from Huron, Dakota Territory, this morning, that the worst storm of the Winter was raging there. Mr. Nell Currie telegraphed from Tracy that one of the old-time storms was upon them but they had plenty of corn, hay and wood. A passenger train got through to Sleepy Eye on Thursday but the cuts filled up again before it could get back and the train is now snow-bound.

A Watertown, Dakota, dispatch says no trains have reached there since the 20<sup>th</sup> of January. The snow is twelve inches deep on a level. Business is at a complete stand-still, and all are waiting the arrival of a supply train.

The mails from Watertown, Marshall, and other points west of the blockade are now brought through by teams.

The Lambertton *Commercial* of the 27<sup>th</sup> ult. says: "The cuts are now drifted so full that the enormous snow plow is nearly useless. In places between here and Springfield where the snow has repeatedly drifted and been thrown out the drifts are above the telegraph poles. Stilts have been nailed to the poles, in order to lift the wires out of the snow.

The Janesville *Argus* of the 1<sup>st</sup>. inst. says: "Mr. Gill of Watertown, who is here buying wood for shipping to that place, informs us that on Christmas there was only about 100 cords of wood there, and there has been but two trains through since. The road is badly blocked now. Mr. Valentine of Aurora, who is also here, says the last he heard from his brother of that place three weeks ago, was that they were out of wood there, and none has gone through since. The line was all cleared on Sunday afternoon, the 30<sup>th</sup> ult., but the storm of Sunday night again closed up the cuts. The company has from 300 to 400 men employed all the time at shoveling and the snow cuts are said to be miles long in places with the walls thirty feet high."

**February 5, 1881, Saturday evening. - Winona (Minn.) Daily Republican. - 18 (1 am), 18 (7 am), 30 (1 pm), 30 (6 pm, Sunday). Cloudy.**

Wyoming cattle-raisers declare that the loss of stock this Winter has not been perceptibly greater than usual, and that the snows will help the grass next season. A.W. Armour of Kansas City predicts a loss of 10 per cent, on the ranges of Colorado. --- J.S. Hoyt and family, who moved to Dakota from Pepin county, Wisconsin, some time ago, attempted to return by private conveyance recently, when they were caught in a blizzard on the open prairie near Watertown, and the whole family, consisting of five persons, were frozen to death. The team also perished. --- Missouri. Melting Snow. St. Louis. Advores from the far West say that the sudden melting of snow in the mountains is doing great damage in Southern Colorado and Northern New Mexico. A serious wash-out is reported on the Atchison, Topeka and Santa Fe railroad near Ammasscany, and several miles of track is under water

in different places. --- Nebraska. High Water. Omaha. A Fort Benton dispatch says that the river broke at that place this morning and the water rose over its banks. Women and children were conveyed to places of safety on the hill. The river fell eight or ten feet since daylight, and hopes are entertained that the worst is over. No damage is reported. The thermometer has been about 50 degrees above zero the past three days. --- Local. Thirty degrees above zero—cloudy with an east wind at noon. --- “Got caught in a blizzard”—is all a man has to say on going home late at night, rather numb, to have his wife rub him all over with kindness. — Mr. C.H. Woolsey, the obliging city ticket agent of the Chicago and Northwestern road, has some attractive and useful novelties in the advertising stationery issued by the company for the current year. --- Wood is coming into Trempealeau Wis. Lively at \$2.50 per cord. ---

#### THE BLOCKADE. THE WORST STORM OF THE SEASON.

The storm of Friday raged with great violence in Dakota and in the northern and western part of Minnesota, but the south-eastern part of the State felt little of its severity. The snow-fall has seriously interrupted traffic on the railroads.

All trains—passenger and freight—were suspended on the Winona and St. Peter Railroad to-day. The early morning freight left Winona but was obliged to turn back from Lewiston. Two engines and a snow plow were placed in front of the morning passenger train, when orders were received suspending the train.

The railroads throughout the State were generally obliged to suspend trains.

The River Division is sheltered by the bluffs and trains are moving regularly.

**February 7, 1881, Monday evening. - Winona (Minn.) Daily Republican. - 26 (1 am), 58 (7 am), 36 (1 pm), 36 (6 pm, Sunday). Cloudy.**

The railroads of Long Island have been blockaded with snow since last Tuesday and its people isolated from New York. The snow drifts in some places are fifteen feet deep. --- The pressure of hard times which was brought about by the sudden appearance of Winter last October, is pretty generally felt by all classes. So much wheat is in stack now throughout the country that a good deal of money will remain locked up in them until Spring opens. [Redwood Gazette] --- Omaha, Neb., Feb. 7: A storm of sleet, rain and snow has prevailed the last thirty-six hours unprecedented in extent. The street railway is blocked, telegraph and telephone wires are prostrated, the roofs of a number of buildings are crushed in and basements flooded. Dispatches to Chicago and the East are sent via Cheyenne, Denver, and Kansas City. --- All the roads leading to this city are badly drifted, and business suffers. --- The twitter of blue jays has been heard for this last week at Chippewa Falls. --- Deep snow in the pineries retards logging operations.

#### CITY AND VICINITY. THE BLOCKADE. RESULT OF LAST WEEK'S STORM - CONDITION OF THE RAILROADS.

The storm which prevailed more or less for the whole of last week found little cessation on Sunday. As has been stated heretofore the wind and snow had a wide sweep and blockaded all the railroads in the northern and western parts of the State. It was the first time during this unusually severe Winter, however, that a suspension of trains was caused on the Winona and St. Peter Railroad between Winona and St. Peter, but the snow fall was so heavy and continuous and was accompanied by so much wind that it was utterly impossible to open the road.

With this condition of affairs through a country where the road is more or less sheltered by fences, houses and trees, it may be imagined that on the open prairie toward Sleepy Eye and beyond the snow filled the railroad cuts in a few hours, and caused a repetition of what has become an old story in that section.

But while the snow fell heavily, it was relieved of the deadly, stinging, electrical character that marks the genuine blizzard. The temperature has been quite mild compared with the previous storms of the Winter.

SENSATIONAL REPORTS. Some very sensational reports have gained currency regarding the condition of affairs along the western division of the Winona and St. Peter road. For instance it was reported in the Minneapolis and St. Paul papers that on Wednesday a Mr. Burke, a roadmaster located at Burns, on the Winona and St. Peter branch of the Chicago and Northwestern road, discovered a whole family frozen to death.

Mr. Burke was telegraphed to on Sunday morning this report and promptly replied that this was the first he had heard of it.

It has also been reported that universal destitution is reported among the farmers west of Sleepy Eye, and it is stated that no trains carrying fuel have passed Sleepy Eye since December 24.

A DENIAL. The tenor of these sensational reports was telegraphed to Superintendent Sanborn and Mr. J.J. Randall, who have been at Sleepy Eye for several days. The following dispatch from Mr. Randall clearly and explicitly denies the truth of these highly colored reports regarding the situation at the West.

*Special Dispatch to the Winona Republican.* Sleepy Eye, Feb. 6. – The article in the Minneapolis and St. Paul papers of the 5<sup>th</sup> inst. in reference to death and suffering on the line of the Winona and St. Peter Railroad is entirely and totally false. I have reliable information by personal interview with parties living at every station on the line that there has not been a single case of freezing or actual suffering from want of fuel, and my information is reliable that there is fuel enough to prevent suffering for one month to come. Several train loads of fuel were sent west during the month of January. Settlers are in good spirits and say they are all right. We have had a very hard storm here for the last two days, but it has not been cold; clearing up today. [signed] J.J. Randall.

THE SITUATION ON SUNDAY. There was little abatement of the storm on Sunday. More snow had fallen during the previous night and it was badly drifted. Although the weather was of a milder temperature—even thawing here—it was drifting on the prairies from Lewiston west. A snow plow came down from Rochester to Lewistown, but on returning found the cuts generally filled up again.

The morning train from Chicago on the Northwestern road reached here shortly after noon, and a train was made up and started west with two engines about 3 o'clock. It reached Rochester all right.

MONDAY'S REPORT. The weather opened very mild on Monday morning, mercury indicating 46 degrees above zero during the day with rain in the afternoon.

The Chicago and Northwestern train from the East came in two hours late and left for the west at about 11-1/2 o'clock.

A party of Chicago and Northwestern Railroad officials, including Messrs. W.H. Fitch, General Claim Agent; C.E. Simmons, Land Commissioner; and N.A. Phillips, General Baggage Agent, were among the arrivals from Chicago this morning. They went west to view the blockade.

MONEY CREEK. CORRESPONDENCE THE WINONA REPUBLICAN. MONEY CREEK, MINN., FEB. 3, 1881.

For the last few days it has snowed most of the time. Sometimes, indeed, the sun shines out with the most dazzling brightness—proving the truth of the old maxim, that “the sun never shines so brightly as after a storm.” The snow is now about two feet deep on the level.

**February 8, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** – 35 (1 am), 28 (7 am), 34 (1 pm), 24 (6 pm). Cloudy.

Iron Dog and his little band of 53 Sioux have arrived at Fort Buford, and surrendered to the military authorities. --- In Wisconsin, the deep snow has seriously retarded logging operations along the Wisconsin river. --- Drawing it mild—the mercury. Milder weather and better roads have made the streets lively today. --- A strong south wind prevailed last night which settled the snow and materially improved the roads leading to the city.

THE RAILROADS. REPORTS FAVORABLE FOR OPENING UP THE LINES.

It rained yesterday the whole length of the line on the Northwestern railroad to Pierre on the Missouri. Superintendent Sanborn started east from Sleepy Eye at 3 o'clock yesterday afternoon with a snow plow and three engines. A large force was working both ways from St. Peter. A train from Owatonna arrived in Winona last evening.

To day the weather has been mild and quiet throughout the line, and the work of raising the blockade has been vigorously prosecuted. The train from the East reached St. Peter to-day, and it is expected that the road will be open to Sleepy Eye this evening.

The *Railroad Gazette*, in its editorial review of railroad construction in 1880, presents some statistics of special interest to the people of Minnesota and adjoining States of the Northwest. First, it may be stated that the entire new mileage for the year was 7,150—a much greater construction than any previous year has witnessed since 1872, as will be seen by the following summary: 1872 – 7340 miles; 1873 – 3883 miles; 1874 – 2025 miles; 1875 – 1561 miles; 1876 – 2450 miles; 1877 – 2315 miles; 1878 – 2916 miles; 1879 – 4570 miles; 1880 – 7150 miles. The distribution of this mileage as between the two sides of the Mississippi is thus exhibited:

	East of Miss.	P.C.	West of Miss.	P.C.	Total
1872	4,353	59.3	2,987	40.7	7,340
1873	1,527	39.3	2,356	60.7	3,883
1874	1,487	73.5	538	26.5	2,025
1875	949	60.8	612	39.2	1,561
1876	1,156	47.0	1,304	53.0	2,460
1877	1,114	48.4	1,187	51.6	2,301

1878	1,178	40.4	1,738	59.6	2,916
1879	1,285	28.1	3,285	71.9	4,570
1880	1,152	20.4	5,698	79.5	7,150

Thus the increase in new construction has been almost entirely west of the Mississippi. There was only 15 percent more road built east of the Mississippi in 1880 than in 1879, while 71 per cent more was built west of it. The following table shows the mileage completed in each of the States which either in 1879 or 1880 built more than 300 miles:

	1880	1879
Dakota	724	241
Texas	653	156
New Mexico	540	167
Ohio	500	209
Iowa	457	500
Nebraska	377	285
Kansas	364	556
Colorado	348	101
Illinois	322	925
Missouri	312	213
Minnesota	134	451

[Goes on to list mileage of various railroads, including] Chicago, Milwaukee and St. Paul—Hastings and Dakota Division, branch from Benton northeast to Minneapolis 29 miles

Chicago and Northwestern—Dakota Central, ex. Volga west to Missouri river, 184.5 miles.

Judging from the preparations now being made there will be still greater activity in railroad building this year than there was last year. Dakota and Montana in particular of the Northwestern region will be the theater of an animated contest between the three or four great companies which are now apparently striving for the mastery.

A storm of great severity prevailed along the South Atlantic coast on Monday. At Pensacola, Florida, it was said to be the heaviest storm that has been known there for years, and great damage was done to shipping. At New Orleans the gale was very strong and several buildings were unroofed. The flood did much damage. At St. Louis information was received of a destructive freshet on the southern tributaries of the Missouri river. In Alabama several heavy wash-outs were reported on the railroads. From California too, comes the intelligence of heavy rains in northern and central portions of the State. The valley of the San Joaquin river is overflowed.

**February 9, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** — 20 (1 am), 10 (7 am), 34 (1 pm), 28 (6 pm). Clear

The lumber dealers of Chicago met and agreed to maintain the price list adopted on Jan. 24. --- The rapid rise in the Missouri and Kansas river caused much damage to the stock yards at Kansas City. The bridge across the Kansas river was carried away, and the Rock View bridge badly damaged. At one time the Kansas Pacific bridges were in great danger. --- Some of the farmers of Kasota have ground cane seed and say the flour is of good quality. Griddle cakes made from it are said to be equal if not superior to those made from buckwheat flour. --- The Empire mill at New Ulm has been shut down since Saturday evening, owing to the non-arrival of sacks, staves, hoop-poles, wood, etc. which have been detained by the railroad blockade. --- Michael Dowling, fifteen years of age, residing at Canby, was so badly frozen that it became necessary to amputate both legs below the knee, his left arm below the elbow, and three of the fingers on his right hand, each at the wrist joint. The boy survived the operation and is getting along quite well. --- Red flannel pants are the latest thing out—of the pineries. --- An exchange says it is Lent with the hens and they have abstained from laying. They should relent. --- A St. Louis paper says ice will be cheap next Summer, but what is saved on ice will be lost on peaches. --- An old “fifty-niner” says that from the way the cattle chew their cud he thinks we shall have an early Spring. --- A white frost or frozen dew enveloped the trees this morning, and gave them a beautiful fairy-like appearance. --- You couldn’t see a man you owed a bill to two blocks this forenoon, owing to the mist. --- This is maple sugar weather. The old time Vermont that is “always fresh” will now come to the front. --- The mercury hasn’t got used to mild spells yet. It was cooling off at 12 above zero this morning. --- Many moonlight nights and splendid sleighing. You’ll go, of course. --- The morning train from the East on the River Division was four hours late today. ---The blockade on the railroads has

made it exceedingly difficult for the flouring mills to obtain the amount of wheat for their operations. The prospect of raising the blockade is therefore received with decided pleasure by the millers.

#### HARD VERSUS SOFT WHEAT. A TIMELY CAUTION TO THE FARMERS OF MINNESOTA AND DAKOTA.

As the time is rapidly approaching when farmers will be selecting and putting in orders for their seed wheat it would be well for them to bear in mind that the reputation which Minnesota has acquired as a wheat producing state and the favor of flour made in Minnesota has found in the Eastern and European markets is attributable to the intrinsic merit of the Fife wheat. This variety alone will make the high grade patent and strong baker's flour for which Minnesota is so justly celebrated. A number of varieties of soft wheat have been introduced, within the past three years, every bushel of which, bought by a miller, has been apposite damage to him, in lowering the standard of his flour.

The past season some of these soft varieties yielded more bushels per acre than Fife, hence many farmers this season express a determination to forsake Fife entirely and sow only soft wheat. Is not the increased yield attributable to the change of seed, and would not the same results be obtained by a change of seed, still adhering to the old Fife?

The milling business of Minnesota is the leading industry of the State, and as it prospers or suffers, so all other industries must suffer severely, if the farmers forsake the hard and raise only the soft varieties of wheat, is an undeniable fact. This is a matter of the utmost importance to all. The time has come for a united effort, and through agitation of this matter, not only on the part of the farmers, and millers, but all who have any interest in the welfare and prosperity of the State. Our State, Dakota and Manitoba, are alone favored with climate and soil necessary to produce the hard wheat. The question then is, shall we "sell our birthright for a mess of pottage?" Shall we stand by the old Fife wheat and maintain our position in the van of wheat and flour producing States? Or, forsaking it, take a place in the ranks of States producing soft wheat only, thereby depreciating the value of our farms and their products, and the mammoth mills which have sprung up as if by magic all over our young State? Farmers of Minnesota, this question is to be decided by you. How will you decide? -Bon Accord.

Railroad Notes. Manitoba. Winnipeg, Feb. 9.—The roof of the Canadian Pacific railroad shed fell the entire length, over 200 feet, today, from the weight of the snow. No one was injured. Work has been suspended on the first hundred miles of the Canadian Pacific railroad west, and most of the men have returned to this city. It is believed the suspension is only temporary. The greater number of the men expect to be reengaged under the syndicate.

#### February 9, 1881, Wednesday [New Ulm MN Weekly Review] —

Coal has been selling for \$14 per ton in the village of Jackson, Minnesota. --- The Mankato board of education has contracted for 125 cords of body hard maple, green, to be delivered at the several school houses, at \$3.25 per cord. --- Telegraph rates between Duluth, and Chicago and Milwaukee, have lately been reduced just one-half, that is, ten words for 50 cents. --- On Sunday night, the 20<sup>th</sup> ult., the Southern Minnesota road was open from LaCrosse to Flandreau for the second time during that month. About half a million bushels of grain were stored in different elevators and warehouses along the road, awaiting shipment. --- A set of thieves have been operating for some time among the citizens of Marshall. Some time ago a number of pieces of cloth were stolen from a tailor shop, and lately about three tons of coal were taken off from the railroad platform during the night. The *Messenger* adds: "If it becomes necessary to adopt the vigilant committee system which once secured the most perfect immunity from theft in Nevada and California, there is material enough here to build up from. We must have this thing stopped or hurt somebody." --- The Jackson *Republic* says prospects are not very favorable for early work on the farms in Jackson county next spring. Nearly one third of the corn crop lies buried beneath the snow and will first demand the farmers' attention when spring comes. A long, wet spring which seems to ensure will doubtless delay plowing until it is so late that it will be impossible to sow large crops of wheat and oats, and that corn will therefore be the most available crop. --- There were 131,000 more immigrants arrived in the United States during the six months ended December 31, 1880 than in the same period the previous year. --- Remarkable snow-storms occurred throughout the South on the 24<sup>th</sup>. Snow fell to the depth of three inches at New Orleans, and of several inches at Galveston and Mobile, and trees and shrubbery were generally greatly damaged. In Wilmington, N.C., there was good sleighing, and at Augusta, Ga., snow fell for eight hours. --- The sun shone out bright and clear yesterday for the first time in several days. --- The bill for paying the Governor's Guards for services during the Tracy riot, passed the House on Tuesday of last week. --- Brother Perry, of the St. Peter Times, paid out \$245 as railroad fare in transporting his music during the past year, the greater part of which was paid to the Winona and St.

Peter road. --- A new railroad station and post office has been established on the W. & St. Peter railroad about six miles this side of Lamberton. The station has been named Sanborn, in honor of the superintendent of the road. --- Owing to the impossibility of many of the children residing in the outskirts of the city to meander through the huge snow drifts, the board of education decided to close the public schools for this week. --- Our merchants have received but little freight since Christmas and a good many things are running short. Some stores have been out of carbon oil, coffee, sugar and many other necessary articles for a week or two and it is certainly hoped that the railroad company will hurry the freight through when the road is open again. --- For the want of something better to do, our citizens enjoyed themselves last Monday by throwing snow balls at each other. At times the battle would rage in the upper portion of the city and at times in the lower portion. M. Mullen retired from the battle ground with a sprained ankle, and ye editor and a host of others retreated with bloody noses. Numerous panes of window glass were shivered to atoms by misdirected snow balls, but everybody took it in good part and all damages were repaired without grumbling. --- The musicians that left here last Wednesday evening for Sleepy Eye, where they were to play at a Masquerade ball that evening, had a pretty hard time of it. They lost the road when about half way and drove about the prairie until 11 o'clock and finally brought up at Arnold's house where they remained until the following morning. They measured their lengths in the snow a number of times, and succeeded most beautifully in making kindling wood out of one of the violins. The boys returned home on Thursday as happy as a big sunflower. --- The Mankato Review says the city of Mankato, this winter, is one vast wood yard. The vacant lots adjacent to the railroads, mills and factories are covered in immense piles, while thousands of cords are stacked elsewhere for next fall's demand. One firm are getting out 11,000 cords for shipment along the St. Paul & Sioux City road, having purchased 3210 acres on the Le Sueur river which they are clearing. Contractors on the Southern Minnesota railroad are getting out large quantities to supply next season's demand along that road, while nearly all local dealers and farmers are getting out large quantities for future sales. --- Route agent Kirschstein has shown the people of these regions that there is no such thing as keeping him snow bound, although everybody else hesitates about venturing out to plow their way through huge mountains of snow. As there was no prospect for either train or team to get through to his home, for days to come, Julius took the foot express leaving Sleepy Eye on Sunday about noon and arriving here between three and four o'clock on Monday afternoon, having stopped over night with a farmer somewhere between the two places. Those who saw Mr. Kirschstein when he came into town say that he did not proceed with his usual rapid and firm step; on the contrary, he moved as though he had been heavily overloaded with barley juice or some other weighty stimulant. But as there was no dram shop on the route, and, besides, Julius being one of the kind that does not indulge in the luxury of getting an unsteady step from the source, it must be concluded that the deep snow was what produced his faltering around. We have not seen Julius around since his pedestrian tour was accomplished, and he is probably laid up for repairs. --- About a million copies of Webster's Spelling-Book continue to be sold every year.

THE STORM. SNOW THREE FEET ON THE LEVEL. The worst snow storm in the recollection of the oldest settlers struck this city and vicinity about 11 o'clock last Friday morning, and it raged with almost unabated fury until late Sunday night. The wind blew a perfect gale from the east and drove the fast descending snow in a blinding mass before it. New Ulm for the first time in the recollection of the old settlers, was almost buried in snow. The drifts along the east side of Minnesota street were in some places eight and ten feet deep and extended clear across the street in many places, making it utterly impossible for either pedestrian or team to move about. The storm let up for three or four hours on Sunday morning and shovelers at once commenced to clear the side walks. Anton Brey and George Schneider broke a passage through the middle of Minnesota street with an ox team. Shortly before noon the storm again commenced and continued until late Sunday night, after which time it snowed and rained by spells until Monday evening. Three teams started for Marshall on Monday morning but were compelled to turn back after proceeding only about a mile and a half. They reported the snow on the prairie to be from three to four feet deep on the level and the roads impassable. Supt. Sanborn had just succeeded in getting the railroad clear of snow on Thursday evening, but of course the storm of the three days following obstructed it worse than ever. Four engines and a large force of men were again started out from Sleepy Eye on Monday noon to open the road east, and they succeeded in getting as far as this place by yesterday noon. The road from Sleepy Eye east will no doubt be free of obstruction by tomorrow evening. As the mercury was at and a few degrees above the freezing point during the entire storm it entailed, in this vicinity at least, but little suffering to either man or beast.

LATER.—Supt. Sanborn with the snow plow, four engines and a large force of men reached this place from the west about 11 a.m. yesterday, and he departed for the drifts east of us soon after. The snow plow, which is a very large one, is propelled by three engines and does excellent work. The first snow east of here was encountered in the Redstone cut where it was about five feet deep, but the plow and engines went through it nobly, and on the third run they went through Courtland into the long cut one and a half miles east of Courtland. This cut is from eight to ten

feet deep and in trying to back out of it after the second run one of the engines on the plow was disabled and had to be sent back to Sleepy Eye to be repaired. The force working from St. Peter west got five miles yesterday, which at dusk left the two crews about 15 miles apart. Supt. Sanborn, who stayed here last night with his crew, expects to get the road open today, but as all the cuts are even full we fear his hopes will not be realized.

Some busy-body at Waseca has sent the Minneapolis Evening *Journal* the sensational story that the greatest destitution exists on the W. & St. P. branch of the C. & N. W. R. R. west of Sleepy Eye. That Mr. Burke while at work with his men to open the road under his charge discovered a shanty close by from which no smoke issued, and seeing evidence that the place was uninhabited, the party visited the premises and forced open the door, when a horrible sight met their eyes. On the floor of the hovel lay father, mother and three children, evidently a whole family stiff in death. Also that universal destitution is reported to exist among the farmers west of Sleepy Eye. That no train carrying fuel has left Sleepy Eye since December 21<sup>st</sup>, and that the settlers have to burn fencing, furniture, pieces of boards from their houses and even the wood work on their farm machinery. That one man reported to H.J. Wadsworth, the station agent at Waseca, that he could not obtain fuel; had burned much of his furniture and that the cabinet organ would have to go next. He also says that it is feared that many will starve or be frozen to death before help can reach them.

It is but justice to the railroad company to say that the whole story is a base fabrication and is circulated to injure the good name of the company. Mr. Burke denies having found anyone frozen to death. Mr. Wadsworth also denies having received any information of the destitution of the settlers. The railroad company has reliable information from every station west of Sleepy Eye that no one is as yet in actual want, and that the most destitute can hold out twenty days longer without aid. The whole *Journal* article has been contradicted in the *Chicago Tribune* and other daily journals and is pronounced by the railroad officials to be a base falsehood. The railroad company has done all in its power to keep the road open, and it should not be held responsible for any suffering which the settlers may have to undergo before supplies can reach them.

Fifty miles of the Chicago & Northwestern Railroad Company have lately been located west of the Missouri river. No contract has yet been made for the construction of the road, but this will undoubtedly be done before long. The route as located goes up the Wapka Shicha or Bad river to the north fork of the Wapka Washta (Good river) or Cheyenne. The line strikes the Cheyenne four miles below the junction of the north and south forks, thence running up the Belle Fourche (Beautiful Fork) or north branch of the Cheyenne. The Bad river is a dry stream, except during the periods of the regular freshets from the mountains. Notwithstanding this dry condition of the stream and surrounding country, potatoes and vegetables are raised in abundance, the soil seeming to have a reserve of moisture which fully supplies the needs of vegetation.

**SUBSTITUTING TWINE FOR WIRE.** Many manufacturers of reaping machines are trying to substitute twine for wire in binding sheaves of wheat and other cereals. In addition to the fact that a royalty has to be paid on the patent for binding with wire automatically, the use of wire is alleged to be objectionable for the following among other reasons: When it gets into the thresher it breaks the teeth and renders the machine useless: small pieces of wire with needle like points attach themselves to the straw and have pierced the intestines of animals that have eaten of the straw, causing their death; several fires in mills have been attributed to sparks, thrown off by the contact of the mill stone with the wire; when the straw is used to make paper the pulp has been rendered useless by the presence of the particles of wire, and large magnets have been required to eliminate them. It is estimated that farmers will require on an average 200 pounds of hemp or flax twine, the cost of which would be about \$40, or one-half the cost of wire. To bind wheat would require 3 feet of twine to the sheaf, 160 ft to a bush of wheat, or for the whole crop raised last year in the United States 50,000 tons of hemp, which could be made into a cord long enough to girdle the earth 8 times. It is suggested that if twine came into general use as a binder, the farmers, especially in Kentucky and Missouri, who have been raising flax and hemp principally for the seed, would be able to dispose of the stocks also. There are now ten factories in the country devoted to the making of twine, but their capacity is less than the amount of twine that would be required for the full crop of wheat.

**DIPHTHERIA.** In order to impress upon the public the necessity of greater care to prevent the spread of diphtheria, and also to make better known some of the well-attested facts in regard to this dread disease, the Boston Board of Health have issued the following circular:

Diphtheria is contagious and infectious and may be easily communicated, either directly or indirectly, from person to person. It may be conveyed directly in kissing, coughing, spitting, sneezing; or indirectly by infected articles used, as towels, napkins, handkerchiefs, etc. The poison clings with great tenacity to rooms, houses, articles



of furniture and clothing, and may occasion the disease, even after the lapse of months. Diphtheria attacks all classes at all ages and all seasons of the year. By preference it attacks children and those who are debilitated from exposure to filth, dampness or foul air from whatever source.

When a case of diphtheria occurs in any family, the sick person should be placed in a room apart from the other inmates of the house, and should be nursed, as far as possible by one person only. The sick chamber should be well warmed, exposed to sunlight, and well aired; its furniture should be such as will permit of cleansing, without injury, and all extra articles, such as window and table drapery, woolen carpets, upholstered furniture, and all hangings, should be removed from the room during the sickness. The physicians and nurse, as a rule, should be the only persons admitted to the room.

Visitors to the infected house should be warned of the presence of a dangerous disease therein, and children especially should not be admitted. All clothing removed from the patient or the bed should be at once placed in boiling water or in a tub of disinfecting fluid (8 ox. Sulphate zinc, 1 oz carbolic acid and 3 gallons of water) by the nurse before being carried through the house or handled by any other person. They may be soaked in this fluid for an hour and then placed in boiling water for boiling. It is better not to use handkerchiefs for cleansing the nostrils and mouth of the patient, but rather soft rags, which should be immediately thereafter burned. All vessels for receiving the discharge of the patient should constantly contain some disinfecting fluid. Water-closets and privies in the house should be disinfected daily with a solution of copperas, two pounds to a gallon of water.

Every kind and source of filth in and around the house should be thoroughly removed, and disinfectants freely used. Cleanliness tends both to prevent and mitigate the disease. Drains should be put in perfect order and ventilated by a four inch straight pipe extending above the highest point of the roof of the house, in every instance terminated at a distance from any chimney or other ventilator. Children in the family should not attend school or mingle with other children until the patient has wholly recovered, and all infected articles have been disinfected.

On the recovery or death of the patient the most thorough disinfection should follow. The room and all articles in it should be at once subjected to the fumes of burning sulphur, as follows: Close the room tightly; and burn two and one-half pounds of sulphur to each thousand cubic feet of space. After four or six hours open the room and expose it to the air and sunlight for a week. Anything that can be boiled without injury may be so treated. The walls and ceilings should be dry rubbed or lime washed, and the floors washed with soap and water, to which may be added a little carbolic acid. When death occurs the body should be immediately placed in the coffin, with disinfectants, and the coffin tightly and finally closed. No public funeral should ever take place at the house where the patient died nor elsewhere, unless the coffin remains hermetically sealed.

SPRINGFIELD ITEMS. Our merchants are nearly all out of tea and sugar. --- The masquerade ball at M.H. Gamble's hall has been a failure on account of the railroad being unable to bring the faces, but the committee are determined to have it yet. We will let you know in due time and say, "Come one, come all." --- The mail is now usually carried by team. The passenger train on Saturday of week before last came this far, but could not go any farther on account of the snow. Teams were engaged to take some passengers from here to Tracy. It must be a cold excursion for man, woman and child to cross the large prairies at such times. --- Our Red Ribbon temperance association is progressing very favorably. It is a grand society, and many of the lads have already been roped into it. What can be more interesting to the young—and even the old, like myself—than to meet once a week and have an interesting and harmonious time. The programme, after the president has called the roll, etc. consists of speeches, reading of essays, debating, vocal and instrumental music, and also select reading, both comical and substantial; in fact, there is something new every night. --- Your correspondent has again been behind the times and faith, Mr. Editor, and your paper has been slow in making its appearance—all owing to the tremendous blockades which have stagnated the travel on the C. & N. W. R. R., as well as every other railroad in the West. The snow here in the west is simply immense. You can imagine yourself standing in the door of your own house, and strange but true, you cannot see your neighbor's house on account of the intervention of a huge snowbank. The engineering which is required to get around in the immediate neighborhood, as well as out in the country, requires considerable ingenuity, and for this reason trade is almost completely suspended, and as for fuel we are almost destitute. We cannot pass this opportunity by, without expressing our gratitude to the railroad company for their untiring efforts in keeping the track open at such enormous expenses to them. It must be very discouraging to be continually working to keep the road open, and almost as soon as opened to have it filled up again. --- [more about school being build]

**February 10, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 26 (1 am), 25 (7 am), 35 (1 pm), 30 (6 pm). Clear.**

Reports by telegrams from various points in Ohio and Indiana show that the small streams are at a high flood and doing much damage to farm property and road and railroad bridges. --- Easy going—the snow. --- Farmers are bringing their grain to market right lively now. --- Winona is bound to have good trade this Spring. --- The mild weather has affected the roads through the valleys. --- All the blizzards of the Winter will not stem the tide of immigration which will set in with the opening of Spring. Anticipating this rush the railroads have begun to cut rates. The very latest cut by the Pennsylvania road makes the emigrant rate from New York to Chicago, \$3. --- The price of wheat was firm at 95 cents. --- An express messenger, who is blockaded out on the Southern Minnesota railroad, telegraphs his family at La Crosse, “I will be home in the Spring. How is the baby?”

**February 10, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The oldest inhabitant is literally and figuratively “snowed up.” --- Spades are trumps, shovels are trumper, and wheeled vehicles are trumpery. --- Both those who publish and those who read newspapers are out of luck these days. It snow use to grumble, though. --- Some farmers from Swede’s Forest walked in yesterday, and found the traveling so bad that two of them had snow shoes made to go home on. --- Mr. Ensign informs us that the people of Walnut Grove and vicinity were about cleaned out of fuel two weeks ago. It is feared that they have had a hard time of it since then. --- The schools were closed from Friday to Tuesday, inclusive, on account of the late unpleasantness. The streets are now navigable in most parts of town, and school was re-opened yesterday. --- “Alps on Alps arise” whenever there is talk about big snow drifts in a mixed company nowadays. The premium liar of our acquaintance modestly estimates the height of a drift he saw in the country at forty-five feet. --- All judicious weather prophets—including the ground hog, who couldn’t begin to see his shadow on the day set apart for his critical test—confidently predict an early spring. --- The library meeting was snowed out last Friday evening. A partial canvass made prior to that evening indicates that a good many are desirous of having a library here. About \$100 was pledged. The frequent storms of late have retarded this enterprise as well as almost everything else, and it is our individual opinion that the society can afford to wait for better times. --- All Redwood people who want their absent friends to see the kind of snow storm that can be erected here on short notice, will be under obligation to Mr. Matter for a serious of stereoscopic views, numbering a dozen or so, which he took on Monday and Tuesday of this week. The views are taken from various points along Main and Second streets, and will be sold at 25 cents each. --- We are not fond of making apologies, since we realize that very few accept the same at par, or make allowances for the unavoidable shortcomings of newspapers. We are again compelled to issue a half sheet number of the Gazette, as no express matter has been received here for more than two weeks past, and we are therefore unable to get the missing inside of last week’s edition or the paper for this number. As the Chinaman remarked, “If no hab got, how can?” --- A Mr. Tallman, who lives with his brother-in-law, Levi Shimning, of New Avon township, started from home Sunday afternoon to visit a neighbor, living two miles distant. It became known next day that Tallman had not reached his destination, and it was supposed that he had lost his way. Search was made by the neighbors, but it was Tuesday noon before the missing man reported. It appears that he wandered out of his course in the storm nearly eight miles, or as far as the Cottonwood river, and that he did not see a house until the morning after he started, and was then so much exhausted from his all night’s exposure that he did not get to the house until Monday noon, about twenty-four hours after starting out. Cases of this kind ought to warn people from taking unnecessary risks in venturing away from home. --- The Marshall mail carrier started out for that place on foot the other day.

THE STORM KING. “MONARCH OF ALL HE SURVEYS.” THE BIGGEST THING OUT—OLD BOREAS AND THE “BEAUTIFUL” ON A BENDER—CULMINATION OF A TWO WEEKS’ SNOW BLOCKADE—THE LAST AND WORST.

The weather is usually considered a rather commonplace theme—but there is weather and weather. When a whole community lays itself out to think and talk of nothing else; when men who are unaccustomed to idling quit work and gather in groups about the stoves in our stores, speculating as to what the next turn of this much-vexed planted will develop in the way of variety, and challenging one another to instance a winter of the past with which to compare the present one; when, in short, the whole duty of man resolves itself into repairing the damages of blizzards past and preparing for blizzards yet to come, it may be said that discussion of the weather is in order. Indeed there is nothing commonplace or tame about this season. From the opening chorus in October to the grand crescendo of last week, the performance has been full of surprises.

Thursday, the day of our last publication, rounded off rather pleasantly, and left people generally unprepared for the morning which succeeded it. A furious wind was blowing the snow about next morning, and so mingling falling flakes of new snow with that which was torn from the ground that earth and sky seemed almost one element. Not a single team was to be seen on the streets during this and the two succeeding days. Great drifts were piled up by Saturday morning, reaching almost to the tops of some of the low buildings along Second Street.

Of course very little business was to be thought of until the storm should abate and the streets be made passable. The storm came from the southeast, and the temperature was fortunately rather mild. The disposition of almost every one was to accept the situation in a good humored way, as a sort of practical joke. We hear of no cases of distress in this vicinity, but that there must have been some hardship in the surrounding country is the conclusion of those who are best informed.

Sunday morning the wind had quieted down, and the hope was general that we had seen the last of that particular storm. We sunk a shaft in a monster snow drift in our back yard, and found a wood pile a few feet from the surface, which assured us of fuel for a few days at least. In the evening there was the usual snow storm.

Monday morning was so far pleasant that the work of digging out store fronts and sidewalks was vigorously begun all along the line. The worst drifts on Second Street were in front of Philbrick & Francois' store and piled up to the top of the lamp post at J. D. Bunce's restaurant. Colossal drifts, but little smaller than these, were heaped up along the south side of the street for its entire length. By noon, however, the valiant shovel brigade, composed of the business men in that locality, had cleared the sidewalks for the most part between Mill street and Bell's furniture store. With the assistance of Mr. Peadody's team the street was also made passable for vehicles early in the day. Mill street was opened with a snow plow and teams from the railroad to Third Street, beyond which the shovel had to be used in order to get through several big drifts.

No considerable attempt was made to open up roads leading into the country until Tuesday. On that day the roads received some attention and work on the village streets was so well prosecuted that most of the houses in town were accessible for teams.

Road work has been pushed forward the past few days by the township supervisors and by volunteers from the village under the leadership of Messrs. Peabody, Bigham, and others, so that the main roads running in various directions from town are opened for several miles into the country. It was impossible for teams to get into town without this assistance. Mr. W.E. Baker sent a man and team to his farm just before the storm, and on Sunday the man attempted to drive back without a load. The horses floundered through the snow as far as Mr. Harvey Warner's, a distance of three miles or so, where they were put into the stable completely fagged out. The driver walked into town.

The total depth of snow now on the ground is estimated to be nearly three feet on a level. We heard one old resident express the opinion that more snow had fallen this winter than during the five years preceding, which is a fair indication of the unusual character of the season.

The much-vexed question of the fuel supply still worries those who are prone to look ahead gloomily, but we think it probably that the railroad will see to our necessities before the home supply is exhausted. Bishop Gordon had a lot of wood corded about his place, which has been peddled out pretty fast since the storm. There are a few other piles of green wood in the village which ought to supply our needs for a few weeks longer. There is also a little coal in the market still.

The railroad train which was snowed up here two weeks ago still remains. Orders were received at his station to start up the engine and proceed with a force of men to open up the road toward Sleepy Eye this morning. The main line is said to be cleared nearly as far west as Sleepy Eye, and the snow plow from the East is expected there to-day. We home for a train by to-morrow.

THE GROCERS. The blockade of the railroad for so long a period having prevented our grocery houses from replenishing their stocks, and there being no immediate prospect of their being able to do so, we thought it might be of some interest to our readers to know something of their ability to supply the wants of their customers for a week or two longer. We have interviewed them, and find that they are fairly supplied with most goods in their lines except sugars and coal oil.

McKay & Race report a very small supply of sugars, a fair stock of green coffee, plenty of tea, and a limited supply of fancy groceries. They are out of coal oil.

H.C. Ackmann says he has a good supply of coffee and tea, a small stock of sugar, a full line of fancy groceries, plenty of potatoes, and a good supply of salt fish. A small stock of coal oil.

Wm. Crouley has a small stock of sugars and green coffee, a fair supply of teas, and a full line of fancy groceries; also amber syrup and buckwheat flour. Nearly out of coal oil.

Jas. M. Dunnington has a fair stock of sugars, coffees and teas, a full line of fancy groceries, and plenty of tobacco, both chewing and smoking; also a good stock of New Orleans molasses. Out of coal oil.

Jas. McMillan—Very small stock of sugars, fair supply of tea, and a fair stock of groceries generally; also a small supply of coal oil.

Philbrick & Francois report a good supply of coffees, teas and fancy groceries, but a small stock of sugars and coal oil. Plenty of butter and green apples.

Superintendent Sanborn telegraphed to our postmaster, on the 5<sup>th</sup>, to proceed to Sleepy Eye by team, as soon as the storm was over, and get the mail for this point, at Sanborn's expense. As the roads are impassable for teams, Mr. Watson started out on foot Tuesday afternoon, in company with Mr. Al. Fish, taking the out-going mail along with them on hand sleds and intending to bring the return mail sacks in the same manner. Mr. Watson telegraphed from Sleepy Eye that he arrived there the same evening, and a later dispatch states that he left for the return trip this morning.

We hope to be able to furnish our readers with a whole sheet next week. --- The last heard from our St. Paul correspondent, he was snowed in at Sleepy on his return to the capital, after a brief visit home. --- Editing a newspaper without the aid of fresh exchanges is neither a pleasant or easy matter. The latest papers received here were the St. Paul dailies of January 29<sup>th</sup>. --- "My dear," said a husband to his wife, on observing red-striped stockings on his heir, "why have you made barber poles of our child's legs?" "Because he is a little shaver," was the reply.

**February 11, 1881, Friday evening. - Winona (Minn.) Daily Republican.** - 26 (1 am), 22 (7 am), 26 (1 pm), 24 (6 pm). Cloudy.

Floods and freshets are reported from all parts of the surrounding country. All the streams have risen, many bridges have been carried away, and railway traffic has been seriously interrupted. --- Water pipes in Burlington, Iowa, buried at a depth of nearly five feet, have been found frozen solid. --- The water is still rising in New Orleans, and relief committees are being organized to supply food to people in the overflowed district. --- The Klamoth river, in Oregon, rose eighty-two feet during a recent storm, and swept away every bridge from Witchepee to Orleans. --- The continuous snow storms in the Chippewa Valley, of almost unparalleled severity have proved most disastrous to logging operations, and lumbermen entertain well grounded fears that the cut will fall at least twenty-five per cent short of what was expected at the commencement of the season. Hauling at a number of camps has been temporarily suspended until the weather moderates and packs the roads. Too much snow this season is the general complaint, while in previous seasons there was a scarcity. --- Wheat was firm at 95-96 cents. Dressed hogs bring \$6.00 per cwt. ---

THE FUEL BUSINESS. The combination of blockades on the railroads and an unprecedented effort of the mercury has made the fuel question of paramount importance this Winter, not only in Winona but throughout the Northwest. In localities where coal is the main dependence for fuel, and where the coal has to be brought in entirely by cars, the blockades have caused a fuel famine in portions of Northwestern Iowa and other frontier districts.

In Winona about 1,350 tons of coal have been used, being chiefly furnished by Mr. J.J. Randall. This amount is reported to be an increase of 300 or 400 tons over the amount consumed last year.

The wood business has been active during the Winter, and a large amount of both green and dry wood has been marketed here at prices ranging from \$3.25 to \$3.50 per cord for green wood to \$4.50 to \$5.00 per cord for dry oak.

February 11, 1881. Duluth Tribune, Duluth, Minnesota, page 1.— THE AWFUL STORM. The storm of wind and snow that has raged most of the time for the past two weeks, has been widespread and disastrous. The southern and eastern States got their dose earlier, but at last the Northwest received its portion. The recent storm extended all over Minnesota, Dakota, Manitobe, and part of Iowa and Wisconsin. Railroads were blockaded and trains abandoned in all directions, and terrible suffering has been reported from all quarters of the prairie regions west and south—principally occasioned by lack of fuel. Below, we give a few accounts of thus far gleaned, of the distress and death occasioned by this frozen hell on wings:

The Minneapolis evening Journal has information from Waseca that the greatest destitution exists on the Winona and St. Peter branch of the Chicago & Northwestern railway beyond Sleepy Eye station, a point about forty miles west of St. Peter. On Wednesday a Mr. Burke, a roadmaster, or section boss, located at Barns, the next station beyond Sleepy Eye, discovered a whole family frozen to death. Mr. Burke, while at work with his men on the road under his charge, noticed a shanty close by, from which no smoke issued. Seeing evidence that the place was inhabited, the party visited the premises and forced open the door, when a horrible sight met their eyes. Upon a squalid couch and on the floor of the wretched hovel laid father, mother and three children, evidently a whole family, frozen still in death. Word was at once sent to the nearest town, and arrangements were made to care for the unfortunate family. Universal destitution is reported among the farmers west of Sleepy Eye. It is stated that no

trains carrying fuel have passed Sleepy Eye since December 21. The country is a broad expanse of prairie with hardly a stick of timber within miles of the railroad. Settlers have rushed in, taken claims, and deluded by the mild winters of the past few years, have not made sufficient provision against the cold of the past three months. They have been obligated to burn fencing, furniture, pieces of boards from their houses, and even the wood work on their farm machinery. One man reported to H. J. Wadsworth, the station agent at Waseca, that he could not obtain fuel, and burned much of the furniture, and the cabinet organ would have to go next. It is impossible to reach many of the settlers, as the railroads are drifted and wagon roads impassable, and it is feared that many will starve or be frozen to death before help can reach them.

Mankato, Feb. 4.—There is a report that there is terrible suffering among the settlers between Tracy and Watertown, D.T. Cuts are filled up as fast as they are shoveled out. There has not been a train through for ten days, and people are moving into neighbors' houses to economize on wood. Others are forced to burning fences, outhouses, hay, and in fact anything that will keep them from freezing to death.

Benson, Minn., Feb. 6.—A terrific storm prevailed here for the past three days. It is impossible to get out, and there is no news from the country, as people cannot get out or into town. The streets here are blockaded in drifts fifteen feet deep. The fuel supply in the village is ample, but almost impossible to get at. Grave fears are entertained for the welfare of the people, but at present there is no chance to hear from them or to get to them. At present, 8 o'clock p.m., the storm is still raging furiously.

Heron Lake, Feb. 6.—The worst snow storm known for many years set in on Thursday evening accompanied by a heavy gale from the southeast, and has continued with unabating fury up to the present writing, with fair indications of continuing throughout the night. Trains are blockaded and the hotels filled with snow-bound passengers. Drifts ten feet deep obstruct the streets, while railroad cuts are filled to a level with the surrounding country. There is but a very small supply of fuel in town, and should blockade continue long, suffering from that cause must follow.

Omaha, Neb., Feb. 6.—Since yesterday it has been sleeting and snowing in Nebraska and Wyoming, and in Nebraska eight inches of snow has fallen. It is snowing heavily and blowing, drifting from Sidney west. It is the heaviest snow storm known here for several years. Telegraph lines are down in nearly every direction, and it is expected that railroad trains will be considerably delayed.

**February 12, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** — 10 (1 am), 10 (7 am), 20 (1 pm), 18 (6 pm Sunday). Cloudy.

The inundated portion of New Orleans covers about five square miles and contains 50,000 inhabitants. In many places the water is three or four feet deep. --- An ambitious young man who was dancing the raquet at Ely Hall the other evening slipped down on the waxed floor, whereupon a wag remarked to the lady, "You had better rosin your beau." And the young man almost "tumbled" again to this "racket." ---

DAKOTA. A dispatch of the 10<sup>th</sup> (Feb.) from Huron says: "During the past week we have had the greatest fall of snow ever known in Dakota. There is now 30 inches of snow on the level. The wind has not been high, and the snow lies well over the ground. The weather here is fine. The blockade east of here is terrible. We have not had a mail for three weeks. Mr. T.J. Nichol, the enterprising superintendent of this division, has tried every means to get a mail through. This morning he ordered out heavy mail on board a toboggan from Tracy, bound for this place in charge of six men on show shoes, and in a few days we will have a mail. This place is well provided with provisions and fuel, but at many points there is a great scarcity of both."

WINTRY WEATHER. STORMS TO THE EAST AND STORMS TO THE WEST.

The cool brisk change in the weather which set in on Friday evening became pleasantly frosty on Saturday morning, but there were no marked indications of any storm around, and when the usual inquiries were made about the morning trains people were surprised to learn that one of the heaviest snow storms of the Winter was prevailing in Wisconsin.

On the Chicago, Milwaukee and St. Paul road the train from the East was reported three or four hours late, with a very severe storm east of Portage. All freight trains were suspended between Chicago and Milwaukee. Later reports indicated that the Eastern train would not arrive until 5 or 6 o'clock.

On the Chicago and Northwestern road the storm was also very severe and the morning passenger train coming west had not left Baraboo at 3 o'clock.

The Green Bay and Minnesota railroad also reported a heavy blockade. A freight train was stuck fast in a drift near Dexterville. The morning passenger train left Winona for the East, but proceeded only to Marshland, when orders were received suspending all trains. The passenger train accordingly returned to Winona.

There is nothing particularly new in the situation on the Winona and St. Peter railroad. Very good progress was being made toward opening the road to Sleepy Eye when a fresh storm arose on Thursday and again filled the cuts. Superintendent Sanborn is on the ground in person and is doing everything possible to raise the blockade. Trains—both passenger and freight—have been running regularly during the week between Winona and St. Peter, but as the wind was blowing pretty strong today all freight trains were suspended as a precautionary measure.

On the Tracy Branch between Tracy and Pierre the snow drifts still compel a suspension of trains.

Passenger trains from St. Peter and St. Paul this afternoon were on time.

**February 14, 1881, Monday evening. - Winona (Minn.) Daily Republican.** — zero (1 am), 10 below (7 am), 18 above (1 pm), 17 (6 pm). Clear.

The storms and floods of the past week will stamp that period as the most disastrous for the past twenty years. Great damage has been done by the flood in the Hudson river, and in some of the low lands near New York thousands have been driven out of their houses. In Washington, water covered Pennsylvania avenue to the depth of three feet, and three spans of Lyon bridge were washed away. Four schooners were swept down the Maumee at Toledo. The steamer Emerald was sunk, and vast damage was done to the railroads. All over the Northwest trains have been snowbound and the roadways are impassable. The South, too, is feeling the effects of the rising waters. -- Better weather relieved of storms and drifts, gave a very active day for the opening of the week. --- Wheat was quoted at 95 cents. Dressed hogs were quoted at \$6.00 per cwt.

**February 15, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** — 12 (1 am), 10 (7 am), 22 (1 pm), 20 (6 pm). Snow.

There was a heavy snow storm in Kansas yesterday, seriously interrupting railroad travel. --- Several Winona gentlemen went West this morning expecting to snow up with the country. --- Superintendent Sanborn returned from the west on Monday night, after a three weeks engagement with the snow drifts. The track was opened to Sleepy Eye this morning. --- Wheat unchanged. --- Feed has stiffened up somewhat.

DRIFT FROM THE STORM. The snow blockade on the St. Paul and Sioux City road has caused great inconvenience and destitution in some localities on the line. At last accounts the road was open to St. James. Montevideo, on the Hastings and Dakota road, has been without a mail and freights for twenty days, and relief is anxiously looked for. Train No. 4, which left Minneapolis on the St. Louis road on the 3d inst., got snowed in down near Albert Lea and stuck there for a week before it got started out again. The passengers had "hard grabbing" during all that time.

A traveler who returned on Saturday night from the western end of the Southern Minnesota road stated that for miles along the railway the telegraph poles were entirely concealed by the huge drifts, and in the Chanarambeau valley the snow was piled in, filling a valley twenty miles long with sixty feet banks level full. A passenger train at the Chanarmbeau water tank was completely covered by the piles of snow. More suffering exists, perhaps, in this valley than in any other part of the country adjacent to this road, and families living within reaching distances are doubling up, sometimes two or three families occupying a small house, then burning the vacated building for fuel. The necessity for this will be seen when it is remembered the distance from timber or coal fields a majority of these settlers are located, and that for two months it has been utterly impossible to travel any distance.

The following letter from Granite Falls probably fairly represents the condition of affairs on the western frontier generally, except among the new settlers remote from the villages, whose inconvenienced and sufferings must, of course, in some instances at least, have been great: "We have had the severest Winter that has ever been known in the history of this State, and at present the outlook is very unfavorable. Since January 26, we have had one continual blockade, the snow being from three or four feet on a level, and in some cuts on the railroad track there is snow to the depth of twenty-five feet. Owing to the impassable condition of the roads hay is getting scarce, and selling, we hear, as high as \$10 per ton. Our cattle men here have a large herd, some two hundred, and they have had all they could do to keep them supplied with feed. For four or five days during the worst storm, they were entirely without any, and if the weather had not improved the whole lot would have perished. One of our citizens, Robert Goddard, was found with the half of his head shot off, down in the timber seven miles away. He is supposed to have committed suicide. We have not heard of any perishing, but when the snow leaves some instances may be discovered of parties freezing to death. We have considerable native timber along the river here, but there is no coal

or dry wood to be had. We think people through this section at present are supplied with fuel and are in no danger of freezing, as they were prepared for this severe weather in January before the late storm occurred. Provisions we think are plenty. We have three grist-mills in good order, and flour is on hand yet. We hear, however, that merchants are getting out of kerosene and sugar, and some other few articles, but the necessities to sustain life can be had yet in plenty.”

The great snow storm which completely blockaded the railroads and the highways in Nebraska, Iowa, Wisconsin and the northern half of Illinois with drifts of extraordinary size and firmness last Friday night and during Saturday, bringing locomotion to a standstill, was no doubt the severest of the many severe storms of the present Winter. It was the first time that the trains on the railroads running northward and westward of Chicago were absolutely embargoed, which was the case with all of them except the short-distance accommodation trains running to the suburbs. The storm was not nearly as severe, nor the snow-fall as great, in the immediate vicinity of Chicago as for fifty miles out and beyond, north and west. Nearly all the through trains on the Chicago and Northwestern, the Chicago, Milwaukee and St. Paul, the Illinois Central, the Chicago, Rock Island and Pacific, the Chicago, Burlington and Quincy, and other smaller lines, were literally stuck in the snow all night Friday and all day Saturday. Some of them, with herculean efforts, worked their way out during Saturday night and Sunday, and now most of the trains are running with comparative regularity, but it will be several days before the interrupted machinery of railway travel throughout the Northwest will be fully resumed on schedule time. The Union Pacific railroad is also greatly embarrassed by deep snow.

The cities of New Orleans, Toledo, and Washington are the special victims of the February thaw. Ten square miles of New Orleans is or has been submerged, but at last accounts the water was subsiding. At Toledo, the Maumee river overflowed its banks on Saturday, in consequence of an ice gorge, and a large portion of the city was covered with water from a foot to several feet in depth, doing immense damage by flooding cellars, carrying off lumber and sweeping away boats and vessels. At Washington the freshet in the Potomac overflowed the southern part of the city, and even covered Pennsylvania avenue with two or three feet of water. Much damage has been done to railway and private property, the most serious of which is the destruction of a portion of the famous Long Bridge across the Potomac. Nearly all the rivers and creeks east of Indiana and west of New England are “booming” and damaging overflows were reported in various localities. A great number of bridges are reported destroyed or crippled.

The Miami river was higher on the occasion of the recent overflow than it has been for ten years.

The extreme warm weather has broken up the ice in the Yellowstone, and the flood is flowing down toward the Missouri.

A private dispatch from Marlette, Ohio, says the river began receding on Sunday morning after reaching a depth of ten feet, the water being up to the ceilings of houses in the lower part of the city. The damage is very great and railroad traffic is entirely suspended.

**February 16, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. - 8 (1 am), 2 (7 am), 14 (1 pm), 8 (6 pm). Clear.**

The “rampage” of the rivers during the past week moves the St. Louis *Globe-Democrat* to remark that the pious gentleman who admired the wisdom of Providence in placing navigable rivers near to all the large towns, would reconsider his opinion if he should happen to take a look at most of the large towns of this country just at present. It would be a great advantage to them if the navigable rivers were not so near, and if there were not so much of them. --- A telegram from Sweetwater, Wyoming, reports fifteen inches of snow on the ground, and reports that cattle are dying by thousands. --- The St. Peter *Tribune* is authority for the statement that 75 tons of mail are now at Sleepy Eye, awaiting the raising of the snow blockade. Also, that 800 loaded freight cars are side tracked between Winona and Sleepy Eye for the same locality. --- Two freight cars collided on the St. Paul, Minneapolis and Manitoba near Morris. The cars were fired by the stove, and Conductor Dimmit of St. Paul was badly maimed and burned. A brakeman was also hurt, and the property of the company was wrecked. --- Superintendent Egan of the Southern Minnesota road worked 800 men at an expense of \$1,200 per day for a week or ten days, in opening the western division of the Southern Minnesota road, and just when he completed the job and had cleared the track from La Crosse to Flandreau, in a single night the expensive job was undone, and the road blockaded tighter than ever before. --- The regular passenger train coming east left Sleepy Eye this morning with two engines, leaving the snow plow at New Ulm. The track is again all right. --- The Winona Mill Company are now grinding 650 barrels of flour daily. About sixteen cars of wheat per day are taken in, 110,000 bushels now being on hand. --- Mr. M. L. Strong, a business man of Tyler, Lincoln County, this state, was in the city today and states that the people out along the western end of the Winona and St. Peter road are all right, and that the stories of suffering are largely

exaggerated. He knew of no place where fuel could not be obtained, the farmers only being compelled to burn green wood, which they cut along the streams. ---

The returns of gross earnings of the Winona and St. Peter railroad and branches were on Friday received by Railroad Commissioner Marshall and the tax assessed thereon. They show the following: [snip other lines] Tracy to State Line – Freights \$48,933.93; passengers \$15,555.52; Express, \$929.99; miscellaneous, \$624.71; total, \$66,942.17. Tax at one per cent, \$660.42.

THE CHIPPEWA VALLEY. Reports from the north and south forks of the Eau Claire River, in Clark county, are to the effect that logging operations have been but little retarded from the deep snows, the amount that fell not being near as much as on the Chippewa. The Eau Claire Lumber Company is doing excellent work in the camps.

DAKOTA. SUFFERINGS. Sioux City, Feb 16. A dispatch to the *Journal*, dated today, from Eden, D.T. says there are sixteen cases of small pox at Calliope. Rufus Stone died last Saturday of small pox and is not buried yet. They can get no one to bury him. They are offering five dollars a day for nurses, but none have yet been obtained. They also are out of fuel and provisions. Calliope is a little village in Sioux county forty-three miles north of this city. Mr. Stone settled in this country in 1866. At the time of his death in connection with his son he was publishing the Sioux County *Independent*. Doubtless some help will be got in this city for the relief of the stricken community.

**February 16, 1881, Wednesday. [New Ulm MN Weekly Review]** – At Mountain Lake a train of passengers was snow-bound from Tuesday the 1<sup>st</sup> inst. until last Saturday, and perhaps longer. There were about thirty persons in all. --- Keokuk, Des Moines, Waterloo and other places in Iowa, and Madison and Milwaukee, Wis., had a severe snow storm last Friday. Dispatches from Des Moines state that it was the worst snow storm experienced in that section during the last thirty years. --- Near New Hampton, Iowa, during the late blizzard a family named Roe, consisting of Mr. and Mrs. Roe and four children froze to death during the late blizzard while on their way to Kansas. A fifth child died from exposure soon after the bodies of the other members of the family were discovered. --- We are informed that some of the farmers out west have commenced to burn wheat for fuel. --- The first mail in thirteen days arrived yesterday evening and it was as much as two horses could haul. --- The public schools were again set in motion last Monday, but the attendance was rather small. --- Monday morning was somewhat colder than a number of days past, the thermometer indicating about 15 degrees below zero. --- Bernhard Schломann, of the town of Cottonwood, has struck out for the Pacific coast, departing for Washington Territory about two weeks ago. --- The Empire and City mills remained at a stand-still all last week, but the Eagle mill was in operation during the last few days. --- A number of the merchants and others living on Minnesota street, have commenced to clear their premises of the huge drifts of snow by hauling it away with teams. --- Yesterday evening's train brought us the largest mail that has ever been received at the New Ulm post office at one time. There were 2167 letters and postal cards and 39 sacks of papers for New Ulm distribution alone. --- We hear from the Herald that the Sleepy Eye dramatic club will favor our city with a visit. The club is composed of talented amateurs and our citizens may look forward to the occasion of their visit with pleasant anticipations. --- Farmers in some of our surrounding townships clubbed together last week and opened up roads so as to get into this snow-bound burg. A great deal of shoveling had to be done in many places, taking days before a passage for teams could be constructed. --- The *Herald* says that postmaster Watson, of Redwood Falls, came down to Sleepy Eye on Tuesday of last week with the mail on a hand sled and also carried back the mail from that place by the same conveyance. He left Redwood at half-past two o'clock in the afternoon, arriving at Sleepy Eye about midnight. --- Frank Randall, Esq., now of Tracy but formerly superintendent of Nicollet county, was one of the many who attended the masquerade ball last Saturday. He started from Tracy previous to the late storm and was on his way to Minneapolis, but up to the time mentioned had been unable to get any farther on account of the blockade. --- The enormous snow bank in front of Neumann & Roskopf's has been utilized by that enterprising firm for a grand "cave" saloon, with all that the word implies, and a jolly party might have been seen therein playing freeze-out most any evening last week. The cavern is large enough to admit of placing therein two tables and several chairs and it has daily attracted a crowd of visitors. --- Dr. Crandall, of Lambertton, passed through here last Sunday on his way to St. Paul. He came down on foot and so continued his journey from this place. He says that there is beginning to be considerable suffering in the vicinity of Lambertton and farther west for the want of fuel and that at Walnut Station the hitching posts, the liberty pole and parts of stables had been utilized for fuel. --- Frank Burg who was snowbound at Springfield since the big storm, reached home on Sunday evening. He walked from Springfield to Sleepy Eye on Saturday, using a billiard cue for a walking cane and he says that it was the toughest game of billiards that he ever played. From Sleepy Eye he came on



with a team. He reports that everything is as yet plenty in Springfield and that no cases of want or suffering had been reported up to the time of his departure. --- We understand that two wires are unable to handle the fast increasing telegraph business along the W. & St. P. railroad and that a third wire has already been up as far west as Waseca and will be extended to Sleepy Eye just as soon as the weather will permit the work to be done. It is also the intention of the telegraph company to put Sleepy Eye and intermediate points in direct telegraphic communication with Chicago, and the first messages under the arrangement were sent through last Sunday. --- Wood and hay are beginning to be a much sought after article in this city and some enormous prices have been asked and paid for both during the past week, but as the roads in the country are getting opened the strain upon our citizens will soon be relaxed. One man was particularly noticeable the past week, who visited the city daily with a little jag of hay loaded on to a wood-rack and for which he had the audacity to ask \$6.00. What a howl that man would set up if any of our merchants would charge him 50 cents for a pound of sugar or coffee just because the supply is running short, although the merchants just now would be as much justified in asking increased prices for their wares as the wood and hay dealers. --- The Governor's Guards masquerade ball was one of the grandest social affairs of the season. Despite the unpleasant weather and the immense snow drifts, the hall was comfortably well filled with both maskers and spectators and everything passed off to the entire satisfaction of all concerned. ---

Owing to bad weather and to the total annihilation of the large snow plow, the snow blockade between Sleepy Eye and St. Peter was not raised until yesterday and the first train from the east since February 3d arrived here at 8 p.m. bringing 39 sacks of mail matter, the first since the storm of the 4<sup>th</sup> inst. Supt. Sanborn succeeded on Wednesday last in getting to Nicollet where he remained during the night. On Thursday morning he started towards Oshawa and was during the forenoon reinforced with 125 men from the east who had walked over the snow drifts from a point two miles below Oshawa. It soon commenced to storm, however, and the supply train which left here at 10:30 a.m. got stuck about two miles below Courtland, and at 12:30 p.m. Mr. Sanborn started back for this place, but it had already filled in behind him so much that he did not reach this point until 7 p.m. On Friday morning he again started out for the drifts but on the first run the snow plow stuck a broken rail and was completely demolished. One of the engines was also thrown from the track, but luckily none of the train men was injured by the accident. This left Mr. Sanborn without a plow and the shovelers made but slow progress. On Saturday it stormed again and but little work was done on this day until after dark, when the wind went down and the men were put to work and kept shoveling until three o'clock on Sunday morning. On Sunday the track between Oshawa and St. Peter was cleared and another snow plow and three engines were started east from Sleepy Eye to clear the track of the snow that had blown in on Saturday, but the plow jumped the track when two miles this side of Sleepy Eye and it took the train men all day to get it righted again. On Monday the plow and engines from the west reached this place at 2:30 p.m. and at once proceeded to the new drifts on the east of us, while the force from the east succeeded in getting one mile this side of Nicollet. On Monday night about an inch of new snow fell but as there was no wind it did no harm and the 2 crews got together about non. The whole force, about 500 men, will now be put to work on the western division.

J.X. Roskopf and Frank Wendling went down to Mankato with teams just before the late storm, and of course had to remain at the place until after the snowfall ceased. On Tuesday of last week they started up from Mankato on their return trip to this place, but when they got into Judson township, some twenty miles below here, the horses were unable to proceed any further and they were left in the care of some farmers. The boys then proceeded to finish the journey on foot, striking out across the Minnesota river and then over the prairie to Courtland station where they expected to take the train for New Ulm. Arriving at Courtland they found that there was no prospect of any train getting through for some time to come, and so they resumed their weary march, being joined at the latter place by Chas. Stoll and J.B. Russell who had tramped it from St. Peter and were also pretty well tuckered out. The four pedestrians arrived at this place late Wednesday evening, weary and foot-sore, and all feeling like taking a good, long rest before undertaking a similar tour.

Our citizens, or at least a portion of them, were treated to a novel and amusing snow-shoe tournament last Wednesday. The shoes were of the long, Norway pattern and were the handiwork of Mr. Blekre. To see Mr. Blekre skip over the snow was a novel sight, but when A.W. Bingham, Henry Behnke, Jr., and a few others in turn donned the shoes the boys were kept in a continual roar of laughter. Center street from Peterson's blacksmith shop to Held's furniture store had been selected as the best place for the exhibition, and subsequent events proved the good judgment of those having the arrangements in charge.

When Mr. Blekre and another Scandinavian gentleman performed on the shoes the opinion was freely expressed that any one could walk with the shoes, but Mr. Bingham soon showed the crowd that the opinion was much too hastily formed. He donned the shoes and came up to the starting point in good style, and taking the staff in

his right hand he started on his descent down the hill. He made the quarter mile post all right, but here his troubles commenced and his feet went out from under him and he made the next five rods on his back, his feet and snow shoes keeping time with the shouts of the crowd. He made a desperate effort to gain his equilibrium but only to be downed again and again and he finally gave it up as a bad undertaking. H. Behnke next tried it and he went through a similar performance as his unlucky predecessor, only he stuck to the shoes until he mastered the art. Since then every little boy in town that could get hold of a half-inch board had been walking on snow shoes. Even Carl Brauns discarded his skates for a pair of snow shoes and the skating rink now offers him but little attraction.

While the people of the western States are surrounded by mountains of snow, obstructing all travel either by rail or team, the people of the Eastern, Middle and Southern States are inundated by unprecedented floods. The snow storm of the 4-6 insts. extended all over the United States and was followed in some places with heavy rains, causing nearly all the streams in the east and south to overflow and destroying life and property. For three days the larger part of New Orleans was inundated, and in some of the thickest settled neighborhoods there was four feet of water around the houses and relief boats were patrolling the streets with provisions and other necessary articles.

In Toledo, Ohio, the water in some of the streets was five feet deep, and rushed through at a fearful rate. Much damage was done to the shipping in the river and lake, and millions of feet of lumber was carried away. The Potomac was on the biggest boom that has been known for many years. The water in Pennsylvania avenue, Washington, was from three to four feet deep and the magnificent building occupied by the census office was inundated, and it required a large force of men to secure the papers stored in the basement, the value of which if lost could not have been replaced without immense expense. Three spans of the long iron bridge across the Potomac were carried away and much other property was destroyed. --- Advices received by the *Pioneer Press* from Camp Poplar River, under the date of the 12<sup>th</sup> inst., state that the Missouri has broken up, and that the camp is surrounded by a sea of angry waters and crashing ice. The attendant suffering among the Indians is frightful and many lives have been lost. Of ponies, no less than 500 have been drowned. In sight of the agency was a large herd which struggled for hours against the ice-filled flood, and gaining slightly higher ground, suffered for hours ere death released them. Where the Yanktonais' had been, there rolled a seething mass of broken ice, resistless in power, and snapping trees like pipe-stems; huge pieces weighing tons meeting some hidden obstruction would be thrown high in the air, and gorges twenty feet or more in height and acres in extent were formed by every hillock. Many of the Indians, awakened in the night by the surge of the waters, ran for the high ground in A RACE WITH DEATH, leaving tepees, robes and all they had behind. So far there are no advices of deaths among the wood choppers and whites along the river, but it is feared many of them have perished, for they must have been wholly unprepared for the rush of water and crush of ice which came so suddenly and fiercely upon them. This condition of things is utterly unprecedented within the memory of whites or Indians, and the strangest feature of the situation is the intense cold which prevails, the thermometer standing at twelve below zero.

HARD ON MONTANA STOCK-RAISERS. The following is an extract from a private letter written by a former resident of St. Paul, now in Helena, Montana: "I fear I shall lose all my cattle, and if the sheep live through, they will cost me \$5 a head. I paid \$45 per ton for the last hay I got for them. This territory will lose at least one-fourth of all its stock, both cattle and sheep. It is something dreadful to see and hear the poor cattle in the snow, calling for something to eat, and nothing to give them. The snow in most places is three feet deep, and often from nine to twelve feet. Cattle with sufficient remaining strength will often follow a load of hay coming in to market fifteen and twenty miles, with the hope of catching a stray bit. it is a pitiable sight to behold their famishing condition. The streets are full of dying animals. Fifty died the other day, all in one lot, just outside of the town. I fear this last snow will finish all. It has snowed every day for seven days. I never saw so much snow before."

**February 17, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 4 below (1 am), 6 below (7 am), 16 above (1 pm), 12 (6 pm). Light clouds.**

A train from St. Paul to Stillwater, the other day, was obstructed by oak leaves drifted into a cut. --- An engine and snow plow on the Stillwater road near Lakeland tipped over an embankment, killing two section hands, scalding one man badly, and injuring Assistant Superintendent Kemp, though fortunately not seriously. --- Superintendent Sanborn was among the arrivals from the East this evening.

THE RAILROADS. Trains on the Winona and St. Peter railroad are running regularly to Sleepy Eye. Mr. J.J. Randall, who went to Tracy by team at Superintendent Sanborn's request, telegraphed yesterday that he got through all right,

though finding the roads badly drifted. He found plenty of fuel and provisions at Tracy and the people in good spirits. Teams were coming down to Sleepy Eye for provisions.

THE RAILROADS are enjoying a brief respite from blizzards after one of the worst blockades ever experienced in the State. Trains on the Winona and St. Peter Railroad are running to Sleepy Eye regularly, and Superintendent Sanborn declares his intention of bringing his snow-plows and shovelers to bear upon the Redwood Branch. The St. Paul, Minneapolis and Manitoba railroad is open to St. Vincent and also to Breckenridge on the latter division. Between Morris and Brown's Valley the road has been blockaded since Saturday. The Minneapolis and St. Louis railroad is open, but the route from Albert Lea to Fort Dodge is still blocked. The Hastings and Dakota railroad is open only to Glencoe. There are seven hundred and fifty men at work between Glencoe and Montevideo, and the road between these points was expected to be open by Wednesday noon. Next to the Chicago, Milwaukee and St. Paul railroad, the River Division of which has not been closed at all, the Northern Pacific railroad has been obstructed less than any other road. The Northern Pacific is running passenger trains through to Bismarck on regular time. On the St. Paul and Sioux City railroad the way is blocked with snow between St. James and Windom and has been so since 12 o'clock Thursday night, February 3<sup>rd</sup>. The company expected to run a train on Wednesday from Sioux City to Worthington, and to have the track open between St. James and Windom.

**February 17, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The doctors have a good deal of healthiness to contend with this winter. --- The streets have been quite lively this week, and we judge that the roads in the country are improving. --- T.H. King is grinding corn meal as well as feed, and says his windmill furnishes power enough to run a grist mill. --- The village schools were dismissed last Monday evening for a few days, the wood having given out. Wood was procured yesterday, and the school is again in session. --- Farmers will need to watch their wheat stacks carefully this spring, whenever it begins to thaw. We heard one wheat-raiser say that his stacks were completely buried in snow. --- Yesterday a number of sleighs loaded with dry wood came in from the other side of the river, and were snapped up as soon as they came opposite McMillan's store. The wood sold at \$6 per cord. --- A pile of green cord wood near the corner of Second and Mill street was sold out on Friday and Saturday about as fast as a string of teams could haul it away. The wood belonged to Mr. Riheldaffer, and was disposed of by Esquire Flynn, his agent. --- Morgan Items. We managed to exist through the late storms, but we made hard work of it. The woodpile and flour barrels were getting rather low, but the fair weather now will give all a chance to replenish. Foot & Walker's line are conveying all the travelers since the storm. A farmer living in the town north of us had several head of cattle frozen to death during the late storm. --- This winter has been a death blow to the old settler. All his terrible stories of the worst winter he ever say, "along in '49," or in "'52," were put on record last winter and the winter proceeding, and they don't begin to come up, or rather get down to the thermometer of '80-'81. And the poor old man has to sit around and listen to the boys shiver and blow on their hands and say how this winter gets away with them all, and all the poor old settler can do is to affect a feeble contempt for the cold once in a while and say, "Aw-w pshaw, hush up, shut up! I've seen cold weather afore ye was born, any of ye." [Burlington HAWKEYE] --- Kerosene lamps which are trimmed daily rarely explode. --- The snow-drifts in New England are from ten to fifteen feet high, and railroad trains are having a very hard time. --- When our people once more get their mails, and read of the weather experienced in other parts of the United States, we hazard the opinion that they will be better satisfied with Minnesota than they have been of late. --- The excessive cold of the winter together with the small amount of moisture with which the ground was supplied before it became frozen, has in many parts of the country caused a water-famine. Cisterns and wells have "gone dry," and a great deal of inconvenience has been caused. --- The snow storm which visited this section on the night of the 30<sup>th</sup> ult. extended all over the country. The eastern roads were generally more or less blockaded, and travel and transportation was suspended or seriously impeded on many lines. At Baltimore the storm was of twenty-four hours' duration. A New York dispatch of Feb. 1<sup>st</sup> reported the most severe storm of the season as then prevailing. ---

BLOCKADIANA. The too-sanguine hope expressed a week ago, that the railroad would be opened the following day, was not justified to any considerable extent. On the contrary, the W. & S. P. was not cleared to Sleepy Eye until last Tuesday, and the branch road was shoveled but a small part of the distance at that time. On this end of the line the working force had some of their work on two or three miles of track to do twice, a heavy wind having blown the snow back after it had once been cleared out.

Our postmaster having ascertained that a train from the east was expected at Sleepy Eye on Tuesday, started on the morning of that day with the outward-bound mail, in company with two assistants. A snow plow was

started for Redwood the next day, and it is supposed at this time (Thursday noon) that the postmaster is with the train which is working this way.

Our people experienced a decided disappointment last night, a dispatch having been received directing that the mail to be put in readiness to go out at once. People waited hopefully, and some went to the depot to see the train come in, but they have not seen it to date.

Later.—The long-delayed train arrived at 6:30 this (Thursday) evening. It brought any amount of mail, and paper for three editions of the GAZETTE—thanks to Mr. Watson for the latter.

SEED WHEAT. Correspondence of the GAZETTE. It will soon be time for farmers to prepare their seed so as to be in readiness for spring's work. Care should be exercised in selecting good seed and having it well cleaned. It costs no more to raise an acre of wheat from good clean seed, than it does from seed that is full of cockle, oats, and other seeds, while it is a matter of several dollars difference when the wheat is marketed. Many farmers are in the habit of sowing dirty seed, and then complain that they do not obtain as many bushels per acre, or as good a price as their more energetic neighbor who sows seed well cleaned.

Many still persist in sowing the soft varieties while it is a settled fact that more profit is found in raising the hard varieties.

It would be much better if farmers would raise less wheat and more stock. Diversify your farming more. Raise more corn, a few acres of barley, keep a few hogs, and you will be the richer, considerably, by the end of the year. —Scribe.

NEWS AT LAST. After we had got the GAZETTE to press late this (Thursday) evening, the train arrived, bringing our long-delayed mails, including St. Paul papers up to the morning of the 15<sup>th</sup>, just twelve days later than anything previously received here. We were also fortunate in receiving the inside pages of our paper, in which will be found an interesting summary of the news for the week ending Feb. 11<sup>th</sup>. We have only time and space to briefly mention some of the more matters of news, chief of which is the disasters by floods in the East and South, and snow blockades in the West.

At Washington, on the 12<sup>th</sup>, the Potomac was on a big boom, the ice jamming below the city, causing the water to back up and flood many of the streets, and is said to have been nearly a yard deep on Pennsylvania avenue.

At various points throughout the Middle and Eastern States the damage by floods has been enormous. The city of Toledo was inundated, the water being several feet higher than for many days.

Great floods are also reported in the upper Missouri and Yellowstone rivers, and fears are entertained for the safety of the wood-choppers along those treacherous streams.

The accounts of blockaded railroads in the West are numerous and wide-spread, not being confined to Minnesota and Wisconsin, but even in Kansas trains were suspended on account of heavy snow. In southern Kansas the snow was fifteen inches deep.

A train with twenty passengers on board, on the Minneapolis & Omaha line, has been snow-bound at Mountain Lake since Feb. 1<sup>st</sup>.

A Montevideo dispatch of Feb. 12<sup>th</sup> reports roads impassable for teams in that section, but mentions no cases of suffering. They had received no mails for eighteen days.

**February 17, 1881 / February 27 ?** [Worthington, MN ADVANCE] — Printed date crossed out and 27 written over it in ink. --- Worthington has undergone a partial hay famine since the heavy snow fall. The roads are so badly drifted that farmers cannot get to town with hay. --- We learn that the passenger train which passed here on the night of February 2<sup>nd</sup> going toward St. Paul was caught near Heron Lake and completely covered with snow, nothing but the smoke stack of the engine being visible after the storm. --- Beer Famine. Great suffering has been averted in Worthington by the timely raising of the blockade. The temperance agitators had run out of beer. They will soon have their cellars stocked up again and raise steam enough to go for those vulgar people who do not get it by the case and drink it at home. As a beverage, beer is vulgar and "imical". As a medicine taken down by proxy for a "sick wife," it is respectable and conducive to the welfare of the church. --- Here you are again. The first mail train for fifteen days came through last night and brought bushels of mail but no express matter. Our paper for this and last week is lying somewhere along the road. We go to press, therefore, once more with a half sheet. When this "cruel weather's over" we hope to get back to a full sheet. However we give as much or more matter than usual. --- Another one. When we went to press last week, we stated that, if there were no more storms, the roads would probably be open in all directions by the last of the week. But when the fateful Friday arrived, another blizzard set in and "snew and blew" for two days refilling the cuts again to some extent. It is a singular fact that three-fourths of the

storms of this stormy winter have come during the latter half of the week. --- Walkers. The snow blockade has introduced the healthful and ancient custom of walking across the country. C.P. Hewitt, who was caught by the blockade at Sibley, walked back to Worthington last week. Mr. Sovey, a railroad man, came through by foot from Luverne and went on to Heron Lake to join his family. A fifteen year old boy passed through the other day... Two men from Sheldon passed through a few days ago footing it to St. Paul. Mr. Braddock walked from Alonga to Sibley and there got on a snow engine and rode to Worthington. --- Folks are still wanting to know why we don't use our influence with old Boareas to have the storms called off. Well, we told you that if you refused to give us credit for that thaw we would tip him the wink and let him blow you to smithereens. Next time, guess you'll mind. But we'll tell you now what we will do. If you'll "be good" hereafter, we'll see to it that a thaw comes and takes away a good part of the snow in a few weeks. We'll also see to it that only one or two more blizzards come this winter, one of these about the middle of march. --- Weather Indications.—Normal state—Blizzard. Abnormal state—Clear weather. Present Indications—Thaw or Blizzard. There are but two sides in this weather—Thaw or Blizzard. Those who are not for us are against us. These weather prosecutions have only begun. --- Yesterday the weather reports said "clear and cold," over the Northwest.

**February 18, 1881, Friday evening. - Winona (Minn.) Daily Republican. — 6 (1 am), zero (7 am), 20 (1 pm), 14 (6 pm). Clear.**

A deed of 70,000 acres of land, heretofore in controversy between the Winona and St. Peter and the St. Paul and Sioux City roads, was on Wednesday afternoon delivered by the Governor to Hon. Thomas Wilson as attorney for the former corporation. --- Gov. Pillsbury has executed to the Winona and St. Peter road a deed for 80,000 acres of land, in compliance with the recent decision of the courts, after five years of litigation between that company and the St. Paul and Sioux City Railroad company. The suit grew out of the overlapping of lands covered by the land grants to each road. --- The extreme cold weather has been destructive to fish and oysters, and the prices have materially advanced. --- Chicago had five inches of heavy, damp snow yesterday, and at last accounts it was still coming at the rate of an inch in two hours. --- Mr. Barrows of Minneapolis has returned from Pekegema and upper river pineries, reporting the snow from three to three and a half feet on the level, and lumbering operations presented with difficulty. Numerous teams are coming out of the woods, being unable to work to advantage, and a sudden break-up is anticipated. Mr. Barrows thinks the cut of logs will be 50,000,000 below the estimates made in the early part of the winter. --- There was a fair degree of activity in the local market. Wheat maintains a steady price at 85 cents [sic? 95 cents?]. Dressed hogs were quoted at \$6.00 per cwt. --- The new building that is in course of erection near the Diamond Jo. Line dock is being built by the Chicago and Northwestern Railway company for the storage of beer shipped to this point. --- Reliable information received yesterday by Messrs. Laird, Norton & Co. from logging camps on the Chippewa river, representing two-thirds of the entire cut of the river, show that up to February 1<sup>st</sup> only enough had been banked to fill 35 per cent of the contracts. The reason of the shortage is the poor roads, which have been continuous all Winter. With good weather the balance of the season, including the full month of March, it is still possible to meet the estimated cut. Otherwise there will be a shortage.

ANOTHER STORM. ILLINOIS. CHICAGO, FEB. 18.—A snow storm which began here last evening continued all night at a very even rate, and at 6 o'clock this morning there was seven inches on the ground in the city. The signal service reports show that the storm commenced in northern Texas. Many freight trains have been abandoned, and all trains delayed. On the Lake Shore and Michigan Central and the Baltimore and Ohio railroads, the delay in mail and passenger trains is from two to ten hours. Other eastern lines are more nearly on time.

SNOW DRIFTS. THE WINONA AND ST. PETER RAILROAD OPEN TO REDWOOD FALLS.

On Thursday afternoon the shoveling crew employed on the Winona and St. Peter railroad cleared the track to Redwood Falls, and trains are now running regularly to that point. The force was set at work at once, including every shoveler that could be obtained, upon the drifts that block the main line. Superintendent Sanborn states that the work will be pushed with all possible speed, and that the main line and all branches are to be opened. This will be good news to the business men in Winona and elsewhere, as well as to the settlers who depend upon getting their supplies over this road.



**February 19, 1881, Saturday evening. - Winona (Minn.) Daily Republican. - 2 (1 am), 2 (7 am), 24 (1 pm), 18 (6 pm Sunday). Clear.**

Minnesota has no railroad experience to equal this: "The central branch of the Union Pacific road sent out, last evening, its first passenger train for seven days. A stock train with five car-loads of hogs was snowed in at Summit Station, and all were dead when reached." --- Two trains which left Sioux City on February 1 and 2 reached St. Paul on yesterday, with forty through passengers. --- During the recent storms an old lady named Rogers, living near Hector, was lost on the prairie, and perished from cold. Her body was not found for several days. The snow was so deep that teams could not be used, and her remains were drawn on a hand sled to the cemetery, near Hector, for interment. --- The telegraph brings the news that the wind has again began to blow out west, but no drifting is reported as yet. A disgusted railroad official states that probably some old woman had lost her caution and shook her table cloth out at the back door. They should be more careful about creating a breeze. --- Conductor Wentworth, of the western division of the Winona and St. Peter road, started from Tracy in company with a traveling man one day last week. The latter procured a couple of barrel staves and fastened them upon his feet for snow shoes. Being able to slide along pretty well, he soon left Mr. Wentworth and went ahead. When the latter reached Lamberton he of the barrel staves was just going in ahead of him, having been over to Redwood Falls and back in the meantime. --- During this cold snap one needs all the clothing he can get. It is dangerous to leave off any habit, be it ever so bad.

**February 21, 1881, Monday evening. - Winona (Minn.) Daily Republican. - 8 (1 am), 2 (7 am), 30 (1 pm), 30 (6 pm). Clear.**

New York, Feb. 21. A driving snow storm, about the heaviest of the season, prevails here. --- This was a very pleasant day in Winona and in marked contrast to the severe storm which the wires report as prevailing in New York. --- News from the West this morning was to the effect that a train left Sleepy Eye for the East and expected to come through. ---

STATE NEWS. The Redwood Falls Gazette of the 17<sup>th</sup> reports the following: "Jas. O'Hara and Jas. Smith, living in the western part of Renville county, were in town yesterday, and from them, we learn the particulars of a pitiful and fatal case of freezing which resulted from the sudden storm of Sunday, the 6<sup>th</sup> inst. An old lady named Mrs. Rogers, residing in Wellington township, went to a neighbor's house two miles distant to borrow flour. Her aged husband was unable to go a the time, and she herself was partially crippled by reason of frozen feet00the family evidently being almost out of fuel and provisions. Upon returning with the flour, Mrs. Rogers was suddenly overtaken by the storm of that Sunday afternoon, and turned by the force of the tempestuous and southeast wind she evidently wandered with it in a northwesterly direction, the body being found on Tuesday afternoon at a point more than three miles distant from her home, and not more than eighty rods from the house of a Norwegian. Two dogs had accompanied Mrs. R., and one of them was the means by which the searching party found her frozen remains, completely buried in the snow. The faithful brute had stood guard over his dead mistress where she had fallen, and would not allow the dogs from the house nearby to distract him from his vigils, until his peculiar behavior attracted attention, with the result as above stated. The other dog attempted to run home, and was frozen to death. Our informants came through Renville county on foot and report that they heard of no other case of destitution or suffering on their trip."

**February 22, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** – 20 (1 am), 18 (7 am), 26 (1 pm), 14 (6 pm). Cloudy.

Dakota. The ice at Bismarck, Dakota, is flooded by five feet of water. The Keogh maildriver swam his horses across with the pouch. --- Wheat, light receipts. Oranges and lemons, \$1 to \$2 higher.

THE RAILROADS STORMED AGAIN. Reports from Huron, Dakota, state that a storm is raging at that point. The storm was coming east along the line of the Winona and St. Peter Railroad and at noon had reached Waseca. The passenger train due here at 1:25 this morning from the West, it was expected would reach Winona at about noon. The storm is filling the tracks again and trouble is anticipated.

**February 23, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** – 4 (1 am), zero (7 am), 12 (1 pm), 5 (6 pm). Clear.

A New York dispatch says that sixteen steamers and 103 sailing vessels were lost during December. --- With the first train through to St. James, Superintendent Gere sent a car load of flour and provisions to supply any deficiency that might exist among the people. Though the merchants' supply was exhausted, the people had plenty on hand. --- Henry Frost was so badly frozen on the 15<sup>th</sup> inst. while going from Dudley's Station to McDonald's lumber camp, near Jenny, that he has since died. He was 35 years of age. --- It is estimated that above the forks of the Flambeau river in the Chippewa valley there have been banked 167,000,000 feet of logs. --- The town of Milbank in Dakota is excited over the suspicion that Mrs. Irene Crandall, who was frozen to death near that place, was driven out into the storm by an inhuman husband. Crandall has been arrested. Her child perished with her. --- It was snowing hard this morning, in New York, with indications that the snow will turn to rain.

THE RAILROADS. The wind of yesterday did not accomplish as serious results as was feared, but it managed to fill the cuts west of St. Peter. The midnight train from the west was suspended in consequence of the snow. It was hoped that the road would again be cleared to Sleepy Eye today, so that the day train would go through. The Hastings and Dakota Railroad was within a mile of being opened yesterday, the first time in four weeks, but the flying snow again did its work and closed it up.

RAILROADING IN WINTER. FROM THE NEW YORK SUN.

During the recent cold weather the traveling public has been loud in its complaints about the delay of trains on the railroads. Even when there was no obstruction of the tracks by snow or otherwise it has been remarked that the trains uniformly run at such a slow pace as to try the patience of the passengers. If travelers who are thus annoyed knew the reason for this caution—and they can sometimes learn it from a quiet talk with the conductor—they would cease their grumbling about the delay. The truth is that railroad employees are far more apprehensive of accidents during cold weather than the traveling public. They know the number of broken rails and wheels that are daily occurring on the best built and best managed railroads, but which are carefully concealed from the traveling public. They may not be able to fully explain the action of extreme weather upon the tracks, wheels, and running gear of railroads, but they know and appreciate the danger of high speed when the thermometer is 30 or 40 degrees below the freezing point. It is a fact which injury at the proper source of information will establish, that there have been more broken rails, broken wheels, and broken connecting-rods on the railroads of the Northern States during the last six weeks than have occurred during the summer months in the last five years. The only wonder is that there have not been more serious accidents—a fact which may be attributed to the caution which comes from knowledge, and which should receive the commendations instead of the complaints of travelers.

**February 23, 1881, Wednesday [New Ulm MN Weekly Review]** – Three steers belonging to a farmer of Forest Prairie, Meeker county, were recently buried in a strawstack for eight days, and at the end of that time were taken out alive. --- An engine and snow plow on the Stillwater railroad near Lakeland tipped over an embankment last week, killing two section hands, scalding one man badly, and also injuring assistant superintendent Kemp. --- The Mennonites from the prairie regions of Russia keep themselves comfortable in Minnesota by heating their brick-lined stoves with prairie hay. Some little ingenuity has been devoted to the development of this Mennonite idea, and stoves and machinery for pressing hay into compact masses have been put on the market. Perhaps in most cases these are too costly for the homesteader on the prairies. [more not transcribed] --- Under the influence of manual labor and horse power the enormous snow banks along Minnesota street have nearly all disappeared. --- The freight

trains on Monday night brought 51,000 pounds of freight for our merchants, and Station agent Heideman and his assistants were kept busy yesterday delivering the same. --- At Lamberton during the week before last, kerosene was sold at 50 cents a gallon and potatoes 50 cents a bushel. Some of the villagers were also short of flour, but were supplied by farmers residing in the vicinity. --- The Sleepy Eye *Herald* has just closed its first volume. The *Herald* is a good local paper, ably edited and deserves the support of business men and others who are interested in building up Sleepy Eye and Brown county. --- Nearly all the roads leading into town from the county are reported to be in very poor condition. Dr. Berry had no less than four breakdowns last Monday while driving along the road leading to Fort Ridgely. --- The Pioneer Press reports that the people of Canby were destitute of fuel a week ago, and it is expected that much suffering has been experienced. Many families stay in bed to keep warm. --- About nine o'clock yesterday forenoon snow commenced to fall thick and fast, accompanied by considerable wind, giving promise of another roaring blizzard. It was not long, however, before the snow ceased falling and it soon cleared up so as to give us a little more sunshine for a change. --- As the late unprecedented snow storm in the west and the floods in the eastern and middle States have made traveling rather uncertain, the Governor's Guards will not visit Washington next week as they had intended. The company will probably visit Chicago some time next fall instead, and participate in an annual encampment of the Illinois National Guard. --- The mail for New Auburn and intermediate points which has been lying in the New Ulm office nearly four weeks was yesterday morning started for its destination on hand sleds, it being impossible for teams to travel from New Ulm to Cornish. We are informed, however, that the road beyond that point is open to travel. --- Mr. D.G. Clary traveled on foot from this place to St. Peter, a distance of forty-six miles, on Sunday last. He went down to secure a supply of wood for Sleepy Eye and brought back the cheering information that wood has been advanced seventy-five cents a cord. [Sleepy Eye *Herald*] : If Mr. Clary can walk forty-six miles in one day during such snowy times as we are now having, he is certainly entitled to the champion belt for pedestrianism. --- Ed. --- Judge Cox of St. Peter gave us a pleasant call last Saturday. --- Dr. C. Berry made a trip to St. Paul last week, returning on Saturday morning. --- George Hart, of Eden, was in town last Monday. He reports that the roads a portion of the way are in a very poor condition. --- M.H. Gamble, of Burns, was in town last Friday, traveling by team from Burns to Sleepy Eye. He says the Burnstown folks have been short of wood lately but that they have had plenty of soft coal to burn. --- Hon. John C. Ziesk and Jake Klossner spent a few hours in their family circles last Monday night. They left St. Paul on Saturday expecting to reach home the same evening, but the weather clerk willed it otherwise and they had to lay over in St. Peter until Monday morning. --- C.S. Hille and Emil Winterhalter, two commercial travelers from Chicago and Milwaukee, respectively, looked after the wants of their customers in this city last Thursday and Friday. The former had quite an experience in the late snow storm, having been for seven days and nights snow bound on a passenger train fourteen miles of Albert Lea, on the Minneapolis & St. Louis R.R., with only a car seat for a bed. There were twenty-three passengers on the train, and they subsisted during the whole time of their imprisonment upon food brought them by section men and neighboring farmers. Mr. Hille looked none the worse for his experience with the snow-king, however, and we are informed that he maintained his usual good humor throughout. --- [Due to cases of scarlet fever and diphtheria in St. Peter, families with illness must put a card in plain sight announcing the illness, no visiting, and no public funerals.] --- There are 700 men employed in opening the blockade on the Southern Minnesota railroad. The only two points not blockaded were the Blue Earth and Des Moines bridges.

**A WOMAN FROZEN TO DEATH.** The *Redwood Gazette* learns that Mrs. Rogers, residing in Wellington township, Renville county, froze to death on Sunday the 6<sup>th</sup> inst. She went to a neighbor's house two miles distant to borrow flour. Her aged husband was unable to go at the time, and she herself was partially crippled by reason of frozen feet, the family being almost destitute of fuel and provisions. While returning with the flour, Mrs. Rodgers was suddenly overtaken by the storm of that Sunday afternoon. Her body was found on the following Tuesday afternoon more than three miles distant from her home. Two dogs accompanied Mrs. R., and one of them was the means by which the searching party found her frozen remains, completely buried in the snow. The faithful dog had stood guard over the dead body, and would not let dogs from a house near by distract him from his vigils, until his peculiar behavior attracted attention, with the result as stated. The other dog attempted to run home and was frozen to death. The deceased Mrs. Rogers was 60 years old, and was the mother of four children at the time of her death. The two sons are young men, and were absent at this time. The only child at home was a young girl. The funeral took place on Friday the 11<sup>th</sup> (?? correct date?), sympathizing neighbors drawing the body to its last resting place with their own hands, the roads being impassable for teams.

A small amount of loose snow which fell last week, was on Saturday fore noon drifted into the cuts on the railroad track caused a suspension of the passenger trains from that time until Monday evening. At this time the train from the east came in a little before seven o'clock, bringing the mail which had accumulated during those three days. The



passenger train from Sleepy Eye did not arrive until yesterday morning. Three freight trains were on Saturday snowbound between St. Peter and this place, one of which being near Courtland, was brought up here on Sunday evening and the other two on Monday evening. A snow plow and crew of shovelers came from Sleepy Eye as far as this place on Sunday forenoon, but owing to the snow still drifting slightly, the crew remained here for several hours and started out in the afternoon for the relief of the nearest freight train. The train from the east yesterday forenoon arrived about an hour and a half late.

Senator Peterson has introduced and secured the passage of a joint resolution providing for the appointment of a committee to investigate charges against the Winona & St. Peter Railroad company, which is reported to be guilty of discriminations against certain towns and individuals; that certain persons are permitted exclusive privileges in the purchase of agricultural productions who are in collusion with the officers and agents of that company in the purchase and transportation of such products, and by means not known to other shippers of freight, or the general public. The Winona & St. Peter road is further accused of fostering a monopoly and preventing legitimate competition, and of being engaged in a system which enables them to depress prices at one or more stations on that road, and to increase the price at other stations, thus diverting trade from its legitimate channels and placing the business and property of thousands of people within the control of a single individual or company, who by these means evade and override the laws of the State; all these things, it is alleged, are carried on with the connivance of the Winona & St. Peter road, and to ascertain the truth of this charge is the duty of the committee which has been appointed, and which is authorized to send for persons and papers and dig up the bottom facts and spread them before a waiting world.

Senator Peterson has been appointed chairman of the committee, and Jake Klossner has been appointed a member of the committee from the house. The committee is authorized to sit after the adjournment of the legislature should it become necessary to do so.

VENNOR'S SYSTEM OF FORETELLING THE WEATHER. Mr. Henry G. Vennor has endeavored to explain the true "system" of foretelling the weather. He says it will not do to rely upon gypsies, Indians, or wild animals, for they often err, and that dependence can alone be placed upon intelligent, educated reasoning and deduction, based upon the experience gathered during a lengthened period (some years) of active out-door life and close observation, and, added to this, an extensive knowledge of the weather changes generally (from newspaper or telegrams) throughout the North American continent and portions of Europe, both of today and in the past. Such requirements, he says, impossible of attainment, as it were, yesterday, may be reached today, when all classes of the people have placed in their hands, or within their easy reach, the cable and wire dispatches of the world in which the weather has not generally a place.

**February 23, 1881. – The Worthington (Minnesota) Advance.** – Date on paper is Feb. 23, Crossed out and March 31 written over date in ink. --- The work of laying railroad tracks in the valley of the Yellowstone has not been retarded by storms which have swept less favored sections of the Northwest since early in October. A force of two hundred men has been operating there all winter with scarcely any interruption by the weather. --- The winter of 1880-1881 has been a succession of surprises. The frosts have been far more than usually severe, and the downfall of snow has been not only unprecedented in its volume and its frequency, but in the wide range of country over which it has taken place. The mountain districts of Maryland, Virginia, North Carolina, Georgia, and Tennessee have experienced visitations of snow such as might be adapted to the climate of New York and New England. Even the valleys and plains of these States and Florida and distant Texas have witnessed the unusual sight of deep snows and felt the chilling presence of sharp and pinching frosts. Little Rock even attempted to rival St. Paul with frost and snow. Thw winter throughout the Northern States has been especially remarkable for its extreme cold and the great number of its storms. Along the North Atlantic coast the thermometer has marked an average of extremely low temperature, while west of the Mississippi this low thermometer, accompanied with deep snows and furious winds, has had no precedent in point of prolonged duration and severity. --- The Floods. While the Northwest has been suffering from snow storms and blockades, the rest of the country has suffered immensely from floods. California has been almost under water. From New York to New Orleans, the country along the rivers has been flooded. At Baltimore, Washington, Harrisburg, Pittsburg, Toledo, Columbus, Louisville, Kansas City, and wherever there is any low or bottom land, the country has been under water. At Toledo the guests were removed from the Island House in boats and the railroad offices were flooded up to the second story. --- Over at Lost Timber. The LaCrosse News says: A Daily News reporter last evening interviewed a St. Louis gentleman who has been in the western part of Minnesota since the 1<sup>st</sup> of last month, arriving here from Wells last night. He stated that for miles

along the railway the telegraph poles were entirely concealed by the huge drifts, and in the Channarambeau valley the snow was piled in, filling a valley twenty miles long with sixty feet banks level full. A passenger train at the Channarambeau water tank was completely covered by the piles of snow. More suffering exists, perhaps, in this valley than in any other part of the country adjacent to this road, and families living within reaching distance are doubling up, sometimes two or three families occupying a small house, then burning the vacated building for fuel. The necessity for this will be seen when it is remembered the distance from timber or coal fields a majority of these settlers are located, and that for two months it has been utterly impossible to travel any distance. --- We go to press this week with a full sheet, but the outside is a week old and of course the date and number are not correct. This issue is Feb. 24. There is much news on the outside of this issue which will seem fresh though it is a week old. News a month old is considered alive and kitching in these days of blockades, floods, perihelions, and 1881s. --- Jack Frost has been heaving away at the Court House and cracking the plastering off in the rooms. --- There was another blow on Friday and a snow squall on Tuesday, just enough to stop trains again. --- Rumor says that people over at Adrian are moving into the hotels, as a number of them are out of fuel. --- The last stick of wood in town has been sold and the supply of coal is small. However, we expect a train or two through in a few days. --- No trains have arrived on the main line since Friday. Tuesday, one started from Sioux City and got as far as Lemars and went back. --- We learn that the supply of kerosene in town is about exhausted. If the freights do not get in soon, Worthington will be left in the dark physically as much as she is spiritually. --- The blockade has kept the Worthington hotels busy. Snowed up passengers, commercial travelers, railroad employees and snow shovelers have filled the dining rooms, sometimes to the number of 90 to 100 at a meal. --- The tax collections have been less than ever before at this time of the year. Everything except eating, sleeping and printing newspapers has been stopped or hindered by the snow blockade. As a consequence of these small tax collections, there will not be much to divide between the several towns and school districts. --- We hear sensational stories about suffering from the storms in Dakota and the country west of us. The people are burning railroad ties, telegraph poles, lumber yards, wagons and about everything and anything that will make a fire. In some places three or four families have taken refuge in one house and are burning up the vacated houses. --- The Sioux Falls train got in on Sunday last after about 20 days suspension. It got along pretty well on Saturday till it neared the junction west of town when the engine and caboose bucked and jumped the track. The passengers amused themselves Saturday night and Sunday till noon on crackers and sardines. --- The Railroad Boys. The railroad forces which have been, during this long and severe winter, conducting a gigantic war against old Boreas and his mighty army of storms and snow, deserve more than the passing mention and the growls of an impatient public which have so far been their reward. Day and night they have fought throughout the winter, catching a little sleep on the fly, gulping down a meal now and then when they could reach a town, knowing neither Sunday nor night rest, bucking into snow banks at the rate of 40 miles an hour and burying their engines and themselves in snow. They have been supported by an heroic army of sappers and miners, volunteers from the surrounding country, who have shoveled day and night to keep the road open. They have all endured hardships surpassing those endured by the soldiers in the late war, but they get no honor and must be content with their wages and the growls of the public. --- Blockade Mots. The Railroad has been playing a game of Poker with Boreas for some weeks. The prevailing trump has been 'spades.' The railroad has had about all the "cuts," and Boreas has had the deal. When a railroad engine "dies" they bury it in snow. An editor over east says they have had a tri-weekly mail during the blockade. The mail went out one week and tired to get back the next. A new country usually is short of females, but the great demand of the past few weeks has been for mails.

**February 24, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 2 (1 am), 4 (7 am), 14 (1 pm), 12 (6 pm). Light snow.**

The man that wrote "Beautiful Snow" will meet a warm reception if he will call at the Winona and St. Peter depot. --- The Chicago and Northwestern train from the East was one hour and a half behind time this morning, owing to the storm. They left Elroy on time. --- Two of Winona's wholesale houses will send their men out on the west end of the Winona and St. Peter next week. They will leave Sleepy Eye with a team next Monday. ---

BEN. M. RANDALL OF ST. PETER, who has been teaching the higher department of the Tracy school, came down from there last week. He had to walk from Tracy to Sleepy Eye, a distance of fifty miles, over show drifts. He says many of the farmers are out of wood and the necessities of life. They have not had any lamp oil or candles for some time. Some of the citizens are burning old shoes, fences, old buildings, in fact anything that they can spare or get hold of. Another man who came down on Saturday from the station beyond Tracy reports great suffering. He says many of the people have no fuel, no flour, or anything to eat but wheat, and that they grind in coffee mills and eat raw. Some deaths have occurred from cold and hunger, and to make matters still worse the scarlet fever is raging.

**February 24, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Our citizens have been pretty patient in regard to deferred freights for the past month or so, and have appreciated the efforts which Superintendent Sanborn and our postmaster have made to deliver an occasional mail. But there is now considerable grumbling over the inconvenience of going without freight for so long a time. The question is frequently asked why the company could not follow the mail trains promptly with cars loaded with fuel and merchandise, before the road is blocked up again. As the town is out of coal oil and nearly out of sugar, we hope the question will be satisfactorily answered in a few days. --- The temporary resumption of railroad travel has given several late absentees a chance to get home. Mrs. Joseph Sewell and Mrs. A.E. King, who have been visiting their friends for several weeks—the former in Wisconsin and the latter at Minneapolis—are among the returning residents who arrived last week. --- Hon. G.W. Braley came down Friday from St. Paul, and on Sunday went back, going to Sleepy Eye by team. --- Ener Birum, Esq., departed for Wisconsin with his family, on the first train out last week. --- Mr. F.V. Hotchkiss and F.L. Morrill, Esq., drive to Sleepy Eye this afternoon, there to take the train for St. Paul.

Our neighbors. Some of our snowed-up exchanges come to us printed on brown paper. Never mind—there is no “color line” in free Minnesota.

Berry’s steam flouring mill, at Marshall, was burned to the ground on the night of the 4<sup>th</sup> inst. The mill had shut down several days before the fire, having run out of coal. The origin of the fire is unknown. But the conjecture made by many is that it was fired by thieves. Loss on mill and contents about \$21,000 to the owner. Insurance \$12,500. Mr. Berry will probably rebuild.

The Marshall MESSENGER of the 11<sup>th</sup> puts the situation sententiously: “No trains. No mail. Out of fuel and feed. But still we are happy.”

Montevideo telegram to PIONEER PRESS. Great excitement exists here over the strife between this place and Granite Falls, to see which can get out the largest force of men to work at the opening of the railroad. Yesterday Granite got out a few more men than Montevideo, but to-day we went down with 118 men, while Granite could only muster seventy. The snow averages five to ten feet the whole distance opened to-day. Our people do not become the least discouraged, notwithstanding they have put in a full week. Out of our 230 voters 200 have been out on the work.

In Granite Falls the stores and offices were generally closed on the above date (19<sup>th</sup>), and the citizens were hoping for a train this week.

The Sleepy Eye HERALD protests against sensational reports in the PIONEER PRESS to the effect that there is much destitution and suffering along the western end of the W. & St. P. railroad. On the contrary, most of the stations could stand a thirty days blockade, if necessary.

Five sleigh loads of mail for the west were sent out from the Sleepy Eye post office and from the mail car last Sunday morning. The mail has been lying here several weeks on account of the blocking of the railroad. The railroad company finally decided to forward it by teams.

The postmaster at Redwood Falls, Mr. Watson, is an enterprising officer. He came down last Tuesday with the mail on a hand sled and carried back the mail from here by the same conveyance. By drawing the sled up one side of the snow drifts and sliding down on the other side, he managed to make pretty good time.

There are men of good judgment and experience in railroad work who believe that it will be impossible to open the road west of Sleepy Eye inside of thirty days, with a force of at least three hundred men. It is very likely then that the blockade at the western towns will not be opened until spring. It is impossible, without seeing, to conceive the condition of the track. Snow is filled in over bridges fifteen to twenty feet high. The snow in some cuts will average twenty feet in depth and some of those cuts are a mile long.

Renville Times, 17<sup>th</sup>: There is a little too much promiscuous wood-stealing going on in this place to be entirely satisfactory to all concerned.

A sleigh-coal of flour arrived at this place last Tuesday, from Olivia. This, together with a number of sacks from Redwood Falls, has removed prospective “bread famine.”

The stage driver on the Olivia mail route went to Olivia (from this point) on foot last Thursday, carrying the mail on a handsled, returning on Friday in the same manner, bringing a doogly quantity of mail matter for our citizens, the first since January 25<sup>th</sup>.

P.W. Heins, W.P. Christensen, A. Siompkins, F. Camp and Jno. Morgan, all of Olicia, arrived in Beaver last Tuesday evening, having been engaged in breaking the road between the points names. The outfit also brought the remainder of the newspaper mail brought up from Glencoe several days since.

Bird Island Post, 18<sup>th</sup>. Twenty-four days since a passenger train arrived.

An order was received here Saturday evening suspending all train men west of Bird Island, including conductors, engineers, and brakemen. Many of them, therefore, determined to start east Sunday, with a free pass in their boots over the Foot & Walker Road. But before leaving they desired to tender their many friends a pleasant farewell, so they organized an impromptu band, of twenty or more pieces, including tin pans, horns, and other musical instruments, and gave a Sarah-neighed. Sunday morning the suspension order was rescinded, but a few of the boys traveled eastward on their free passes.

A fierce wind-storm prevailed in the pine woods of North Carolina on the night of the 13<sup>th</sup>. A rude hut occupied by a number of turpentine makers was demolished, and ten of the inmates were fatally and three others seriously injured. --- On the 17<sup>th</sup> two trains which left Sioux City on February 1 and 2 reached St. Paul, with forty through passengers. --- Our frontier must be more closely guarded. There has been something too much of Canadian weather smuggled over the border this winter. [Boston TRANSCRIPT] --- A writer in the *Housekeeper* furnishes these hints: "There are many nice ways of cooking potatoes, and our favorite one is frying them. Slice raw and put sweet lard enough in your spider to well cover the bottom after it is melted; put in the sliced potatoes; salt, pepper and cover tight; let them cook until well browned on the bottom before turning. The knack is to have lard enough to brown them without burning or sticking, and turning the fresh ones to the bottom so that nearly all may brown. Potatoes are also very nice boiled in lard like doughnuts. To those who love pot-pie, and do not succeed in getting it light, I can whisper a secret; make the dough without a bit of shortening, and leave the cover off your kettle for fifteen minutes, when it will be nearly done; then clap on the cover, cook five minutes more and serve, and say good-by to tough, heavy dumplings." --- The late severe storms have made sad havoc with the stock on the western plains, and they are reported as perishing by thousands. --- The town of Mankato is reported to be one vast wood yard this winter. The vacant lots around the railroad, mills and factories are covered with immense piles of wood, while thousands of cords are placed elsewhere for next fall's use. One firm are getting out 11,000 cords for shipment. --- The work of laying railroad tracks in the valley of the Yellowstone has not been retarded by the storms which have swept less favored sections of the Northwest since early in October. A force of two hundred men has been operating there all winter with scarcely any interruption by the weather. --- The gross earnings of the Minnesota Valley branch of the Winona & St. Peter railroad, as returned to Railroad Commissioner Marshall, are as follows: Freight - \$1,573.66; Passengers- 2,994.28; Mails- 1,108.16; Express- 488.39; Miscellaneous - 40.87. Total= \$9,205.45. Gross earnings in 1879= \$10,666.25.

At the instance of Senator Peterson, a joint committee has been appointed by the Legislature to investigate charges against the Winona & St. Peter Railroad company, which is reported to be guilty of discrimination against certain towns and individuals; that certain persons are permitted exclusive privileges in the purchase of agricultural productions who are in collusion with the officers and agents of that company in the purchase and transportation of such products, and by means not known to other shippers of freight, or the general public; the Winona & St. Peter road is further accused of fostering a monopoly and preventing legitimate competition, and of being engaged in a system which enables them to depress prices at one or more stations on that road, and to increase the price at other stations, thus diverting trade from its legitimate channels and placing the business and property of thousands of people within the control of a single individual or company, who by these means evade and override the laws of this State; all these things, it is alleged, are carried on with the connivance of the Winona & St. Peter road, and to ascertain the truth of this charge is the duty of the committee. The committee has been granted leave to sit after the adjournment of the Legislature.

NOTE: The following is a transcription of the existing page of the KINGSBURY COUNTY NEWS, dated February 24, 1881. The text has been colored green to differentiate it from the rest of the BITS.

-----

KINGSBURY COUNTY NEWS

TERMS--\$1.50 A YEAR IN ADVANCE

DE SMET, THURSDAY, FEB. 24.

J.W. Hopp Proprietor.

Dakota Central Railway

Passenger

Going East	Going West
Nordland.....8.58 a.m.	4.50 p.m.
Desmet.....8.00 a.m.	5.45 p.m.
Iroquois....7.00 a.m.	6.37 p.m.

Sundays excepted

County Officers

Clerk district Court--J.H. Carroll

Sheriff--J.K. Smith

Register of Deeds and Co. Clerk-W.F. Whiting

Judge of Probate--V.V. Barnes

Coroner--V.B.D. Gray

Constables--C.W. Mead, E.W. Manchester, L.S. Fieldby, J.R. Edmunds

Justices of the Peace--J.R. Smith, J. Woodruff. O. Foss (?), J. Fairbanks

Board of Commissioners--H.J. Burvee, J.D. Williams, C.H. Manchester

HOME AND OTHER ITEMS

- Double up.
- Ed. McCaskell is back.
- Our school goes bravely on.
- How much coal have you?
- Have you a cold in your nose?
- Hay fire is all the rage now in town.
- Join the Settlers Protective Union
- John Fairbanks, of Nordland, is in town.
- A letter from "Short" appears elsewhere.
- Hen fruit is an expensive luxury just now.
- For a buster, how does this winter strike you?
- If you wish to get "Biscotted" go to Tom Powers.
- We are liable to get a mail from the east this week.
- A nice little hoop at the Exchange Tuesday night.
- Coal is very scarce all along the D.C. line just now.
- Newt Owen has been under the weather for a few days.
- The leading question is, when shall we have trains from the east.
- Chas. Anderson has been out rusticated on his farm the past few days.
- Harthorn went down to Volga on a forage expedition the fore part of the week.
- Ole Quam, H.V. Hall and John Pettis of Nordland, were over to De Smet Monday.
- In lawsuits our town has escaped well, but our tailor will soon have lots of suits on hand.
- As we go to press this morning we learn that the couple east of town were married yesterday. How is it Geo?
- At Bismarck on Sunday it was sixty degrees above, and four feet of water over the ice on the Missouri.
- At last we have had a mail. It arrived the fore part of last week. Did you hear from your girl b-boys?
- This number of the News will do to file away. In twenty years from today it will do as a relic to gaze at.
- Will Foster, of Volga, who has been spending a couple of weeks in town, returned home on the snow plow Sunday.
- If you wish to get insured in a good and reliable Insurance company call on T.H. Ruth. See the new advertisement elsewhere.
- Conductor Nash with his snow plow and nearly a hundred men pulled up to De Smet Sunday evening from the snow banks east.

--The first grist of wheat ground in De Smet was on the 5th, by Dan Loftus. Dan makes a fine miller. It was a ground hog case you know.

--Chas. Lampson, one of our young capitalists, has purchased the city grist mill and will go into the flour business quite extensively. Success.

--Our paper has ( ) come y() and from appearances i() not likely to ( ) very soon. We are compelled to issue on all kinds of paper this week.

--Paul Cooper n() (us ( ) ( ) few days since, with cash. Paul says he will do his part in keeping the poor printer alive. Good for you, long may you wave.

--This thing of opposing organizations and advocating for another paper won't work successfully. So say th( ) of De Smet. We have you spotted, Mister ( ) and don't you for that!

--( ) dollar and a half per day for shoveling snow on the Dakota Central takes most of our business and professional men out. It is more fun to shovel snow than to go without bread or coal.

--An adjourned meeting of the Settlers Protective Union will be held next Monday evening. the regular meeting will be on the first Monday in March. ( ) ll be given in our next.

( ) for over three months

( ) the fore part of the

( ) looked as though we

( ) proverbial "January

( ) our fondest hopes de( )

that effect.

( ) bad

( ) be year

"Hand Outs" now seem to be in fashion.

Yesterday morning's Chicago Tribune says from interview claiming to be well informed, It is understood that Gen. Garfield has determined on the following gentlemen for members of his Cabinet: Senator Blaine, Sec'y of State Judge Folger, Sec'y of Treas'y Than Goff Jr., the present incumbent for Sec'y of Navy, Gov. Foster of Ohio, Post Master Gen'l, either Senator Allison or James F. Wilson of Iowa, Sec'y of the interior, Horace Davis of California, Sec'y of War and Ex Seenator T.O. Howe, Att'y Geen'l.

We ask again, is it not about time that something should be done looking to the formation of a cemetery association in our town? We believe that it is, and we have been forcibly reminded of the fact lately that it should be taken hold of immediately and without further delay. Let a meeting of citizens be appointed wherat committees may be selected to attend to the matter in every detail and we shall be saved henceforth the embarrassment of having no suitable place to bury our dead. Let us be up and doing in this matter.

=====

A Sad Affair  
 Thomas Brown Chilled to Death  
 His Body discovered in a Well, Relatives not Know-The Inquest

On Thursday January 23rd this community was in a state of painful excitement by the announcement that the dead body of Thomas Brown who resided about three miles northeast of Kingsbury Post-office, had been discovered in a well near his house.

The circumstances as ascertained at the inquest and otherwise are mainly as follows; Mr. Brown, who was a quiet unassuming young man, sober and industrious, has since last spring been living alone on his claim on section 22 town 111, range 55. He was last seen alive on Sunday afternoon, Jan. 23rd, by Mr. George Leighton, a neighbor who was passing by, and who stopped and had a few minutes conversation with him while the latter was watering his oxen at a well near the road. Mr. Leighton passed on and Brown drove his oxen to his stable near by. It also appears that Mr. A.N. Spence, on the Saturday previous, had called at the house of Brown and agreed to call for him on Monday morning on his way to De Smet. About 9 o'clock Monday morning Mr. Spence in company with D.L. Chase and Mr. Foster called, but found the house empty, the stove cold, the stable door open and the oxen gone.

Concluding that he was away in quest of his oxen they passed on and thought no more about it, though one of the party went within a very short distance of the well where the body was afterward found.. From that time until Thursday no one appears to have been on or near the premises, but on that day Mr. F.O. Dunbar who resides a mile east, having for a number of days noticed Mr. Brown's oxen roaming about uncared for, began to suspect that something was wrong, perhaps that Brown was sick as he had previously complained of feeling unwell, went to the house, uncertain the cause; as he approached the house, a young man named Charles Bro, was coming from the opposite direction for a friendly visit. Appearances indicated that no one had been on the place for several days. While searching the premises they discovered near and unfinished well a pair of boots frozen and covered with clay, a cap, and nearby a pocketbook also frozen and containing money and papers. This well was situated about four pods from the one in use and was about six feet in diameter and nearly six feet down to the ice. Some snow had lately drifted into the well, and although nothing was visible they were convinced that the missing man was under the ice.

The neighbors were summoned, the snow removed, the ice broken and finally the body was found at the bottom nearly five feet under water. The Coroner, W.V.D. Gray was summoned and promptly appeared on the ground. An inquest was held on the following day, the jury consisting of Amos Whiting, Mr. Wilson and C.A. Leighton. Dr C.S. Deitz was summoned and a scientific examination but found no evidence of external nor internal injury. Present ( ) the evidence indicates that the well was full of water at the commencement of winter, was slightly frozen over and afterward covered with a few inches of snow. Since then the water has settled away leaving a space of over five feet between the top ice and the unfrozen water beneath. Into this terrible man trap the deceased had evidently fallen and there in water breast deep it was utterly impossible to escape without assistance. Whether this took place Sunday evening or Monday morning could not be determined. The articles found outside had probably been thrown out to attract attention, his coat too was off and found in the water. He was a man of powerful build and must have made a desperate struggle for life, but no human efforts could long avail under the circumstances and he evidently chilled to death before falling to the bottom.

After a long and searching investigation the jury returned a verdict that the deceased came to his death from exposure caused by accidentally falling into a well on his own premises between 4 p.m. Jan. 23rd and 9 a.m. Jan. 24th, 188() that no suspicion of wrong doing()any person.

Deces() Scotland and () relatives in()to have () ington ()funeral took place on()conducting()

Correspondence.

Mr. Editor--Reading your invitation for correspondents from different parts of the county, I will endeavor to comply; would have responded long since but you will realize that there is little of interest transpiring at the season to write about.

I have read with interest your excellent articles on Kingsbury County and am sure all that were here last summer will admit their force and truth the success of the settler is only one of judicious industry and time. Nearly everyone in this vicinity have considerable breaking done and anticipate planting a large acreage the coming spring.

This school district, No. 31, was organized some months since, selecting Mr. McVey as director, Mr. Barker as treasurer, and H.Hall clerk. An alteration of the district however will require some alterations in the above.

The family of Mr. Hinnegan have all recovered from the illness with which they were afflicted in the early part of the winter.

The severity of the season is making serious inroads upon our hay stacks.

I perceive by the columns of the NEWS that the question of license is being agitated. You certainly can not give space to all that might be advanced pro and con. Having a school house in De Smet would it not be advisable to have the matter publicly discussed some Saturday afternoon? Will not some of the residents of the town take the matter in hand and have something to enliven these dull days.

Will not some of the farmers near the town also take hold of the proposition advanced by your paper of organizing an agricultural association. If a few earnest men were to appoint a day and call a meeting there can be little doubt but what they would receive a hearty response.

The unfortunate death of Mr. Brown though a sad one, is not without its lesson to the living and should teach us all the propriety if not the necessity of covering or otherwise protecting our wells. There are many wells that have not guard whatever; the only wonder is that some fatal accident has not occurred long since.

Short.

=====  
From Lost Claim

In reply to Kingsbury correspondent we would say that several of our farmers here are going to plant amber cane and as the distance is not great we will be glad to avail ourselves of Mr. White's mill; and as it only needs the example in this matter, I have no doubt that two or three mills would do well in this coming season.

In a recent letter from Wade & Flanders we are assured of their arrival here during the fore part of March.

Mr. T.A. Thompson will be here the first week in April, and will make many fine improvements. Mr. Thompson has been Superintendent of Public Schools for three years in Wabasha county, Minnesota and state lecturer of the Grange for many years and will make a valuable addition to this township.

There will be, so we are informed by Mr. Anderson, about twenty families of settlers, direct from Sweden, who will locate in the north-east part of this township and south-east of the next town north.

A tramp came to Jim Campbell's last week and was taken in, clothed and fed and Jim says he shall keep him. He weighs nine pounds. Herman Haufchild was troubled by one during the blizzard on the 21st, but could not find the heart to turn him away. He weighs ten pounds. Eat yours up, Jim. Every blizzard brings forth fruit. Mr. Noble is the lucky man. Its a fine boy baby. More anon.

=====

Heaven or Hell.

-----

Dakota lifts her haughty head and cries aloud for men.

Six hundred thousand more.

Where will she put them?

Ah! on her hilly slopes and fertile fields where the water ripples merrily and the song-birds flaunt their gaudy () and swell their tittle turo() with songs of welcome. Where the air is () and pure as that of Paradise, and the yellow sunlight comes in garden streams direct from the throne of God. Where the children of Fortune are scattered in happy clusters over the blue prairies and are heaping up for themselves little piles of gold that shine forth and sparkle as the stars of night in a cloudless sky.

"Can such things be?"  
Ay! friend they CAN be.

Come to Dakota; come reap for yourself; come for the sake of your old brother and your children; come while yet there is room, come--come, or one day, not many years from now, we may find you back in the States, in some reeking, flimsy hovel, a poor worthless chunk of rotten meat, a dead and offensive burden to yourself, and an eyesore to a christian community, who long to hear you thud into a paupers grave and your cowardly soul will then sneak down through the fissure of time, into the gaping, griping bowels of an eternal hell.-Progress, Forestburg on the "Jim."

=====

SCHOOL OFFICERS

Can sell their District Orders to advantage by calling on J.H. Carroll.  
County warrants wanted.

=====

For Sale or Rent.

A building in De Smet, one story and a half high, planned for business and residence, The front room, which is 16x21 can be used for any kind of business. Good water at the door. For particulars inquire of C. Donor builder., T.H. Ruth, V.V. Barnes or C.W. () of the Exchange hotel De Smet.

-----

Buy your cigars at Bradley's store

-----

L.A. Delicia 5 cent()store the boss to smoke.

-----

Buy the Rock and Rye 5 cent cigar at Bradley&Co.

-----

Buy your stationery at the drug store.

=====

Worsted goods, a nice linen () hods and ladies jackets at ()'s

-----

Insurance

Placed in the German-American and the Saint Paul Fire and M() Co's. by J.H.Carroll.

-----

Cle(a)veland & ()Bunting, scribes

-----

A fresh lot of cranberries at Wilmarth's

-----

Piles! Piles!

Cured by Dr. Baker's pain Relief; also sore breasts, coughs, colds, sore throat. Sold by Bradley, the drug man.

-----

Fever and Ague

General dorbility, pain in the head, liver complaint &c. cured by using Dr. Baker's pain relief. Sold by G. Bradley & Co.



Died

During the past year, hundreds of persons whose lives probably could have been saved by a judicious use of Dr. Baker's bilious pills, sold by G. Bradley & Co.

-----  
Anyone in need of School Books Slates and Pencils Inks, Stationery &c. can now be supplied by G. Bradley & Co.

-----  
Land Office at Mitchell, D.T. Jan. 13, 1881.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim and secure final entry thereof and that said proof of himself and witnesses will be made before the clerk of court of Kingsbury county, D.T. at De Smet the county seat as provided by the amen() act of congress approved June 9th, 1880 on Tuesday the 29th day of March 1881 viz: Hallis Vidall(?) under his DS no 12611 SE 1/4(?) section 10 town 11 range 53 and he names the following witnesses to prove his continuous residence upon and cultivation of said tract. vis: D.R. Sweezey, Ed Benkey, Andrew Johnson, Sam Wendson, Nordland D.T.  
36 B.E. Campbell, Register.

-----  
Dissolution Notice

The partnership heretofore existing between C.S.G. Fuller and A.J. Dox () firm name of Fuller & Dox, is this day dissolved by mutual consent. C.S.G. Fuller will retain the business at De Smet, collecting all accounts and paying all debts due at that point, and A.J. Dox will retain the business at Brookings, collecting all accounts and paying all debts due at that point.

Dated January 5th, 1881

C.S.G. Fuller

A.J. Dox

-----  
Copy of the Statement of Condition of the Hartford Fire Insurance Co.

On the 31st day of December, 1880

blah, blah, blah, blah

5 paragraphs.

Thomas H. Ruth

Properly appointed agent at De Smet, Kingsbury county, D.T.

In testimony whereof I have hereunto set my hand and seal, this 22nd day of January A.D. 1881

E.A. Sherman, Auditor

By L.M Purdy, Deputy

-----  
Statement of the Condition of the Orient Insurance Co., Hartford, CT.

blah, blah, blah, blah

5 paragraphs

Thomas H. Ruth

-----  
Try the New York Observer This Year.

The Largest and Best Family Paper in the World. Send for Sample Copy-Free. New York Observer 37 Park Row, New York. The Best Paper! Try it!

-----  
Beautifully Illustrated 36th Year. The Scientific American.

Blah, blah, blah

Munn & Co. 37 Park Row, New York

-----  
G.C. Bradley & Co., Dealers in Drugs & Medicines. A large assortment of Stationery . School and Blank Paper. Points, Oils, Varnishes, Brushes.

Window Glass, all sizes.

Toilet and Fancy Articles, Fine Cigars. The latest popular remedies for the treatment of all diseases will always be found on hand.

Prescriptions carefully compounded

-----  
The well known firm of Denton, Cove and Co. Type Founders of Milwaukee have established a Branch Foundry No. 30 Minnesota Street, St. Paul, Minn., and solicits your orders.

-----  
Coal! Coal!

George Ferguson, Dealer in Coal and Wood, SALT by the Barrel. Oats, Corn and Corn Meal kept constantly on hand. Give him a trial. De Smet, Dakota.

-----  
Beardsley House.

J.C. Beardsley, Proprietor.

Every attention will be paid to the wants of guests and special pains taken to make everybody comfortable. Table supplied with the best the market affords.

Good stabling. Good hostlers. Charges reasonable. De Smet- Dakota

-----  
Sign of the Red Flag, the Mammoth Pioneer Store of the North-West! De Graff, of Volga, D.T. The Cheapest Man on the line of the Chicago & Northwestern R.R. Buys and sells for cash exclusively. My stock embraces Dry Goods, Clothing, Boots & Shoes Hats & Caps, Millinery, Groceries and Provisions, Notions, Trunks, Bags, Jewelry, Tremendous Bargains! My Motto is: Never to be undersold. Please call and Convince Yourselves.

-----  
200,000 Trees in Nursery, 6,000 Orchard Trees. The Jewell Nursery Co., Underwood & Einery, Prop's. Lake City, Minn. S.N. Gilbert Agent, De Smet, D.T.

-----  
A. Ruth() Thos. H. Ruth, Cashier/

Kingsbury County Bank. De Smet, Dak.

General banking and exchange business transacted. () attention () to collections. County warrants bought. Pay interest on time deposits. Loans made on Real Estate long time at 8 per cent.

-----  
T.H. Maguire Co., Dealers in General Hardware, De Smet, Dakota We handle the largest and best stock of Hardware, tinware, stoves, plows, agricultural impl'ments of all kinds & Descriptions ever brought across the Dakota Line. We handle the Mc Cormick Farm Machinery, Reapers, Mowers & Harvesters

Threshers. We handle the J.() Case Thresher a machine () by its many years of operations. Standard Scales and Safes. E.H. Couse, Manager.

-----  
Furn'ture

I shall keep constantly on hand furniture of all kinds and my prices () low that () from the East can not afford to ship to this place, anything in my line(?) C.H. Tinkham, De Smet, Kingsbury Co. Dakota

-----  
C.J. Thomas, Notary Public. Abstract and Loan office. Complete and correct abstracts of all lands in Kingsbury county. Titles carefully ()ined. Real-Estate Purchased and sold on commission. Taxes paid, and Collections made for Non Residents. De Smet Dakota Office with V.V. Barnes.

-----  
Charles Keith. Dealer in Peerless and Champion mowers. Self binding Osborne Harvesters, Pitts Threshers Steam and Horse Power, Oats, corn and feed Volga, Brookings County, Dakota.

-----  
C.F. Spoffard, De Smet, Dakota Proprietor of the Pioneer Harness Shop of Kingsbury County, Dak. Manufacturer and Dealer in Harness & Saddl'ry Everything first-class. Prices low. Repairing neatly and cheaply done.

----Take Your Home Paper!

The News. Subscription One Year \$1.50 In Advance

() with the paper () furnished on short notice.

Geo. W. Hopp & Co. De Smet Dakota.

**February 25, 1881, Friday evening. - Winona (Minn.) Daily Republican. - 2 (1 am), 4 below (7 am), 24 (1 pm), 20 (6 pm). Clear**

The morning trains from the East were both late today. The Winona and St. Peter trains only go as far as St. Peter, and no passenger train since Wednesday had come in on the Green Bay and Minnesota road up to noon today.

--- Quite a number of Buffalo county farmers will remove to Dakota in the spring. --- The Southern Minnesota train got no farther west than Spring Valley on Friday. It was hoped that a train might get through as far as Wells today.

**February 26, 1881, Saturday evening. - Winona (Minn.) Daily Republican. - 14 (1 am), 30 below (7 am), 42 above (1 pm), 18 (6 pm). Cloudy.**

SUPERINTENDENT SANBORN has received a series of interesting views taken at Sleepy Eye immediately after the great storm of February 5<sup>th</sup>. One picture portrays the streets of Sleepy Eye with snow drifts from ten to



twenty feet deep. Another picture shows a street dug out for the passage of teams. Another presents the depot yard with the tops of freight trains barely visible among the general level of the snow. One scene in a business street gives an amusing view of Ben Dixon's "tunnel," bored through the drifts down to the front door of his store. Several men are seen standing on the summit of the mountain of snow. One of the most interesting pictures is that of Superintendent Sanborn's new train, five engines and a snow plow coupled together and just coming into Sleepy Eye after successfully bucking the drifts. A picture of Kelly's cut, one mile west of Sleepy Eye, completes the interesting series.

**February 28, 1881, Monday evening. - Winona (Minn.) Daily Republican.** — 12 (1 am), 4 below (7 am), 10 (1 pm), 10 (6 pm). Clear.

Heavy rains prevailed all over the eastern part of Wisconsin and portions of Illinois on Saturday, and the result is a serious interruption to railroad travel caused by the high water. --- A

Frenchman has invented a machine which he claims will manufacture the finest of real lace, which hitherto has had to be laboriously made by hand. --- The storm of Wednesday night delayed trains all on the roads leading west and north. The cuts on the Hastings and Dakota and the Sioux City road are all refilled, and the citizens are badly discouraged. --- The Winter is on its last legs. --- Good bye, Old Winter. You have been a terror, and we shall remember you. Ta, ta! --- This is the last day of February and the last day of Winter. The Ice King must yield to the genial influence of Spring. --- At the time for Spring freshets approaches the railroad companies are anticipating any trouble that may occur on the Rollingstone creek at Minnesota City. A large amount of rip-rapping has been done for the protection of the road-beds and all precautions possible are being taken to prevent washouts. The ice in the mill ponds at the City is thirty-six inches thick, but unless something very unusual occurs it will gradually melt as the water begins to trickle down from the bluffs.

RAILWAY NOTES. Authentic information confirms the report that the Chicago, Milwaukee and St. Paul Railroad company have contracted with R.B. Langden & Co. for the grading of the line from Huron to Mitchell, Dakota, in early Spring, to connect with the main line east. --

DAKOTA. THE SITUATION AT WATERTOWN. *Special Dispatch to The Winona Republican.*

Watertown, D.T., Feb. 28. There is no suffering in this town. From ten to fifteen tons of flour is now on sale in the stores. There is a fair supply of groceries; canned goods in abundance; meats scarce; fuel is scarce, but there is no suffering therefrom yet, nor will there be for the next ten days or two weeks. Some families in the adjacent country are close pinched for supplies on account of the deep snow and the inability to reach them, but these could not have been benefited by daily trains. This town and adjacent country have been remarkably free from suffering and want in every particular, considering the severity of the Winter. --L.D.F. Pool, Receiver U.S. Land Office.

MINNESOTA. FUEL SCARCE BUT NO SUFFERING. *Special Dispatch to the Winona Republican.*

Tracy, Feb. 28. There is no dry wood. Green standing timber is scarce and eight miles distant, in five feet of snow. Soft coal is teamed from Burns; provisions from Sleepy Eye. Farmers are burning hay. There is no money; no actual suffering. --M.

ILLINOIS. THE LATEST STORM.

Chicago, Feb. 28.—The storm which prevailed here all yesterday and throughout the night has now almost ceased. A light, drizzling snow is all that remains of it. Its effects, however, are still painfully evident, and all traffic in the city is very slow and difficult, and all incoming trains on all railroads are from two to five hours late. At nine o'clock twenty-three mails were due at the post office, and but two of them had arrived.

On the Lakes. The storm on the lake yesterday, according to old sea captains was the severest experienced for many years.

On the Prairies. Gentlemen who arrived here from Clinton, Iowa, said the train passed through some sections of prairies where the little farm houses were almost half submerged by water, and that miles of railway tracks were covered.

THEN AND NOW.

In view of the common remark that this is the severest Winter ever known in the West, it may be interesting to read the following observations on the Winter of 1873-1873, taken from Mr. Ely's notes under date of March 6, 1873:

The Winter of 1872-3 will fall into history as the hardest, coldest, dullest and longest since the settlement of Minnesota. As a cold Winter it is without a precedent in the present generation. The frost king has destroyed more than two-thirds of the vegetables stored for Winter use, and sad havoc has been made with house plants; very few families, with the utmost care, have been able to make the treasures live. They could find no nook or corner from cellar to garret that the frost did not claim in some hour during the nearly one hundred days of Winter siege. In the last month of the old year business was nearly suspended by the horse disease. In the first month of the new year the deep drifting snow and the intense cold weather rendered travelling either by team or rail almost impossible, or at least attended to with great difficulty. Thus only those things were done which were absolutely necessary as a condition of living. We begin to hope that the Winter is nearly over; perhaps we had the farewell benefit on the morning of the 4<sup>th</sup> of March, when the thermometer was 26 below zero. I doubt whether there is a man living who ever saw so cold a day in a Spring month.

The cold was unquestionable more severe though scarcely more prolonged in the Winter referred to above than it has been during the present Winter, yet the inconvenience to the railroads caused by drifting snow on the prairies of the frontier is vastly greater now than it was then.

ONE MORE BLOCKADE. ANOTHER HEAVY BLOCKADE IN WISCONSIN.

The weather here on Sunday gave no sign of the hard storm of rain, sleet and snow which raged along the western shore of Lake Michigan, and which is quite fully described in our telegraphic columns. There was no midnight train last night from Chicago, and the through trains on both the Northwestern and St. Paul roads due this morning were suspended, consequently the business public were obliged to await the arrival of two mails, which it is expected will get through tonight at midnight.

The River Division is clear and a train arrived on time from La Crosse.

The Northwestern train came up from Elroy.

The Green Bay road reports trouble on the eastern end, but the morning train departed on time for the East.

**March 1, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** - 6 (1 am), 4 (7 am), 12 (1 pm), 12 (6 pm). Cloudy. Mean temperature for the month of February: first half of month 20, second half of month 13. Whole month, 16.5.

The La Crosse *Chronicle* states that Benton, the man who was so badly frozen Thursday night, died a few minutes before midnight Friday night. He had no consciousness at any time after being found in the snow. Holway was able to stand on his feet yesterday, but can give no connected account of the events of the day and night. --- Wheat receipts are only fair at 93 cents for No. 1. --- Eggs are arriving a little more freely and are quoted at 15-16 cents per dozen.

DAKOTA. BETWEEN HURON AND PIERRE. *Special Dispatch to The Winona Republican.* Huron, Feb. 28.

We are well supplied with fuel, provisions and everything needful except kerosene; no suffering in Beadle county. Apprehensions were entertained for people at the Sidings west of here, but the arrival of a large party of shovelers and five engines from Pierre on Monday report them provided for. Weather clear and warm. -E.G.W.

THE CHIPPEWA VALLEY. A violent snow storm visited Eau Claire on Friday, extending into the pineries and causing no little vexatious delay to logging operations. The snow was just getting to be well and solidly packed in the roads, allowing heavy loads to be hauled easily, but the drifts placed them in a condition nearly as objectionable as before. Operations are being pushed forward vigorously, but there is no hope of getting a cut to exceed over 80 per cent of the amount calculated upon in November.

In consequence of the storm all trains on the Milwaukee and St. Paul road were suspended on Monday between Columbus and Doyston, Wis. The trains are running between Milwaukee and Chicago, but through trains

from Milwaukee to La Crosse are suspended. The storm seems to have radiated as far as Portage, and the Portage and Madison Division is also blocked. A similar state of affairs exists on the Northwestern road south of Elroy.

THE RAILROADS. THE BLOCKADE NOT YET RAISED. The railroads between Chicago and Winona are not yet fully free from the effects of Sunday's storm. The train on the Northwestern road which left Chicago Sunday night reached here this morning.

On the St. Paul road the track is still covered with ice near Watertown for a long distance, and no trains came through today.

Westward the prospects are more encouraging. Trains reached New Ulm yesterday from the East and expected to make Sleepy Eye today.

**March 2, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** - 14 (1 am), 18 (7 am), 18 (1 pm), 14 (6 pm). Cloudy.

Wheat was selling at 92 cents for the best. --- It was snowing and blowing again west of St. Peter today. -- - How do you like the ethereal mildness of this Spring, so far? --- Five mails arrived in a heap from the East by the midnight train last night. There was lively business for postoffice clerks.

MINNESOTA. THE SITUATION IN LYON COUNTY. *Special Dispatch to The Winona Republican.*

Marshall, March 2. Marshall and vicinity have been blockaded for the past six weeks. No trains, but occasional mails overland from Sleepy Eye. No suffering for supplies yet—not likely to be; plenty of fuel and provisions; maple wood, green, hauled ten miles, at \$7.25 per cord. Business men and citizens are very active to have good roads and to keep them so. Merchants send big teams to Sleepy Eye and Marshall, thus getting supplies incessantly. The social season, the schools and churches are intact. In the absence of mails the Lyon county *News* has published from two to three columns of telegraphic news each week. At adjoining towns we hear of no actual suffering except in isolated cases, but supplies of fuel and provisions are short. -S.C.W.

DAKOTA. A correspondent at Milbank telegraphs under date of the 28<sup>th</sup> ult.. that the weather is moderating there and that the farmers are opening roads and going into the towns after supplies. There is an abundance of provisions in Grant county, and fuel is easily obtainable from the Dakota hills. In a few instances farmers are burning hay.

RAILWAY NOTES. Drifting snow on Sunday left the Saint Paul and Sioux City and the Illinois Central roads in Iowa as badly blocked as ever. The work of opening was resumed on Monday. Goods, sidetracked on the Northwestern Iowa line for three weeks or more, because of snow and the consequent difficulty of running trains, are just beginning to arrive at Sioux City over the Sioux City and Pacific roads.

**March 2, 1881. Wednesday [New Ulm MN Weekly Review]** - The town of Millbank, Dak., is excited over the suspicion that Mrs. Irene Crandall, who was frozen to death near that place, was driven out into the storm by an inhuman husband. Crandall has been arrested. Her child perished with her. --- The St. Peter hens must be a cold set of bipeds, judging from the high prices of eggs in that burg. A few days ago the modest sum of 45 cents a dozen was paid for the products of the feathered tribe. --- Owing to the prospective high water, Mr. G. Kuehnel will sell the remainder of his Canada fife seed wheat at 80 cents per bushel, but the wheat must be removed from his premises at once. Mr. Kuehnel informs us that the whet is free of cockle and will go 62 pounds to the bushel. --- Mr. Thomas Tweed, of the town of Camp, Renville county, made a trip to this place on snowshoes last week. He reports that several of the settlers residing on the prairies north of his place have been very hard up for fuel at different times this winter. Three families of Finns living in the township north of Camp moved into one house, using the other buildings for fuel. --- Wood prices have been way up in the high regions lately. Green hard maple has been sold at figures ranging from five to six dollars per cord, and green ash for about five dollars per load—considerably less than a cord. As soon as the railroad can be opened so that wood can be shipped from below, such prices will undoubtedly have to tumble down somewhat. --- The St. Peter *Tribune* reports that Engebret E. Bakke, a young man of about 25 years of age residing in the town of New Sweden, died week before last from exposure and strong drink. He was in St. Peter where he had been drinking hard all day. In the evening while in a drunken state he started for home, freezing to death while on the road. He was the only support of a crippled father, a feeble and aged mother and of two sisters, one of whom is insane. --- The weather has been quite changeable during the last few days. On Saturday forenoon the air was sufficiently mild to cause a slight thaw, but in the afternoon it began to get cold, the

same continuing until Monday when it commended to moderate again. On Monday morning the thermometer indicated about 16 degrees below zero. Yesterday was another mild day, but this morning opened up with a light snowfall accompanied by westerly wind. --- Mr. Olof Pehrsan, of Marshall, gave us a call yesterday. He had been down to St. Paul and was on his way home, having arrived on the train yesterday forenoon. Mr. Pehrsan reports that the Marshallites are getting along very well, considering that their railroad communication with the outside world has been cut off for some time. They have obtained plenty of fuel from the timber at Lynd, a few miles distant, consequently there has been no suffering nor any great inconvenience among the denizens of that place.

FROM SPRINGFIELD. Butter and eggs are a scarcity in our market. / The mail is now taken to and from our town by team, and not very often at that. It is so bulky when it does come that it is fun to see the postmaster skip around to distribute it. / Our school is now in full blast. It opened on Monday the 21<sup>st</sup> with an attendance of 42 scholars and many more yet to come. / Today, as well as many of the days past, we are having extremely stormy weather, and I am only sorry to say we are not yet at the end of the chapter. This division of the R.R. has been completely suspended. We have not seen the iron horse for many a day, and goodness knows when we will get another chance to look at the over-welcome visitor. As for fuel we have yet a little coal in town; wood is now beyond question. There are yet plenty of provisions. Tobacco we have none, but what can we do except grin and bear it. / We are complaining of snow storms, cold, and what not, but are quite silent when we read about our neighbors on all sides. Look to the west, where many are destitute and patiently waiting for the Chicago and N.W road to bring them relief, and we only trust the trains may soon come up. And the South, the sunny South, does not seem to be one of the favored localities at the present time. Think of the great destruction caused by high water in St. Louis, Toledo, New Orleans, Washington and many other places,---and in fact we don't know what fine morning we may be sailing down the Cottonwood river, if the snow starts with a rush and rain, but as yet we have much to be thankful for. --  
*Darrach,*

WHY THERMOMETERS VARY. During the recent cold snap many statements of extraordinarily low temperature were made, and the great differences between such reports from local stations not far from each other have called forth much criticism and ridicule from those who have not closely studied the laws and conditions governing the subject. A few observations bearing upon the question may perhaps be of interest to some of your readers.

During a wind-storm the air is constantly intermixed and its temperature thus equalized. In consequence the thermometric records in areas over which it passes show a close correspondence. But if the weather is calm as was notably the case during the cold spell just passed—the air as it becomes colder settles in valleys and low points forcing the warmer air to higher levels. The result of this stratification is shown by observations taken in the morning before the direct action of the sun has had its effect in restoring uniformity of temperature.

As an illustration of the truth of this theory, on the morning of January 1<sup>st</sup> of the current year, within a radius of four miles of Sandy Spring, Montgomery County, Md., embracing a moderately-rolling country with probably not more than one to two hundred feet as the extreme variation of level, there was a difference of thirty degrees Fahrenheit, the range being from five degrees below zero, according to the elevation of the stations. My two thermometers, hanging side by side, showed sixteen degrees at 7:30 a.m., while half a mile distant on somewhat lower ground—twenty-five degrees was reached on a thermometer which ordinarily agrees with them. I immediately removed one of the two to a point one hundred yards distant from the house and at a level about twenty-five feet lower, where in ten minutes it fell to twenty-four degrees.

Another singular phenomenon observable under such atmospheric conditions is the rapid changes of temperature at a given point, as shown by frequent or continuous observations of the mercurial column. On the morning above mentioned, I watched several fluctuations; of at least two degrees in the space of ten or fifteen minutes, which could not have been due to radiation from my body or other artificial heat. This is accounted for by a gradual movement of the strata of air by the action of gravitation or a gentle lateral pressure, of force insufficient to intermingle them.

As a small contribution to the store of "Observed Facts," I hope the foregoing may find a place in your columns. --*Cor. Washington Star.*

**March 3, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 10 (1 am), 10 (7 am), 26 (1 pm), 20 (6 pm). Clear.**

At 3:30 this afternoon the storm continued with unabated fury in Chicago and Milwaukee. Business is at a standstill, and all railroad trains are suspended. --- An interesting map of the promising town of Huron, Dakota, has been forwarded to THE REPUBLICAN office by Mr. Edwin G. Wheeler. For a town that was only platted on the first

of May last it makes a fine exhibit. The map shows the depot building, the new round house and machine shops, hotels, business houses, lumber yards, etc. It is very well executed and is a credit to the publisher. Huron promises to be one of the most flourishing places in the valley of the James river. --- Fifteen thousand white oak railroad ties were sold in Wabasha, this Winter, nearly all of which came from Wisconsin.

MICHIGAN. HEAVY SNOW STORM. East Saginaw, March 3. The most severe snow storm of the season thus far prevails. It is snowing and blowing furiously. Snow is from twenty inches to three feet deep in Northern Michigan. Trains are blockaded.

THE SITUATION AT THE WEST. CONVENIENCE OF THE TELEGRAPH—NEWS BULLETINS—THE FUEL QUESTION, ETC. It would be difficult to find a more forcible illustration of the great convenience of the telegraph than has been demonstrated this Winter during the blockade on the frontier. During the past two months the people along the extension of the Winona and St. Peter road at Sleepy Eye and beyond, when cut off from communication by mail, have resorted to the telegraph, and the manager of the Northwestern telegraph office in Winona reports that often thirty or forty messages a day pass over the wires from settlers and business men on the frontier to friends at the East. The messages are brief, but they tell the story. One that went through only a day or two since to friends in Illinois, is a sample. I read: "Your two January letters just received. All well."

The managing officers of the Chicago and Northwestern road have done a very thoughtful and generous thing during the blockade by sending out from Chicago every morning a bulletin of the news as it appears in the Chicago papers. These bulletins are posted at Sleepy Eye and all stations west for the gratuitous information of the public, and they have thus kept the people on both the Watertown and Tracy branches quite fully informed of what was going on in "the States."

CONDITIONS OF THE SETTLERS. Several special dispatches have been published in THE REPUBLICAN during the past few days as to the condition of the country about Watertown, Marshall, Tracy, and Huron, in relation to fuel and provisions. Although there is a scarcity, and rigid economy has to be exercised, the reports unite in saying that no cases of actual suffering have yet come to the notice of the people at the stations.

Mr. S.J. Conklin, editor of the *Dakota News*, published at Watertown, has been in the city for a few days. He received a dispatch from Rice Brothers, a reliable business firm of Watertown, about two weeks ago, under date of Feb. 18<sup>th</sup>, as follows:

"We have provisions, in our opinion, to last six weeks. Fuel is scarce, but wood can be obtained at Goddard's and at Yellow Banks, twenty-five miles distant, but it is very expensive. No suffering to our knowledge in this vicinity."

Mr. Conklin states that from the information received from all points on the road it is clear that the wild stories of persons starving and freezing along the line of the Winona and Saint Peter road are purely sensational. That fuel is scarce and only obtainable at high prices, severely taxing the energy and liberality of the abler class of citizens, is true, but thus far they have been equal to this, the most remarkable Winter ever known on this continent.

FUEL. Realizing fully the situation the railroad officers have extended every possible facility for forwarding wood and coal. Mr. J.J. Randall has thirty cars of coal at Sleepy Eye and is teaming coal from there, and also from Gary and other stations to points farther west.

THE RAILROADS. ANOTHER BLOCKADE IN WISCONSIN—SLEEPY EYE TAKES ANOTHER "EYE OPENER."

The Wisconsin railroads caught another heavy snow storm last night, compelling a suspension of trains on the La Crosse Division of the Chicago, Milwaukee and St. Paul. The midnight train reached here all right from Chicago last night, but the morning train came only from La Crosse.

On the Chicago and Northwestern road trains were also suspended, owing to the severity of the storm, which is described as one of the worst of the seasons. It severs a large tract of territory in Illinois, Wisconsin and Iowa. Traffic on the railroads is very generally suspended.

SEVERITY OF THE STORM. In singular contrast with this storm is the pleasant weather of Winona, which has been a peculiarly favored spot throughout the winter. In fact, the serenity of the elements and the celebrity of the climate in Winona is destined to make this city a noted Winter resort in the future.

OUT WEST. With these self-complacent reflections it is gratifying to announce that Sleepy Eye indulged its periodical "eye opener" on Wednesday, the snow plows and shovelers having once more opened a passage through the drifts and cuts.

**March 3, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — No train since last report. The roads have been repeatedly drifted full, but a train from the East got through to Sleepy Eye last night, and as soon as the weather permits we hope for our turn. --- A former resident of Redwood, now living on a claim in the western part of the county, was compelled to burn some lumber which he had laid by for building a house, during a recent stress of weather. Hard lines. --- Last Saturday Messrs. Chas. King and Wm. H. Frasier—the latter representing Jno. A. Berkey & Co., St. Paul—arrived in town, after a tedious drive from New Ulm. They brought a small quantity of mail. Roads awful. --- McKay & Race commissioned Mr. Peabody to go down to Sleepy Eye yesterday for goods which were known to be there, awaiting the opening of the railroad. They will have both sugar and kerosene when the teams come back, if they can be found or obtained for money. --- Mr. McCarty made a trip to Sleepy Eye last Friday, taking the mails from here and returning next day without any, no trains having reached the former place since the road closed. He again went down yesterday, accompanied by other teams, and intends to bring freight for several of our merchants. --- The sociable at M.E. church announced for last Tuesday was necessarily postponed on account of no fuel. It will soon be taken up. --- According to the revised returns there were 216 births and 118 deaths in Redwood county during the year 1880. Of these deaths, 60, or about one-half, were from diphtheria. This disease prevailed principally in the south part of the county, there being 41 cases in the five towns of Lamberton, North Hero, Gales, Springdale, and Johnsonville. --- A story is in circulation to the effect that forty dollars was recently paid for hauling a ton of coal from Sleepy Eye to the land office at Tracy. As the coal was bought for \$14 a ton, it was rather dear when it was delivered. Such stories as this and the one reporting wood as selling for \$20 a cord at Watertown makes our citizens congratulate themselves that they are not as their Western neighbors are, but can buy all the green wood they need for the trifling price of \$5 and \$5.50 per cord.

Timely Suggestions. Our farmers will have a new order of things to meet the coming spring, by reason of not having time to finish the plowing last fall. The practice heretofore has been to plow in the fall for all small grains, and in spring put the crop in as early as possible—first wheat, that being the leading crop; then oats and other small grains.

For next spring, with a large portion of their farms unplowed, some farmers are asking what shall they do. There is some plowing done on every farm, and this should be sown in wheat; then I think farmers will find it to their interest to plow the balance of the land and sow oats, barley and flax in the order named, or it is possibly best to plant corn before sowing flax. [snip other farming stuff]

“A SONG WITH A MORAL.” We actually heard a bird singing in the sunshine the other day. Not a dismal, wintry peep, but music by the entire bird, as though it might say, “This is our spring opening, good people. And don’t you—Tu-wit, cheer up, ch-e-e-e-e,” (*ad lib.*) A cynical observer might say that the tuneful racket was really a dirge to the effect that this was a winter not fit for a dog, much less for a bird or his musical talents; that the songster had waited long enough for spring, and that he proposed to light out of this bloody country. Possibly it was a very prudent and far-sighted bird, that not only took into consideration his past hardships, but supplemented them with speculations about the future—how he was to meet all those little bills when he should set up housekeeping next summer, or whether the spring supply of worms would be sufficient.

We are inclined to think that our first guess was the right one, and that the song was really a promise of spring. A hopeful little song by Barry Cornwall, with the title quoted above, seems to us of the right sort for this season:

When the winter bloweth loud,  
And the earth is in a shroud,  
Frozen rain or sleety snow  
Dimming every dream below—  
There is e’er a spot of green  
Whence the heavens may be seen.

When our purse is shrinking fast,  
And our friend is lost (the last!)  
And the world doth pour its pain  
Faster than the frozen rain—  
There is still a spot of green  
Whence the heavens may be seen.

Let us never meet despair



While the little spot is there—  
Winter brighteneth into May,  
And sullen night to sunny day.  
    Seek we then the spot of green  
    Whence the heavens may be seen.

--- The PIONEER PRESS reports a scarcity of fuel at Canby, and says that many families have had to stay in bed to keep warm. --- Granite Falls telegram to PIONEER PRESS of 25<sup>th</sup> ult.: The fall of snow here last night was not very heavy, but it was accompanied by a strong wind, and the work of our citizens and the railroad company the last three weeks has been all undone, or nearly so. There is a scarcity of fuel, and doubtless much suffering. The situation here is exceedingly blue, and our citizens are disheartened. The work of clearing the road will be again at once undertaken, though it is very discouraging. Our people, however, are much in the condition of the boy who was digging for the woodchuck—out of meat, and must open the road. --- From Delhi. The roads are not improving much out in the country. / A couple of wolves have been seen prowling around the neighborhood lately. / The person who can foretell the weather twenty-four hours in advance, deserves to be ranked with Vennor and Tice. / Pedestrianism is a little on the decline since the roads were opened. --- A few days ago five children of a farmer named Boscomb, living near Malone, N.Y. were mysteriously burned to death during the absence of their mother at a neighbor's. --- Nearly a foot of snow fell at Watertown, New York, on the 26<sup>th</sup>, compelling the abandonment of all freight trains. --- Remarkable snow storms occurred throughout the South on the 24<sup>th</sup>. Snow fell to the depth of three inches at New Orleans, and of several inches at Galveston and Mobile, and trees and shrubbery were generally greatly damaged. In Wilmington, N.C., there was good sleighing, and at Augusta, Ga., snow fell for eight hours.

We have not been very abundantly supplied with late news since our last issue, St. Paul and Minneapolis papers of the 25<sup>th</sup> being the only ones received. --- A dispatch from Sioux Falls, D.T., dated Feb. 24<sup>th</sup>, says the fuel famine in that locality prevails to an alarming extent, although no deaths had been reported. At Parker, D.T., a part of the railroad track was taken up and the ties burned.

**March 3, 1881 / date printed February 10, 1881** [Worthington, MN ADVANCE] – Note upcoming Valentines news in this issue--- is paper from March or February? February date printed on paper and marked out, with March 3 written above in ink. --- The present winter is the most severe ever known in Montana. Owing to the extreme cold, thousands of sheep have died in a night, and cattle have suffered severely all over the Territory. In the winter of 1861 cattle suffered similarly, so far as they were in existence up to that time. Then only a comparatively few were owned, as it was before the discovery of gold in the Territory. The Utah Northern railroad is now within 130 miles of Helena, the capital of Montana, and will be completed to that city in June next. --- Reports from all portions of the Northwest state that the recent snow blockade is the most serious that has occurred for several years. On nearly all railroads the trains have been from one to twenty four hours behind schedule time, while on many roads all attempts to keep the tracks clear have been useless, and trains, in consequence, abandoned. In some localities, where fuel and provision supplies were scant, there has been considerable suffering. The blockades have not been confined to any locality, but have been general throughout Minnesota, Dakota, Iowa and Wisconsin, and extending far into the East and Southwest. --- Public Land Laws explained on page 1. --- We are compelled to go to press again with a half sheet, and are glad to be able to do as well as that. Papers out in Dakota are issuing on brown paper, and we suppose some of them will have to resort to shingles, which don't cost as much per bundle as paper. --- The flop of the poles must have occurred, for the last blizzard came from the southeast. Heretofore they have come from the northwest. --- Next Monday will be Valentine's Day, and one week from Tuesday will be the anniversary of Washington's birthday. Ground Hog Day was last week, and he didn't see his shadow in this latitude. --- Worthington is buried under from two to eight feet of snow. Ditches have been cut along the sidewalks and lovers taking their moonlight walks have to hitch tandem or go Indian file. Seems "seldom" to walk over fences, hitching posts and wood piles without knowing they are there. --- Council meeting minutes from Feb. 5. --- The Snow Storm. The worst snow storm of this remarkable winter, which has had something of a storm nearly every week, set in on Thursday night last and continued for three days, under a full head of steam, and put in the fourth day slacking up. The storm came from the east and southeasst and buried the whole country under snow, to a depth of two or three feet on the level. Saturday the snow turned to rain for a while and crusted the fallen snow over, but Sunday it snowed violently all day and night on top of the crust. Monday it snowed and thawed, so that the vast mass of snow is now crusted over and should there be no more heavy fall of snow the railroads can be kept open easily as the crust will keep the snow from drifting. / The road has been closed since Tuesday of last week, and no

mail from the east has arrived. This is the longest blockade of the winter. The road is working heroically to clear the track. There are five engines with snow plows and five hundred shovelers between here and Kakota on the east end and three engines and three hundred shovelers between here and Lemars on the west end. The road was clear to Sheldon yesterday, and Roadmaster McMillan informs us that we can expect a train through from Sioux City by tomorrow, and probably from St. Paul also tonight or tomorrow. On the branch there are two engines and a large force of shovelers working between Luverne and Sioux Falls, and we expect the road to be clear in all directions, main line and branch, by the last of the week. --- Call off your dogs of winter again, won't you. --- From Elk. The warm weather of the past week has seemed strange. Therm. Up to 40 degrees—How we sweat. (Don't make that word spell swear.) ---- Corn is still snow-bound. What meant the sudden lightning of the northern heavens the other night? It lasted about three seconds. Possibly 'tis the head-light of the north pole on its way south.

**March 3, 1881. – The Worthington (Minnesota) Advance.** – page 1 missing. The Winter. Our Worthington people have chafed a good deal under the annoyances of numerous blockades and irregular mails. As the supply of fuel, sugar, kerosene, potatoes, etc., got low, they of course became uneasy and thought more than ever about the hardships of the winter. But Worthington has been one of the most fortunate of the many towns which have been blockaded. Until a few days ago there was a supply of about everything in common use in the town, and we have not heard of a single case of actual suffering. On the line of the east and west roads and in the newer country west of us, they have not only been deprived of regular mails but of nearly everything else. Trains have not been through on the Milwaukee & St. Paul for over a month, and the people have been fleeing to other towns or burning up telegraph poles, railroad ties, and even machinery and houses to keep from freezing. At Lennox, Worthing, Marion Junction, Freeman, Menno, and other small towns families have been entirely out of wood and coal, and have burned hay, manure and anything they could get. At Menno, there were only two fires in town, and most of the people have spent their time in bed. Then our people should remember the suffering at Jefferson, Dakota, which was blockaded, not by the snow, but by a small-pox quarantine. There were 90 cases in town and one corpse lay five days before any one could be found to bury it. Worthington has had abundance of flour and meat and also of fuel until within a few days past. As Chadband would say, "O let us be joyful! Let us be joyful!" --- From Elk. Snow, snowier, snowest. Snow, more snow, most snow. I snow, you snow, they snow. He snows, she snows, it snows. / People still have some hay to burn and nobody has suffered severely so far. --- From Rushmore. The Rushmore mill has been grinding during the blockade. The school has been in operation during the blockade also, the teacher having got back safely after her perilous ride to Worthington on a snowed up train. The supply of wood ran out last week and other supplies are getting low. No cases of suffering so far. --- From Ransom. Farmers in this town are still in pretty good shape having hay enough for fuel and stock. No suffering of any consequence. There is a good deal of corn in this town to husk, but we have to dig down several feet to get at it. / Our people got out of kerosene some days ago and are lighting up with candles. --- So far as we can learn, farmers about here have hay enough to last three or four weeks yet. --- But one or two trains on the Southern Minnesota since the first of January, and people along the road are out of a good many supplies. We hear of one family in Murray county which is grinding parched corn in a coffee mill for food and has burned up every loose article on the place for fuel. --- From Bigelow. Bigelow is short of supplies. People are dividing up out of their individual sacks to keep going. No cases of suffering so far as heard from. No mails here for several weeks. The supply of hay is short. Feed also. Some are feeding their pigs on oats. No cases of sickness in our town so far as heard from. A number of farmers are engaged shoveling snow on the railroad which is quite a relief to many. --- The supply of ax handles exhausted also. What are we to do without kerosene and ax handles. --- We give this week an interesting batch of County News, obtained at immense expense by the snow shoe telegraph line. --- Road still blockaded. No mail from the east for two weeks. Snow still drifting into the cuts. Spring a-coming. --- Articles about men pooling together and breaking roads in and out of town so that they can haul wheat. --- The Okabena Mills made their last run on Tuesday and are waiting for further supplies. During the blockades they have sent flour to Sibley, Sheldon, Heron Lake, Avoca, Fulda and other places and the whole surrounding country has depended largely upon our mills for its supply of flour. In this county, men have come ten miles on foot and drawn back a sack of flour on a small sled. ---

**March 4, 1881, Friday evening. - Winona (Minn.) Daily Republican.** – 14 (1 am), 16 (7 am), 26 (1 pm), 24 (6 pm). Snow.

The Yellowstone and its tributaries are breaking up, and an extraordinary rise of water is looked for. Miles City, Montana, is already flooded. --- The New Ulm Review says: "Mr. Thomas Tweed of the town of Camp,

Renville county, made a trip to this place on show shoes last week. He reports that several of the settlers residing on the prairies north of his place have been very hard up for fuel at different times this Winter. Three families of Finns living in the township north of Camp moved into one house, using the other two buildings for fuel." --- George Gustlich, a well known citizen of New Ulm, died on Wednesday morning of last week, aged fifty-one years. Mr. Gustlich was one of the first settlers of that town, having arrived in the year 1856. During the Sioux war of 1862 he was one of New Ulm's defenders, receiving a wound in one of the engagements. --- The editions of snowbound are not yet exhausted. --- March may ve said to have come in like a lion, and a very healthy, uproarious old lion at that. --- Dakota is still an attractive country, judging from the fact that there are daily inquiries at the railroad offices for stock cars and emigrants rates for the coming Spring. --- Mr. George B. Winship, editor of the Grand Forks *Herald*, is in the city for a few days. He reports that the Northern Pacific country has been singularly free from blizzards this Winter, and railroad traffic has suffered very little interruption.

D.M. Thorp, Esq., of Walnut Station, Redwood County, writes to THE REPUBLICAN to say that a recent statement by a correspondent at Sleepy Eye in these columns denying the vague rumors of death and suffering on the frontier is untrue. On referring to our files, we find that the statement in question consisted of a denial of the sensational rumor telegraphed all over the country to the effect that a whole family of persons had been discovered by some railroad men frozen to death in their cabin. As Mr. Thorp furnishes no proof that such a tragical occurrence ever took place in that locality, we are forced to believe that the denial of which he complains was fully justified by the fact. This belief is strengthened by the personal assault which Mr. Thorp makes in his letter to us upon a gentleman who, in connection with the Winona and St. Peter railroad management, is doing, and for weeks has been doing, all within his power to alleviate the destitution and suffering of the people residing beyond the line of blockade, and who, we feel confident, is incapable of any act of inhumanity such as our correspondent rashly and ignorantly ascribes to him. Nevertheless, we are quite prepared to give credence to Mr. Thorp's allegation that there is, in his vicinity, such a scarcity of fuel as to justify great alarm. "The supply," he says, writing under date of March 1, "is scarcely large enough to last three days. Men of good judgment and firm minds," he adds, "are in this place each and every day that they can get out from home, wondering, with tears in their eyes, if their families will be left to freeze to death. Corn is used for fuel, and men have to pay a profit to Van Dusen & Co. of about 40 per cent more than they paid to get that to burn, and nineteen-twentieths of the people are now suffering more than it would be to die twice over, could it be done." This is indeed a picture of suffering and distress calling for the heart-felt commiseration of communities who have no experimental knowledge of what deprivation of the actual necessities of life is. The infliction, however, is one which can neither be mitigated nor avenged by indiscriminate and thoughtless denunciation of those who are powerless to prevent it.

THE SPRING BLOCKADE. OLD BOREAS PROLONGS HIS REIGN – A GENERAL SUSPENSION OF RAILROAD TRAFFIC. It is needless to further waste sympathy in commiserating Chicago, Milwaukee and the adjacent territory on the benighted condition in which they have been left by the successive storms of the past few days. The east wind which prevailed on Wednesday and Thursday wafted the storm hitherward, and when Friday morning dawned the elements were reveling in a furious March storm. The wind was blowing and the snow was snowing in a style that, to the experienced eye of the old settler, "meant business."

THE RAILROADS. Inquiry at the railroad offices developed the fact that the storm was very heavy and widespread.

On the Chicago and Northwestern roads all trains were suspended on the Madison Division, the average depth of snow along the line east of Winona being placed at eight inches. Elroy reported from eighteen to twenty inches of snow. Madison reports four feet of snow on a level. It is to be hoped that these reports may undergo some modification. Four feet of snow on a level is a good deal of snow even for this fruitful Winter of snow storms.

On the Winona and St. Peter railroad the storm was severe all along the line. The midnight trains last night were suspended and no trains were moving today except the Rochester accommodation, which came in after a short delay, with a broken tire on the engine driver, near Lewiston.

All the trains on the Chicago, Milwaukee and St. Paul road were suspended east of La Crosse. The River Division, protected by the favoring bluffs, was able to keep its passenger and freight trains moving without interruption.

On the Green Bay and Minnesota line the storm was heavy and obliged a suspension of trains.

Dispatches from stations on the Southern Minnesota road say that the storm is one of the worst of the season.

**March 5, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** – 20 (1 am), 20 (7 am), 32 (1 pm), 38 (6 pm Sunday). Clear.

THE RAILROADS. THE SITUATION OF THE SNOW-BOUND TRACKS.

The railroads east of Winona are still blockaded. The Milwaukee and St. Paul road is open from La Crosse to Portage, but trains are not likely to get through to Chicago before Sunday night.

The Chicago and Northwestern train left for Chicago this afternoon.

The Winona and St. Peter road is in operation to St. Peter.

The Green Bay and Minnesota road is closed and will not be open until Tuesday.

THE GREAT STORM. NO EFFORT TO BREAK THE BLOCKADE AND THE SITUATION EVEN GROWING WORSE—RIVER ROADS BEST OFF OF ALL – DAMAGING EAST AND ACROSS THE SEA.

Chicago, March 4.—A slight snow has been falling all day, and aided by a brisk wind has served to continue the disastrous effects of the great storm of Wednesday and Thursday. The railroads centering here, especially those from the North and West, are yet practically snow bound, and if trains run at all it is in a very irregular way. Street cars run slowly with four horses and country roads are impassable. Grain receipts for the past twenty-four hours have been only eight car loads. There are nine trains stuck between Hyde Park and Kensington, fourteen miles south of here, and five engines together do not suffice to break the blockade. The cattle and hogs from five of those trains were unloaded last night on the prairie and driven across to the stock yards at Waukegan. The public schools are closed owing to the storm. Drifts in the streets are up to the second story and it is still snowing. At Libertyville, Illinois, it has been showing thirty-six hours and the Libertyville passenger train on the Chicago, Milwaukee, and St. Paul road has been snowed in since Wednesday. Snow is falling as fast as it can. It is reported from Freeport, Illinois, that forty cars of stock are shut up in a snow bank west of there on the Illinois Central. Three engines and a gang of sixty shovelers went to their relief, but were themselves blocked in and are unable to return.

A dispatch from Omaha says no trains arrived there from the east since yesterday morning. The wind is high and the cuts are drifting full. The Annie Pixley M'Liss party, booked for Omaha tonight, has not been heard from, probably snowed in at Rock Island.

At Madison, Wisconsin, where the storm was heaviest, there was a prospect tonight of clearing off, but no prospect of trains running for several days.

A dispatch from Clinton, Iowa, says there is hardly a wheel moving on the Northwestern railway from Chicago to Council Bluffs. The wind fills the cuts as fast as plows and shovelers clear them.

A Dubuque, Iowa, dispatch says except by way of La Crosse, all outside communication is cut off and no trains are likely to reach that city tonight from any direction. The only redeeming feature of the storm is the mildness of the temperature. Were the cold intense, suffering would be severe and life jeopardized. The supply of hard coal is exhausted and wood has been substituted.

Reports of a like tenor came from all points in Northern Illinois, Wisconsin, Northern Iowa, Nebraska, Southern Minnesota and Northern Michigan. The railways are the worst sufferers and hardly know where to begin the effort to break the blockade.

IN THE EAST. New York, March 4. – Rain and snow storm accompanied by high wind are reported from all sections of the East and Canada. The storm is particularly severe here and all along the Jersey coast, where much damage has been done, telegraph communication interrupted and trade impeded. A portion of the pier at Long Branch was washed away, while the bluff in the vicinity of the pier and west end is badly damaged. The sun broke across the narrow strip of land that separates it from the river, threatening destruction to the hotel and stopping travel on the Southern New Jersey Road. The beach for miles is strewn with wreckage, tropical fruits, etc., indicating that a vessel has been wrecked or been compelled to heave her cargo overboard. Nine vessels which sought harbor in Raritan bay were wrecked, being swamped after running against the railroad dock. Several fishing smacks at anchor sunk and three sloops are reported wrecked. The storm is very severe along the Hudson river.

Buffalo, March 4.—A heavy snow storm has stopped business.

OVER THE SEA. London, March 4.—A heavy snow storm prevails in the north of England and in Wales and Scotland, and a gale is blowing around the coasts.

**March 7, 1881, Monday evening. - Winona (Minn.) Daily Republican.** – 16 (1 am), 12 (7 am), 340 (1 pm), xx34 (6 pm). Clouds.

The wind blew a gale on Friday, and again filled up all the cuts on the Southern Minnesota railroad in Martin and Jackson counties. Fuel is getting scarce and sugar and kerosene are not very plentiful. The mails are being carried by sleighs. --- Dakota. Mr. Frank Cornell, formerly of Rochester, has issued the first number of the Tower City *Herald*, a lively and interesting paper, which promises to speak loudly for Tower City and all its institutions. --- In Wabasha County, the Midland railroad is free from drifts, and trains are running regularly. --- The genial sunshine today made the streets quite lively with people.

THE BLOCKADE. Chicago, March 7.—The trains are still weatherbound in nearly every part of Wisconsin, Minnesota, Iowa, and Northern Illinois. Even the milk trains from the neighboring dairy towns are stopped, and there is not a little trouble in consequence at the hotels, restaurants and private houses. Snow plows are running in ever direction, and large gangs of shovelers are busy aiding them. In the city the snow is still so piled up that foot passengers on the sidewalk cannot see those who walk on the other side.—It is, however, slowly melting.

THE LONG BLOCKADE OUT WEST. MR. JOHN J. RANDALL'S VISIT TO THE BLOCKADED REGION—REPORT OF AN INTERVIEW WITH HIM.

Meeting Mr. J.J. Randall on the street this morning, a reporter of THE REPUBLICAN subjected that gentleman concerning his recent experiences in the blockaded region on the western end of the Winona and St. Peter railroad with the following:

Reporter—Good morning, Mr. Randall! You are looking quite hale and hearty for a man who has just experienced all the rigors of the snow blockade. I expected, from all accounts, to find you reduced to a skeleton.

Mr. Randall—O, as to that, the miracle of manna is still wrought in behalf of the chosen people, though in different ways.

Rep.—When did you return and how long have you been absent?

Mr. R.—I got home on Wednesday. It was about the 30<sup>th</sup> of January I left home, expecting to be gone only a few days. I started out to look after wood and coal that I had at different points on the side tracks between here and Sleepy Eye.

Rep.—Had you much of these commodities on the way.

Mr. R.—About fifty cars of coal and sixty cars of wood. Most if was this side of St. Peter. On arriving at that place I found the railroad closed west of there, and I went from St. Peter to Sleepy Eye by team. At the latter place I found fifteen cars of wood billed to stations west. Fuel proved to be scarce at Sleepy Eye, and as the road was closed west of that point I commenced disposing of a car-load at a time, taking first the cars consigned to Watertown, Huron and other extreme western stations, holding those designed for the intermediate stations to the last.

Rep.—Did you dispose of all you had at Sleepy Eye at that place?

Mr. R.—Yes. After we had that heavy snow storm, with a gale from the southeast, on the 4<sup>th</sup> and 5<sup>th</sup> of February, I saw there was no chance of opening the road for a long time, and as fuel was badly needed there, I let them have all within reach. The storm was a very heavy one so far as the fall of snow was concerned, and the snow drifted badly, but fortunately the weather was not very cold, and a thaw occurred the next day, followed by a hard frost, which resulted in the formation of a thick crust of ice on the snow strong enough to bear the weight of a man, and in many places so hard as to make travel by teams almost impossible, thus shutting everybody up in their immediate quarters wherever they happened to be.

Rep.—Did you go further west than Sleepy Eye?

Mr. R.—Finding that there was no prospect of being able to open the railroad, I went, at Superintendent Sanborn's special request, as far west as Amiret, seven miles beyond Tracy, taking with me teams and men, furnished at the expense of the railroad, for the purpose of opening a road for ordinary travel, and thus enabling the people along the line to come down to Sleepy Eye by team for such supplies as they might need. Mr. Sanborn, exhausted with long and severe labor in his unsuccessful though expensive fight with the snow-drifts, became anxious about the condition of the settlers beyond, and urged this as the only feasible method of extending relief for the time being at least. At all points along the line I found a fair supply of fuel of one kind or another, either at the station or within easy reach. At Burns there was a good supply of coal, partly belonging to the company and partly to myself. At Lambertson and Walnut Grove there was green wood to be had within a short distance of either place. Arriving at Tracy, I found a greater scarcity of fuel than elsewhere. Indeed at this point there was for a time a fuel famine. The railroad company, at the beginning of the storm, had thirteen tons of coal at the station—about all there was. Mr. Sanborn telegraphed to his agent to deal this out sparingly to such as needed it, so that there might be no waste or partial distribution, and by this timely precaution the severe weather was tided over, until, when the lull came, a force of fifteen men was sent out by the railroad company to help the citizens to open a road to a supply of

dry wood at a point ten miles distant. This wood was a god-send, but it sent the money flying pretty rapidly, costing as it did \$10 a cord delivered to Tracy. Many people were found using hay for fuel, and some of them did so in preference to the use of green wood, as it cost less labor and made, when properly handled, a hot and not inconvenient fire. Not a few of the farmers say that they will hereafter lay in a supply of hay for fuel as a matter of choice. Occasionally some families have been obliged to burn corn, as being cheaper than coal. On my arrival at Tracy, the road being opened for sleighs, parties were at once dispatched to Sleepy Eye for supplies of hard coal and to Burns for soft coal, so that the fuel famine was over, though of course the long transportation made the coal expensive, as might be expected.

Rep.—Is there any truth in the charge, made by a correspondent recently, that extortion has been practiced by the railroad company in the matter of furnishing or transporting fuel?

Mr. R.—On the contrary, quite the reverse. Foreseeing a hard Winter, and having the necessities of the people out there in mind, Superintendent Sanborn came to me on the 20<sup>th</sup> of November and placed in my charge 2,000 cords of wood, with the stipulation that it should be sold to dealers at each station at a fair price, which was fixed, and by the dealers sold in turn to consumers at a price also fixed—leaving only the small margin of 25 cents profit on each cord. If that is extortion, as Patrick Henry might have said, make the most of it! I may add, by way of illustration, that at a certain station on the road where wood had formerly sold for \$7.50 a cord, it was sold by the dealer supplied by me at \$4 a cord. The man who thought this rate extortionate is the same public spirited citizen who objected to taking a cord of wood gratis because the railroad company declined to saw and split it in addition. You will agree with me that a railroad company so mean spirited as this does not deserve to be well spoken of by free and independent citizens whose modest claim it ignores.

Rep.—A leading question next, if you please. It is said by a correspondent of THE REPUBLICAN at Walnut Grove that you made a fabulous fortune out of a certain mail contract while out “beyond the lines.” May I ask if that is so?

Mr. R.—I have forgotten all the poetry I ever learned. But is not there some writer who declares that—  
He hath optics sharp, I ween,  
Who sees what is not to be seen?

It may have been Hudibras, Homer, or the Sweet Singer of Michigan—no matter—but it expresses just what I want to say in answer to that in answer to that inquiry. At Mr. Sanborn’s request I carried a quantity of delayed newspaper mail from Sleepy Eye to Tracy on my trip out, and sent a quantity back with the teams on their return. This is all the connection I had with Uncle Sam’s postal department in any form. The railroad company have a contract with Mr. Kemp of Watertown, Dakota, for carrying the mails by team while the road is blockaded, and if any fortune is made out of the business it is by him. I fancy, however, it is a mis-fortune.

Rep.—Can you form any estimate as to the expense caused to the railroad company by the blockade?

Mr. R.—I know that for the month of January the company’s expense accounts for fighting the snow drifts and operating the road west of St. Peter amounted to over *seventy thousand dollars*, while the receipts did not run beyond the hundreds. From Sleepy Eye west not a dollar was taken in at any station.

Rep.—In conclusion, Mr. Randall, did any cases of death or extreme suffering from a lack of either fuel or food come to your knowledge during your stay?

Mr. R.—Fuel, as I have stated, was often scarce and when obtainable dear, but I have no knowledge that a single death, or even a case of severe suffering, occurred in consequence. As for provisions, there was a good supply of all the staple necessities of life at every station I visited. For example, at Walnut Grove, thinking that there might be need of it at Tracy, I bought a ton of flour and took it along with me, and the parties of whom I got it said they could spare more if it should be needed. Suffice it to say that there was no immediate demand for more. In fact, I made close inquiry wherever I went, and although there were abundant evidences of inconvenience from the blockade, and of discomfort of a certain kind, I found nobody to complain of suffering. It is needless to say that there are no orange groves to be found in blossom in that region at this season, and especially during the present exceptionally stormy Winter, but on the other hand there are discernable none of that squalid poverty and extreme destitution of food and fuel which are told of in sensational stories set afloat through the country for sinister purposes. The return of Spring will bring the frontier country out all right, and next Winter, whether stormy or mild, will find the settlers prepared in advance for any contingency such as that now so unexpectedly upon them.

#### THE RAILROADS. RECOVERING FROM THE BLOCKADE.

The mild weather which has prevailed since Saturday has enabled the railroad officials to prosecute the work of raising the blockade between Chicago and Winona.

The Chicago and Northwestern train with two locomotives left Chicago at 9 o’clock on Sunday evening and reached Winona about 1 o’clock today. Several Winona gentlemen were aboard the train, having been storm

bound in Chicago for several days. They say Winonians have no adequate idea of the depth of the snow from the amount of snow which fell here. As the train came along the drifts were frequently above the tops of the cars, and sometimes up to the telegraph wires.

On the Winona and St. Peter road the trains are running regularly as far west as St. Peter, and good progress is being made in opening the road to Sleepy Eye.

**March 8, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. -** 24 (1 am), 22 (7 am), 42 (1 pm), 34 (6 pm). Clear.

Mardi Gras was celebrated in New Ulm, on Tuesday, March 1. --- Mr. M. Peabody, when returning home from Bluffton, was pursued by wolves, and as he had no weapon by which to defend himself he climbed a tree, where he was obliged to pass the night, the gaunt, hungry animals howling and gnashing their teeth under him. He suffered very much from cold, one hand and foot and both knees being badly frozen. --- The weather is very mild and spring-like, and the snow is melting fast under the warm sun. --- Wheat was 92 cents. Dressed hogs are quoted at \$6 - \$6.25. Corn, 40 cents. Oats, 80-81 cents. --- Mr. S.A. Forest arrived home last night from New York by the Northwestern road.

ILLINOIS. THE BLOCKADE. Chicago, March 8.—Last night an inch of snow fell in the city but quickly melted, and the high banks about the streets are rapidly diminishing in size this morning. The snow blockade on the railroads, too, is about over; and regular time is being made by most of the trunk lines. The cross roads still experience great delays and the snow storm which covered the ground from four to six miles in some parts of the Northwest still further retarded traffic yesterday. Many points received their first mail yesterday since Wednesday.

DAKOTA. A FAST OF FORTY DAYS. Chicago, March 8. — A dispatch from Pierre, Dakota Territory, says the first train from Chicago for forty days arrived on Saturday. It is calculated that half the cattle in that section have perished of cold and starvation.

THE BLOCKADE. ICE AND SNOW STILL IMPEDE THE TRAINS.

At a late hour on Monday afternoon and at a still later hour in the evening it was learned that the two trains on the Chicago, Milwaukee and St. Paul road which were expected from the East on Monday afternoon and at midnight found it impossible to get over the ice-bound track near Watertown, and consequently could not get through as had been expected and as had been announced. It was a great disappointment to the public who have not had an Eastern mail since last Wednesday at midnight, but it will be seen by our telegraphic columns that this commercial misfortune has been a very general one. The subjoined extract gives an idea of the situation and shows that the railroad company is doing all in its power to open the road.

THE LA CROSSE DIVISION. The situation on the Chicago, Milwaukee and St. Paul road between Milwaukee and La Crosse is thus depicted by the *La Crosse Chronicle* of this morning:

It was supposed on Monday that the blockade in the vicinity of Watertown was broken and a train was promised half a dozen different times, first at 2 p.m.; then at four; then at six, and finally Train Dispatcher Collins fairly gave it up and said the train would be in La Crosse when it got there, which will undoubtedly prove correct. At nine o'clock Monday evening the stalled train was yet at Watertown. The train came down from St. Paul on time, the passengers had a good supper at the Cameron House and returned to the cars expecting to push along East without any delay of any sort. But after the train had stood motionless at the depot until the passengers became impatient the announcement was made that the track was not yet clear and it was doubtful if the train could pass Watertown for some hours. The trouble seems to be that the snow has thawed in the cuts and bedded the track in ice, as was the case after the rain storm some days ago. A mail train arrived from Portage, and it may be that the train now at Watertown will reach here at the usual hour for the morning train, though it is not certain; in fact, nothing is certain about railroading except things that have happened. The magnitude of the obstruction may be somewhat realized from the statement made on the authority of Yardmaster Johnson of this city, that between Madison and Portage and Milwaukee 2,200 shovelers have been at work.

NORTHWESTERN ROAD. The train from Chicago on the Chicago and Northwestern Railroad came through at midnight last night, and trains are now moving regularly on the Madison Division.

WINONA AND ST. PETER. Trains are running on schedule time between Winona and St. Peter, and the shovel brigade and snow plows are bucking the drifts toward Sleepy Eye.

Pierre is rejoicing in an Eastern train after an embargo of forty days.

**March 9, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** — 26 (1 am), 22 (7 am), 42 (1 pm), 38 (6 pm). Light clouds.

The back mails are slowly coming to the front. --- Ethereal mildness continues to pervade the atmosphere, and the snow is gently dissolving. --- The mails have arrived and the young men who have been well nigh exhausted with questions during the week, are convalescent. ---

THE SHOVEL HAS BEEN MIGHTIER THAN THE LOCOMOTIVE on most Western railways during the past Winter. The tremendous snow-falls have formed barriers utterly beyond the power of storm to remove, and the railways have been double sufferers financially, both from stoppage of traffic and an enormous increase of expenses in removing the blockades, which have followed fast upon each other.

DAKOTA. The body of Mrs. Crandall, which was found frozen with that of her child near Millbank, D.K. has been thawed, and the fact revealed that she was foully murdered. A horrible gash six inches in length found in the right side of the abdomen, made by some sharp instrument, shows the manner in which the horrible deed was accomplished. The position in which the body was found had so wrinkled the flesh that the wound was concealed until the body was thawed. A warrant has been issued for Crandall's arrest, and he is being searched for by the officers and a large crowd of indignant citizens. The belief is very strong that the poor woman was murdered by her husband.

THE MAIL BLOCKADE RAISED. ARRIVAL OF MAIL TRAINS FROM THE EAST. The long delayed express and mail trains on the Chicago, Milwaukee and St. Paul road arrived at midnight last night, coming in three sections of about ten cars each. They were crowded with passengers and brought four or five mails. Several mails are still due and are expected tonight. It is very probable that it will take the postal clerks two or three days to get the accumulated mails of the past week straightened out.

The morning train on the River Division came up about two hours and a half late.

Trains on the Madison Division of the Chicago and Northwestern road are moving on time.

The Green Bay and Minnesota train left Winona on time this morning and went to Grand Rapids, turning back from that point. East of there the snow is from ten to fifteen feet deep in the cuts. It is expected that trains will run through on Thursday.

**March 9, 1881, Wednesday. [New Ulm MN Weekly Review]** — Southern Wisconsin, northern Iowa and portions of Illinois and Michigan had a very severe snow storm last week, commencing on Wednesday evening and continuing on the following day. Most of the railroads were blockaded, many of which would remain so for days. Dispatches from Madison say that it was the worst storm ever experienced in Wisconsin. Nearly three feet of snow fell, and a fierce wind blowing all the time, the snow was piled up in drifts from 12 to 15 feet high. The drifts across some of the side walks were so deep that tunnels were dug through in many places. --- There are 43,000 postoffices in this country and they require 60,579 persons to run them. The post-office business is not a paying one, as last year the expenditures exceeded the receipts \$3,000,000. --- On Friday of week before last three pupils in Cleveland, Le Sueur county, jumped on to the teacher and got him down and would have pounded him severely if the latter had not received prompt assistance. Steps were taken to have the boys properly dealt with. --- Spring has come, but so far it has made but little impression on the snow drifts. --- Franz Weigman, near Lamberton, lost about 130 head of sheep and five head of cattle, all dying from starvation. --- The Lamberton *Commercial* has temporarily suspended, having found the blockades and want of warm fires too much to struggle against. --- Twenty-two thousand bushels of wheat were received at the two elevators and Mr. Schimmel's warehouses in St. Peter during week before last, it being the best wheat week which that city has had during the winter. --- Although most of the roads leading into town from the country have been in very poor condition lately, there has been quite a large amount of wheat brought to market. On Saturday the Empire mill received about a thousand bushels, and Van Dusen & Co's elevator took in a somewhat larger amount. The prices for some time have continued at the rates of 77 cents for No. 1 and 74 for No. 2. --- The Empire and the City mills had the good fortune to receive a few car loads of wood last week, immediately before the railroad was again choked up with snow drifts. --- The railroad was again blockaded last Thursday morning and the west bound passenger train got caught midway between this place and Sleepy Eye, where it remained until Sunday. The snow plow from the west did not arrive here until near 4 o'clock on Monday afternoon, and as the plow working west from St. Peter was ditched on Sunday and again on Monday, causing considerable delay in the operations from that end, it is not thought probable that the road will be open before some time today, even with the best of weather. --- Cheap Charley [store in town by that name] left last Friday for



Chicago to make his purchase of spring goods. He traveled as far as St. Peter by team and thence by train, but as all the roads in Wisconsin and Illinois were blockaded the latter part of the week he probably did not reach his destination until Monday or yesterday. --- From Sleepy Eye. The public schools were closed on Thursday for want of fuel.

Springfield Items. Mr. Editor, I never longed so much for summer in my life as I do this winter. I am seventy times seven tired of it, and have I not many brothers in misery? / We are short of fuel and almost short of provisions. German long cut smoking tobacco is one of the scarce articles. Almost every business in town is now at a stand-still, and we are killing time in different ways. Some get up dances, some play cards, some post books, and still others drink beer, etc. As for the ladies, they must stay at home, simply because they *cannot get out*. --Darrach.

Fort Ridgely Items. All business in this community has been impeded by the snow, which is so deep that the farmers have been compelled to club together and break roads open with their teams. / Wood and four have been scarce articles among a great many families, but owing to the generosity of those who were better supplied, the needy ones received enough to keep them from want. / The storm on Tuesday the 22d ult., prevented the patriotic dance that was to be given at the Fort by the Knapp band. The dance was to be in commemoration of Washington's birth. Spring will soon make its appearance and then let us have it B----n. [??] / The railroad prospects for this community are beginning to become encouraging. We anticipate that the shrill whistle of the iron horse will be heard resounding as it moves with rapidity over the prairie between the Fort and Hector. It is the St. Louis and Minneapolis R.R. company that proposes to construct the road from Lake Minnetonka, by way of Benton & New Auburn, through the counties of Sibley and Renville and thence westward.

D.M. Thorpe, Esq., of Walnut Station, writes to the Winona Republican under date of March 1<sup>st</sup>, saying that there is such a scarcity of fuel as to justify great alarm. "The supply," he says, "is scarcely large enough to last three days. Men of good judgment and firm minds," he adds, "are in this place each and every day that they can get out from home, wondering, with tears in their eyes, if their families will be left to freeze to death. Corn is used for fuel, and men have to pay a profit to Van Dusen & Co. of about 40 per cent. more than they paid to get that to burn, and nineteen-twentieths of the people are now suffering more than it would be to die twice over, could it be done."

The Lyon County *News* of the 18<sup>th</sup> ult. contains reports from stations on the road west of that place in regard to the conditions of the snow bound citizens of those places. At Watertown the last stick of the long railroad bridge was burned a long time ago, but no other property has been injured. Since then the wood has been hauled a distance of 22 miles, requiring three days to make the single trip, and the green wood costing the consumer \$16 per cord. At Gary the people were destitute of everything in the provision and grocery lines being without meat, flour, kerosene, etc. There was plenty of wood at \$5 per cord. At Canby there was plenty of flour, but no fuel, and little in the provision line. At Minneota the people had received permission to dig up and burn all the fence posts. Only one store had been opened for three weeks past, there being no fuel to warm the stores.

The Marshall folks have lately obtained their wood from Camden, about a dozen miles distant. The green wood thus obtained sells for \$7 per cord. The owner of the timber gets \$4.25 a cord; teamsters \$1.75 and choppers \$1. But a small quantity had been chopped, however, before the wielders of the axes struck for higher wages, demanding \$1.50 per cord. Only about 25 cords had been brought to Marshall up to the 18<sup>th</sup>, and the demand for the wood was so great that it had to be dealt out in quarter-cord parcels.

**March 10, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 26 (1 am), 24 (7 am), 42 (1 pm), 36 (6 pm). Clear.**

Wheat was quoted at 92 cents, with light receipts. --- Messrs. Elmer & Tenney are taking some fine views of the big snow drifts in the vicinity of Sleepy Eye. For rare Winter scenery you may never see the like again. The railroad people, at least, hope that you never will.

BRIDGING THE BLOCKADE. ALLEGED SUFFERING FOR FUEL AT WALNUT GROVE.

Walnut Grove, Minn., March 1. The telegram in THE REPUBLICAN of February 9 does gross injustice to the many suffering people in this vicinity. Scores of families are suffering for fuel. Many have taken down sheds, and even houses, to keep themselves from freezing. Last Fall many settlers bought wood for delivery by rail, but as the company were busy extending their road the cars were in use and the wood did not come. Who is responsible for the suffering that has ensued? Complaints against the company, whether justly or not, are very common, and some go so

far as to say that the law ought to be invoked to punish the neglect. However this may be, there is certainly suffering here for want of fuel, but we are hoping for milder winds that will soon release us from this prison house of snow. — N.W. Webber.

#### GOOD CHEER AT HURON—NO GRUMBLING.

*Correspondence of The Winona Republican. Huron, Dakota, March 1.* We are all right here, and our only fear is that you at Winona are not. This letter will go *on foot* by Mr. Fleming of Winona. [He walked on the track from Huron 149 miles. —ED. REP.] We burn hay, of which we have plenty. Our coal we are saving for a probable cold snap. We can stand five more weeks of just this same weather. There is not a case of sickness in our town. Don't worry over reports of hardships. They do not exist in this part of Dakota. We have not burned a shingle yet nor missed a meal. —Chas. E. Ely.

#### A DISPASSIONATE AND RELIABLE STATEMENT FROM TRACY.

*Correspondence of The Winona Republican. Tracy, Minn., March 1.* I desire to give you some account of the situation here during the present blockade. We have had a number of them since the first one in October. The one we now have has been rigidly enforced for some time.

Through December and the first part of January trains came in very irregularly. The roads filled about as fast as they were cleared. The blockade that was lifted about the 10<sup>th</sup> or 11<sup>th</sup> of January did not give any freight to speak of, to the great disappointment of our citizens. There were several short trains of freight for two or three days; but, strangely, Tracy did not receive it. Other towns were more favored.

Wood and coal were needed at that time, and we looked for several car loads, but not one came. A short train started out of Sleepy Eye with wood for us, but it never reached here.—Accidents befell the train, and before these were repaired storms blockaded the roads.—The wood was used to keep the engines alive.

At this time the men from the village volunteered to shovel on the railroad, and considerable gangs worked on the 17<sup>th</sup> and 19<sup>th</sup>, when on the last day the passenger train came in near night. The next day there were no cars in from any quarter. Since then we have been without trains from the east; and about that time from all other directions. Of course we failed to get the much needed fuel. Those who bought coal in October for the Winter found their supply getting short. As every one knows this has been a severe Winter on fuel.

After this our citizens were yet again lending a helping hand to the railroad in the hope of getting a train through with supplies. But the persistency of the storms has been too much for the efforts put forth, to keep the roads open. The effect of the blockade may be thus stated:

(one) Our business men have been unable to do anything to speak of in trade. Goods were ordered and shipped, but did not arrive. For a time, I will not attempt to say how long we were out of flour, sugar, kerosene, butter, and many other necessary things of common every day use. Very dull indeed it has been for the merchants.

(two) Because they had nothing to sell that the people felt like buying, and on account of the scarcity of fuel and oil, the shops have been closed a good share of the time. Offices have been closed and church services suspended. In most if not all of the families, but one fire has been kept up, and that, often, has been moderate. Rigid economy in fuel and oil has been practiced. For a time it was possible to purchase soft coal in limited quantities from parties who had several car loads here, but this supply was quickly exhausted. The railroad company had coal in their coal-house, and this was dealt out by the one hundred weight until there was barely enough reserved for the uses of the company.

About this time we learned that there was wood, fifty cords or so, at Shateck, some ten or twelve miles out across the country. But, the snow was deep and covered with a hard crust. To get at it a road must be broken from her and it was found a difficult matter. However, after a good deal of hard work, continued for several days, we got the wood; but how much I do not know. It cost about ten dollars a cord. This supply, I believe, is now cut off, or exhausted.

About the middle of February a road was broken through from Sleepy Eye, and since then we have had some supplies from there. Some of our merchants have hauled their freight the distance.

At this time coal is being drawn from Springfield, the station this side of Sleepy Eye. Of course this is expensive. The coal is sold here for about sixteen dollars a ton; this includes all expenses. This, I should mention, is soft coal.

In all probability we have not seen our worst time for fuel. That will come when Spring opens, and getting about with teams is stopped, as it will be.

(three) Socially, the village has been very quiet. It might be expected from the circumstances. The health of the community has been quite good. Physicians have reported several cases of diphtheria and scarlet fever, but if we have had the diseases the form has been mild. All have recovered. There has been but one death in town this Winter.

(four) Doubtless there has been some suffering in the village, and particularly in the surrounding country, though we have not heard of a great deal. There have been a few deaths in the country, and the dead have had to be buried in the snow, at least, in some cases. Possibly stock has suffered, owing to the great difficulty of getting at the fodder. So far as we know the people in the villages, along the Central, are as well, if not better supplied with fuel than we have been, but towards Watertown we think the people are less fortunate. Off from the railroads, in the settlement, it will be a great surprise if the people have not suffered in many ways.

(five) The relation of the railroad company to the present distress has been more or less discussed. Doubtless there were times when the company could have put in supplies here had there been a little more enterprise, push, pluck, or whatever else you may be pleased to call it. More men should have been employed to open the drifts, when it was possible to open them. One difficulty has been with the rolling stock. Too many of the engines this way are old and worn out. There have not been snow-plows sufficient. There has not been a single engine here for a month that can be used in either direction on any branch or line to throw snow. Things might have been better in this particular.

That the railroad authorities have had unusual obstacles to contend with is not denied; knowing this, we do not feel much like censuring. We hope, however, that now Spring is approaching we shall have weather that will make it possible to lift the blockade. At all events we hope for a favorable change. --C.P.C.

An autopsy at Morris on the body of Mrs. Crandall, who was found dead in the snow near Millbank, disclosed what at first appeared to be a ghastly wound in the abdomen. The rumor reached the street, and immediately the populace started out in search of the woman's husband, who was reported to be in the town. Before he was found, it was discovered that the real condition of the corpse did not warrant the conclusions drawn, and the excitement subsided.

**March 10, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — The Sleepy Eye Cornet Band will give a grand concert to the public on Thursday evening, March 17<sup>th</sup>. --- We knew that poetry of last week would put the weather on its good behavior. Trade is brisk once more. --- What is the matter with the newspapers at Marshall? Not a copy of either of them has been received by us during the last month. --- A snow plow and three engines started out of Sleepy Eye this morning for Redwood. It is a matter of doubt whether it reaches here to-day, however. --- The W. & St. P. R.R. has organized a freighting company for the purpose of conveying freight, mails and express to the towns and settlements beyond Sleepy Eye. --- Wm. Crouley had a corner on sugar last Friday, as he was the only grocer in town who had any brought to him on that day. There is a small supply at most of the stores now, we believe. --- H.O. Hall, of Lamberton, called on us Saturday evening last. He reports that the Lamberton people are getting all right, receiving mails and merchandise by team from Sleepy Eye. --- Sleepy Eye Herald: Mr. Goodrich, editor of the Lamberton COMMERCIAL, called on us last Wednesday. He has concluded to suspend the publication of his paper until the season moderates a little. --- Three and forty oil cans stood up in a row at McKay & Race's last Friday, awaiting the arrival of a barrel of kerosene from Sleepy Eye. Within an hour or so after the barrel was opened the supply was exhausted. --- Mr. Donald Stewart has returned home from a visit to Canada. He hurried back sooner than he had before intended on account of exaggerated reports of the severity of the late storms. He had the luck to have to walk all the way from Mankato here. Our informant says that Mr. Stewart brought a discouraging report of the condition of the railroads. --- As the worst features of the weather have been touched upon in these columns during the winter, it is but fair that the sunny days should go upon record also. From Sunday morning up to the present there has been no lack of sunshine, with the exception of a foggy Wednesday, and the snow is slowly melting. This morning the trees and shrubbery were beautifully silver-plated with frost work designs. These statements are for the enlightenment of those unfortunate readers who live outside of Redwood county. --- [Two columns about possibility of coal field in Redwood County, based on 1863 report.] --- The weather in the Eastern and Middle States was intensely cold on the 2d. The thermometer throughout New England averaged thirty degrees below zero. Large masses of ice had formed at the entrance to several of the Atlantic ports. --- The spring thaw is upon us. Reports of floods will now be in order. --- The worst snow storm of the season visited Wisconsin and Illinois last week, and extended east to the seaboard. The storm commenced on Wednesday evening and lasted throughout the next day. In some localities in eastern Wisconsin snow fell to the depth of over two feet, and the wind blowing a gale caused it to drift terribly. Railroad trains were generally blockaded, and on some lines it was thought a week must elapse before travel could be resumed. Milwaukee was entirely cut off from communication with the country, and wood and coal were scarce and high.

**March 10, 1881. – The Worthington (Minnesota) Advance.** – Page 1 missing. From Adrian. Adrian has been out of coal and wood for several weeks. The people have burned hay, flax, straw, screenings, tailings, etc. Kerosene is about out. Flour and meat in abundance. --- From Lismore. No cases of suffering and no loss of stock in this town as far as known. When people get out of supplies they take a hand sled and go to Adrian. The supply of hay in our town will probably hold out and most of the farmers have a supply of seed grain. --- The Worthington schools closed on Friday for want of fuel. --- A number of the boys are snow blind and are laid up repairing their eyes. --- A letter from C.C. Whitney, who is now at Lowell, Michigan, says the snow is three feet deep there. He says they hear there that snow is 60 feet deep in Minnesota. Tell you, Minnesota always comes out ahead.

**March 11, 1881, Friday evening. - Winona (Minn.) Daily Republican.** – 26 (1 am), 28 (7 am), 32 (1 pm), 26 (6 pm). Cloudy.

STORM RAGING. But yesterday Sleepy Eye was rejoicing in restored railroad communication with the outside world. Today another hard storm is reported as raging there and the railroad is again blockaded. The storm is very hard at New Ulm.

A note from Mr. Charles Ely at De Smet reports that the snow in that section is from sixteen to eighteen inches deep, and it is piled up among the houses from sixteen to eighteen feet in depth. Hay is freely burned, and he says it is better than green pine.

**March 12, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** – 20 (1 am), 20 (7 am), 26 (1 pm), 32 (6 pm). Snow.

The officials of the Northwestern railway say the blockade of the road has cost them in cash about \$300,000/ West of Sleepy Eye not a dollar has been taken by the company since the first of the year. The Chicago, Milwaukee and St. Paul company estimate its actual loss at \$300,000. The Wisconsin Central has been put to an expense of \$75,000. --- Sleighing will soon be gone, if the weather continues a it has been for the past few days. The water has not commenced to run yet, though it has thawed considerably, and people are all looking for a flood.

THE GENTLE ZEPHYRS which tell us that the ethereal Spring is here, went howling mad last night and continued to howl quite steadily, accompanied with a light snow, but today the weather was milder and the snow was quite soft.

The snow was heavy out West, and also through Iowa. Our Milwaukee and Chicago dispatchee indicate that the storm is very severe in and about the cities, and other blockade prevails.

The storm was general along the Winona and St. Peter road, but trains are not suspended.

ILLINOIS. TRAINS BLOCKADED. Chicago, March 12.—Once more trains are blocked in every direction by the snow. Freight business is entirely suspended, and passenger trains are all late, those nearest on time being two hours behind. In the city the snow was not deep but was wet and heavy. Outside it seems to have been from four to twelve inches deep, and to have extended west into Nebraska, east into Indiana, north as far as Minnesota and south as far as the southern portion of this State. The Northwestern, the Pittsburg and Fort Wayne and some of the other roads centering here have succeeded in fairly clearing their tracks to suburban points, but are blocked most of the distance, while their connections and cross-roads are utterly helpless.

IN THE CITY. The snow remains piled up from four to six feet high in the streets where cars run, and as those are most densely crowded at times the crush is tremendous. On Madison, Randolph, Clark, State and Halstead there is one continuous line of waiting vehicles during the business part of the day, and there intersections occur there are serious delays and frequent accidents. The street clearing brigade are utterly unable to handle the vast amount of snow and only warmer weather will lift the partial blockade and relieve traffic. Some fears are expressed lest warm and copious rains may clear the streets with a rush, and cause a destructive flood. The few mild days of the present week were sufficient to inundate some neighborhoods in the southwestern section of the city.

Advices received from along the line of the Hastings and Dakota branch of the Milwaukee line, the Winona and St. Peter, the lower line of the Minneapolis and St. Peter, and the De Moines and Fort Dodge, show that they are all blockaded by one of the worst blizzards of the Winter. A similar state of things is reported all through central Iowa and portions of Illinois. Many trains have been abandoned, as it is impossible to run them, so heavy is the snow and so fierce the wind. In the vicinity of Winona the snow-fall was quite insignificant, but the activity of the wind was highly creditable to the propelling power.

**March 14, 1881, Monday evening. - Winona (Minn.) Daily Republican.** – 16 (1 am), 14 (7 am), 36 (1 pm), 36 (6 pm). Snow.

THE WEST. THE SITUATION SINCE THE RECENT STORM.

Although the storm last week was very severe along the Winona and St. Peter Railroad, the various towns send in cheerful reports. Mr. S.J. Conklin, one of the editorial fraternity of Watertown, received the following telegrams from responsible business men in answer to inquiries, made by him on Saturday. It will be observed that they represent nearly all the towns in the snow blockade along the line of the Winona and St. Peter and Dakota Central railroads:

MARSHALL. Marshall, Minn., March 12, 1881. There has been no serious suffering in Marshall or vicinity. The people are all cheerful. Supplies have been plentiful. Camden woods have supplied fuel and Camden mills supply us with flour. –A.C. Chittenden.

TRACY. Tracy, Minn., March 12, 1881. There has been no case of suffering in this vicinity and not likely to be. –N. Beach & Co.

Canby. Goodwin, D.T., March 12, 1881. We still hold the fort, but under difficulties. No suffering yet, nor likely to be for some time to come. We feel cheerful and as full of grit as a gum drop rolled in sand. Don't be alarmed about us. –C.B. Parkinson.

KRANZBURG. Kranzburg, Dakota, March 12. The worst storm of the season has just abated. Provisions for two weeks. The fuel question is all right. If we can have good weather we are all right. M. Kranz.

WATERTOWN. Watertown, Dakota, March 12. We all have plenty to eat; all have fuel of some kind. Settlers throughout the country have fared well so far. The people are in good spirits—enjoying themselves by participating in dances, attending lectures, etc. The poor are cared for, and, in short, there is no suffering here, nor likely to be. I talked with farmers today from seventeen miles west. They report themselves happy and no suffering in their neighborhood. There was no danger from yesterday's storm. –W.O. Fraser.

AURORA. Aurora, Dakota, March 12. No new cases of starving or freezing, or even much suffering. Our people have been very well provided for except fuel. We can hold out for a month unless very severe weather sets in. –Kelsey Brothers.

BROOKINGS. Brookings, Dakota, March 12. There is no suffering here. People generally cheerful. Can hold the fort for six weeks. –W.J. Pool.

DE SMET. De Smet, Dakota, March 12. There is no suffering here. Can hold out a month longer. –Geo. Wilmarth.

NORDLAND. Nordland, Dakota, March 12. No suffering to my knowledge at this date. Provisions for two weeks. Can hold the fort a month longer if we have to. –J.D. Williams.

**March 15, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** – 30 (1 am), 32 (7 am), 40 (1 pm), 30 (6 pm). Clear.

At Omaha on Sunday, passengers had to be transferred in wagons around a large lake of water which has flooded the track to a depth of sixteen inches, rendering it impassable. --- It looked as warm as a buckwheat flapjack smothered in maple syrup—the moon as it climbed the blue cerulean last evening. --- the storm today extended along the Winona and St. Peter road as far west as Marshall and was of the same character all along as here. No delay was occasioned to trains.

**March 16, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** – 30 (1 am), 30 (7 am), 42 (1 pm), 34 (6 pm). Light snow.

**March 16, 1881, Wednesday. [New Ulm MN Weekly Review]** – The wheat receipts at Minneapolis last Wednesday were 38,200 bushels; the shipments of flour on the same day amounted to 65 cars containing 8,112 barrels. --- Delayed mails from the east were received at Minneapolis during the 9<sup>th</sup> inst. consisting of 80 pouches of papers and five of letters, and weighed 16 tons. --- Owing to the terribly severe winter, unlike anything we ever before experienced in Colorado, not less than 30 per cent of the cattle and sheep trying to subsist on the plains or in

the gulches of the State, have perished, or will perish, before the grass comes for them to eat. In many places dead cattle dot the ground for miles, where the storm overtook them on their way south, the leaner ones tiring, falling and dying from hunger and exposure. Cattle raising in Colorado has ceased to be a sure thing for profit. [*Great West*] -- - The blockade between Winona and the east lasted about a week, an interruption in the mail service such as Winona has not experienced since the winter of 1856. --- The *Bird Island Post* of the 4<sup>th</sup> inst., says the blockade had them lasted thirty-eight days at that place. The same paper adds: "Don't grumble or kick. We are in good condition, compared with many other towns this winter." --- T.W. Bowen, of the *Sleepy Eye Herald*, gave us a call yesterday evening.

TRACY CORRESPONDENCE. NO FUEL AND NO LIGHT. \$52 PAID FOR ONE AND A HALF TONS OF COAL.

Inquiries are made by outside parties of the situation here at the present time; and no doubt it is thought by many that there is much distress hereabouts. It is well known, of course, that we have shared equally with others in the many storms that have visited this country the past winter. Last month was a month of snow and wind, although the temperature, on the whole, was not so low as in the forepart of the season. The body of snow is heavy, and it is difficult to get about in it.

We have been blockaded since January the 19<sup>th</sup>. Since then no trains from the east have come in. Our people turned out on several occasions, in force, and helped open the drifts between here and Lamberton. But no good came of it.

As far back as in January we were short of fuel. There was no wood to be had. Our merchants were looking for it on every freight that came in. There were quite a number of such trains in about the 12<sup>th</sup> of January, but Tracy was overlooked, and received nothing of which to speak in the freight or express line. Towns west of us were the fortunate ones. The present blockade set in and our hopes of receiving fuel were dashed. Those who thought they had a sufficient supply found themselves getting short. There was coal here in cars and it was quickly disposed of. The railroad company began to sell from their coal house, but stopped some time ago as they were getting short for their own use. Wood was heard of at Shetek, and after several days' effort a road was opened and it was brought in, costing about ten dollars a cord. A few weeks ago a road was opened to Sleepy Eye. We heard that there was coal at Burns; and at this present time coal is being hauled from there. Soft coal costs sixteen and seventeen dollars a ton. Mr. Goodnow paid fifty-two dollars, day before yesterday, for one and a half tons. This is simply outrageous. I know nothing about this but the bare fact, but it is exorbitant.

For a time the merchants were out of all necessary articles. We could not get groceries. Our lamps went out because there was no oil. Stores and offices have been closed because there was no fuel or lights. There have been no church services for the same reason. We can get groceries now and Kerosene; for goods have been brought in from Sleepy Eye. But fuel is still a desideratum. No family is able to have more than one fire and that is kept with moderation. We feel that our worst time for fuel is yet to come when the season breaks up and an embargo is put upon all teaming. We sincerely hope the blockade will be lifted soon, though we do not expect it for a month yet.

Under the circumstances the season has been a dull one. For two months there has been no trade here to mention. Social life has been of the dullest character. Fortunately there has been but little sickness, and nothing alarming. Cases of diphtheria and scarlet fever have been reported; but they were a mild type of those diseases and recovery was soon and rapid.

Doubtless there has been suffering both here and in the country; but we have not heard much of it. It will be strange, however, if we do not hear when spring comes, of considerable suffering.

If we could get a supply of fuel we would consider ourselves fortunate.

More or less blame had been charged to the railroad as it is usual in such circumstances. Doubtless there were times when the company could have done more than it did for us; and possibly we might have done more for ourselves. We all have failed in our calculations of the weather, have not known what was to be on the morrow; and therefore, have failed in our calculations. It is an easy, natural thing to blame others for our misfortunes. The railroad company should furnish a better rolling stock for this western region. The engines have not been fit to cope with such a winter. There have not been snow ploughs enough to work efficiently the blockaded lines. --O.P. Champlin.

The *Winona Republican* of the 10<sup>th</sup> inst. contains correspondences from Walnut Grove and Huron. The correspondent from the former place (Mr. N.W. Webber) states that scores of families are suffering for fuel. Many have taken down sheds, and even houses, to keep themselves from freezing. At Huron the people burn hay, of which they have plenty. They are saving their coal for a probably cold snap. Mr. Flemming who brought the letter from Huron to the *Republican*, walked on the railroad track a distance of 140 miles.

The beautiful weather which we experienced during the fore part of last week came to a sudden termination on Friday. During the day some snow fell which was blown about considerably, but in the evening the snow and wind increased to such an extent that roads, streets and sidewalks soon became covered with huge drifts. On Saturday forenoon the storm ceased, but another fall of snow took place on Monday night. Yesterday was mild and the snow was quite soft during the greater part of the time. The railroad was opened so that a passenger train from the east came through on Monday evening, trains having been suspended since Friday morning. On Monday night there was another blockade which was raised yesterday afternoon.

A sad accident occurred on the Sioux City road near Kasota last Saturday evening, causing the instant death of a Miss Belle Blake. The young lady was walking along the track on the way to Mankato and was overtaken by the evening express train in what is called a long cut, and the snow banks being ten feet high on either side of the track, she was unable to get out of the cut. The wind having blown the snow into the cut, the passage of the train and the snow plough created a storm of wind and snow, which made it impossible for the engineer to see her. The body was carried through the cut and thrown to one side of the track, where it was found at ten o'clock on Sunday morning.

I am prepared to sell emigrant tickets from Europe to New Ulm, via Antwerp and Philadelphia, at the following exceedingly low rates: From Antwerp to New Ulm, \$38.20; from Berlin, Prussia, to New Ulm, \$46.50; from Rotterdam, Holland, \$39.20; from Innsbruck, Tyrol, \$47.60; from Ulm, Bavaria, \$45.30; from Baden, Switzerland, \$44.30; and from hundreds of other places at corresponding low rates. Jos. Bobleter, Agt. Red Star Line.

A Scandinavian residing in Lake Hanska, had all the fingers of his left hand amputated last week by Dr. Berry. The hand had been severely frozen in the storm of last December. --- The Redwood Gazette says 43 oil cans stood in a row in a store at that place one day, awaiting the arrival of a barrel of kerosene from Sleepy Eye. In about an hour after the barrel was opened the supply was exhausted. --- Last Friday night's storm made some roads leading into this place almost impassable, while others were completely blocked up. On Sunday a number of teams from Courtland were on their way to this city, but when near the top of this side of Henry Mueller's place they were all compelled to turn back, being unable to get through some of the huge drifts in the cuts at that place. --- The Bird Island Post of the 11<sup>th</sup> inst. came to us in full size, having been issued in half sheets for six weeks.

**March 17, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 26 (1 am), 30 (7 am), 40 (1 pm), 38 (6 pm). Light clouds.**

Spring again asserted itself to-day and the snow melted rapidly. --- Spring must have a large lap to hold the amount of Winter that is lingering around this year. --- The trifling hail storm noticed here on Tuesday evening was probably the extreme edge of the lively disturbance which visited Missouri. --- A reporter met a man on the street today who told him that a man told him that he heard another man say that we had had the last snow storm of the season.

MR. EDWARD ELY has been looking up the record of the Winter and reports that there have been five months of Winter up to today. This is the first day of the sixth month. In only two nights in all that time has mercury been above freezing. Sleighing has been good for four and a half months, and is pretty fair yet. The first ice formed October 17<sup>th</sup>. On seven days in October the mercury rose to above freezing, but no higher than 40 degrees; in November it was above freezing seven times, once reaching 48 degrees; on December 14<sup>th</sup>, mercury rose to 32 above freezing; in January it was not once above freezing; in February it got up to 36 degrees.

THE SNOW BLOCKADE. REDWOOD FALLS TO BE REACHED TO-NIGHT—THE MAIN LINE TO BE OPENED AT ONCE. The large force of shovelers in the employ of the Winona and St. Peter Railroad company, has been set at work on the Redwood Falls branch, aided by three of the heaviest engines, and the work is going forward with a will. A volunteer force of Redwood Falls men is working from that end, and Superintendent Sanborn expects the train will make that point to-night.

As soon as this branch is opened the entire force will be ordered to commence on the opening of the main line. Had the heavy wind and snow storm of last Friday not occurred, there is no doubt but a train from Watertown would have come through by Monday next. At that time forty-two miles of the line had been opened and every station had been shoveled out. The railroad company propose to get trains to running at the earliest possible date.

**March 17, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [Note: The backs of this issue are blank, with large lettering in the middle: King Bros., Dry Goods, Notions, Clothing, Boots, & Shoes, &c. Redwood Falls, Minn.]

The milkman who braves the storms and drifted roads of such days as last Friday and Saturday, in order that his customers may be served, deserves honorable mention at least. Mr. Pickett and his partner did this. --- There was about as lively a skirmish of the elements last Friday afternoon and evening as any we have chronicled this season. A too-muchness of wind and snow drifted the roads out of sight again, but fortunately the air was not very cold. The schools were closed, and there were no services in the churches Sunday. --- At Marshall, green wood was selling at \$8 per cord last week. At Minnesota, most of the stores were closed at one time to save fuel and lights. Snow fences have been pretty well cleaned out west of here. A railroad official sent a telegram granting permission to burn the fences at a certain point, telling the citizens to "save the post-holes." The holes were sacredly preserved. When Mr. McCarty drove up last Thursday from Sleepy Eye, with the St. Paul party, and reported that he was refused permission to bring any mail along with him, there was considerable disappointment at this end of the line. The train that started out to get here before McCarty did didn't quite make it, and the storm coming on the next day, disappointment was changed to indignation against the official who prevented us from getting mails. --- The reports of distress arising out of this winter's snow blockade need to be taken with a good many grains of allowance. Citizens of Watertown and other places have taken pains to contradict reports that they were in desperate circumstances. At that place the long railroad bridge was burned some time ago, but no other property has been injured. Since then the wood has been hauled a distance of twenty-two miles, requiring three days to make a single trip, and the green wood costing the consumer \$16 per cord. --- Our tender-hearted station agent saw Peabody's horses standing near the depot out in the cold yesterday, and quietly muffled their bells and locked them up in the freight room while their owner's back was turned. Mr. Peabody had to send a "tracer" after the missing team. --- F.R. Peabody and Jas. McMillan made an effort on Monday to get out a crowd of volunteer shovelers. Nearly fifty names were obtained. Work was not begun until Wednesday, on account of the weather. But little more than a mile was opened yesterday, the snow being drifted and packed worse than ever before. --- Canby people have been hard put to it for fuel, feed and other necessities, and are administering their supplies homeopathically. --- From Three Lakes. Never having seen this part of the county represented in your paper, I send you a few items. The question that interests most of the farmers in this vicinity is, how to make the hay last as long as the winter does. Of the latter we have had plenty; the former is pretty scarce. Most of our farmers have warm sheds for their stock, but feed of all kinds is scarce, corn being mostly in the field yet, and impossible to get at. A good many are pretty short for wood, but as far as known there has been no suffering as yet, and as balmy spring seems to be returning, we think of this winter as past, and hope for better times to come. -St. Jacob. --- Notice is hereby given that the spring examination in and for Redwood county will be held at Walnut Grove April 7<sup>th</sup> and 8<sup>th</sup>. All persons intending to teach in the county during the coming summer are expected to be present at one of said examinations. D.L. Bigham, Co. Supt. Of Schools. Redwood Falls, Minn., March 15, 1881. --- With the exception of a Pioneer Press of the 14<sup>th</sup>, our latest news is only up to the 10<sup>th</sup>. Inst. --- The mangled remains of Miss Bell Blake were found on the track of the Sioux City railroad, near where it crosses the Winona & St. Peter road, on Sunday morning last. Miss Blake had been at work at Caroline Station, and had started home on foot, taking the railroad track, and was caught in a long cut by the express train, the snow blowing so much as to prevent the engineer from seeing her.

D.M. Thorp, Esq., of Walnut Station, writes to the Winona REPUBLICAN under date of March 1<sup>st</sup>, saying that there is such a scarcity of fuel as to justify great alarm. "The supply," he says, "is scarcely large enough to last three days. Men of good judgment and firm minds," he adds, "are in this place each and every day that they can get out from home, wondering, with tears in their eyes, if their families will be left to freeze to death. Corn is used for fuel, and men have to pay a profit to Van Dusen & Co. of about 40 per cent. more than they paid to get that to burn, and nineteen-twentieths of the people are now suffering more than it would be to die twice over, could it be done."

Messrs. Franklin Ensign and A. Tower walked up from their homes in Springdale a week ago. Mr. Tower returning next day. Mr. Ensign says that he found the people generally out of a supply of wood or coal, but managing to get along better than he had anticipated with hay and other substitutes. In the country the people feel the rub less than they do at the stations, where they are more directly dependent upon the railroad. At Walnut Station the fires were out in the stores, but no cases of destitution or freezing came to Mr. Ensign's notice there or elsewhere.

COULDN'T HELP IT. Tuesday's mail brought us the unwelcome intelligence that the print-paper consigned to us the first of the month had been returned by the express company, they being unable to deliver it here. We have therefore



been compelled to print on the best substitute to be found. This will be a good family paper for dress patterns and parcels, any way.

**March 17, 1881. Worthington (Minnesota) Advance.** -- Two pages missing. Winter has fairly set in. Looks as though we would have snow. --- Tomorrow will be four weeks since the last train got in from the East. --- Save your fuel. With economy there is enough soft coal in town to squeeze through. --- Conductor Abbey wants a hundred men to shovel snow. Turn out with your shovels. --- "Seldom" how long it takes for the poles to flop. The North pole started south in October and the whole of it hasn't got by yet. --- To add to the other annoyances of the blockade, some of the hotels are getting out of tooth picks. Ax handles were exhausted two or three weeks ago. - -- Put on Teams. The railroad is blockaded worse than ever by the last storm. With fair weather the road might be opened in two weeks. Allowing for March winds and squalls, it will probably not be open under three weeks. Teams should be put on to bring mail, express matter and light freight from St. James and Lake Crystal. --- Owing to an unavoidable delay of trains our paper has not arrived. This is a half sheet issued on time. We have engaged several bundles of shingles for next week. --- Boreas and the Advance. Our familiarity with our friend Boreas has amused some and perplexed others. Certain it is, that he has generally followed out the suggestions made in the Advance with remarkable celerity and accuracy. Last week we announced that he would give us about one more good blizzard. As soon as he got his paper and read it, he sounded his bugle call, and the winds began to assemble, and by Friday morning the blizzard was on. It lasted two days and piled up mountains of snow. Never before did our old friend work such wonders in our front office, for he built up arches and made us a grotton and excited the jealousy of some fools till they complained to the village marshall and made him break one of our front windows. Now they are asking us what Boreas will do next? Just about what "we told you so all along," as the editor of the Rock County Herald puts it. There will be no sudden and overwhelming Spring, but Boreas is packing up for a campaign up North. The big blizzards are over, but there will be wind and snow enough yet, and don't look for regular trains before the middle of April. --- One of the heaviest snow storms in the calendar visited these parts on Friday and Saturday last. Boreas paid special attention to the Advance office in his frolics and piled the snow up to the roof of our porch or awning. Friday night we dug out to get supper, and when we returned, our old friend had been doing his best and the door was snowed up again. We stood in snow waist deep and dug out the keyhole with one hand. Saturday morning we cut a tunnel into the drift and got in and out through what looked like the mouth of a cave. Saturday evening several of the boys cut a transverse tunnel into the one we had made, so that people could get by to church on Sunday. Every soul of them bowed as they passed the Advance office and the editor looked on with much amusement, thinking it was a fitting and a prophetic demonstration. Some of them, however, after the obeisance occurred to them, declared that if they had thought of that they wouldn't have gone through "Miller's Grotto." --- Tip Clark arrived yesterday with a load of mail from St. James. C.J. Humiston came through with hiim. The road is blocked to Mankato and express matter lays at Kasota. We must do something to get our express through. --- WEATHER RECORD. The weather for this winter is about as follows: Friday, October 15<sup>th</sup>, winter set in with a blizzard of rain, hail and snow. County Fair spoiled. No trains or mails until Tuesday following. Friday, November 19<sup>th</sup>, cold snap begins, mercury getting down to 19 below zero on the night of the 20<sup>th</sup>. Friday, December 24<sup>th</sup>, storm brews. No eastern trains on Saturday. Gets in Sunday night. Monday and Tuesday, December 27<sup>th</sup> and 28<sup>th</sup>, cold snap. Mercury down to 30 and 34 below. Tuesday blizzard sets in. No trains after Wednesday. Advance on a half sheet. Tuesday, January 4, some rain. Friday night, January 7, freight train breaks through Bigelow bridge, ditching stock cars and killing some cattle. Friday, January 21, snow storm, blocking the road until Sunday. Wednesday, January 26, another blizzard stopping trains. Advance on a half sheet. Tuesday, February 1, 3, longest snow storm of the winter sets in. Comes from the southeast continues four days. Friday, February 11, another blizzard sets in, continuing two days. Wednesday night, February 16, first train from the east for 15 days. Friday, February 18, another blizzard and a snow storm on Tuesday, Feb. 22<sup>nd</sup>. Friday, Feb 18, last eastern train in. Friday, March 4, blizzard all day. Saturday March 5, fair weahter sets in and continues until Thursday. Road open except strip between St. James and Windom. Friday, March 11, terrific blizzard of snow continuing through Saturday. Road blockaded worse than ever. (See May 12 for complete report)

**March 18, 1881, Friday evening. - Winona (Minn.) Daily Republican.** - 26 (1 am), 30 (7 am), 40 (1 pm), 36 (6 pm). Clear.

The Chicago and Northwestern train from the East this morning was an hour and forty minutes late. --- As usual the Mississippi river has opened early at the mouth of the Chippewa. The Wabasha *Herald* notes the arrival of the steamer Hartford from Beef Slough on the 16<sup>th</sup> inst.

**March 19, 1881, Saturday evening. - Winona (Minn.) Daily Republican. -** 30 (1 am), 33 (7 am), 40 (1 pm), 34 (6 pm Sunday). Cloudy.

The Fountain City stage has deserted the ice on the river, and came down by the land route today. --- The time for blocking up sidewalks by boys indulging in the intellectual recreation of wearing out the knees of their trousers and playing marbles has arrived. --- Puck has re-named the months in the revolutionary French style, with changes suitable to the longitude and language, thus: January would be Slushuary. February would be Slopuary. March would be Winduary. April would be Rainuary. May would be Buduary. June would be Warmuary. July would be Roastuary. August would be Boiluary. September would be Chiluary. October would be Colduary. November would be Frostuary. December would be Snowuary.

ILLINOIS. SEVERE STORM. Chicago, March 19. - Another "worst storm of the season" set in early this morning, and up to this hour—noon—the snow has been falling rapidly, so that now it is from three to four inches deep on the level. A fierce wind accompanied it, but so solid was the snow that it did not drift perceptibly, and the wet and solid mass lies on the streets and pavements like so much ice. The steam cars generally arrived here nearly on time, as they were nearly here when the storm began; but street cars, after keeping up the battle for two or three hours were barely able to keep the snow from the track, and it fell nearly as fast as it was pushed off. The streets were black with pedestrians during the morning. Later, 'busses and carryalls were improved to accommodate the travel. Telegraph wires are weather-bound to most of the principal points, and in the city there is a great interruption in the telephone and district telegraph business. The wires look like two-inch ropes with their heavy wrapping of snow. Inquiry at the railroad offices show that the storm was not very severe in the north, but extended west as far as Omaha, south to St. Louis and Kansas City, and east on the Pittsburg and Fort Wayne road as far as Crestline. Railroad men say there will undoubtedly be great delay if the storm continues much longer, as it is of the most dangerous character of any this season.

The telegraph announced the worst storm of the season as prevailing from Madison to Chicago. At Janesville, Wisconsin, the storm began this morning, and at noon was blowing and snowing very hard, the snow having attained a depth of seven inches. Button up your ulster and get that snow shovel handy.

MISSOURI. SNOW STORM. St. Louis, March 19. - A dispatch from Western Missouri and Kansas notes a heavy snow fell through that section yesterday afternoon and last night. The storm reached here this morning and considerable snow has fallen but it melts as fast as it falls.

THE CHIPPEWA VALLEY. An Eau Claire dispatch says the moderate weather is causing a general stampede of men and teams from the woods, and the logging season is virtually at an end. Some of the lumbermen will keep a portion of their men at work until the commencement of the drive, so as to be ready for operations at the first high water. Much anxiety is felt for the safety of homes and dams from the ice, should the flow come suddenly, but precautionary measures are being taken to substantially secure the booms so as to withstand the heaviest of floods.

**March 21, 1881, Monday evening. - Winona (Minn.) Daily Republican. -** 30 (1 am), 28 (7 am), 38 (1 pm), 34 (6 pm). Clear.

The *Republican's* new type, shipped from Philadelphia about the beginning of the month, was delayed in transmission by the recent blockade in Wisconsin, and has only just reached this office. --- The Grand Trunk Railway officials are rushing the season on excursion parties and in consequence have a party of 750 Canadians swearing mad on their hands in the blockaded city of Chicago. --- The Milwaukee *Republican* says: The rumor is again circulated in the railway offices of this city that the Chicago, Milwaukee and St. Paul Railway company has decided to compromise with the Chicago and Northwestern regarding the extension of its road to the Black Hills. It is thought in certain circles that the Chicago, Milwaukee and St. Paul Railway company has decided to stop the work on the extension until the Spring of 1882. It is further believed that, by the compromise of the two companies, but one road will be constructed from the Missouri River to the Black Hills. --- Two carloads of horses were shipped by Mr. Earle S. Youmans today to his farm near Marshall. The horses were purchased in Illinois. --- Miss Eliza Wilson, who has been waiting five weeks for a train at Redwood Falls, returned home Saturday. She was taken to Sleepy Eye by sleigh.

THE SNOW STORM OF SATURDAY LAST was very heavy in Illinois and Wisconsin, while even the more southern latitudes of Missouri and Kansas experienced the chill of the unseasonable visitor. Compared with the wintry weather there how delightful are the Spring zephyrs in Minnesota. --- About eighteen inches of snow fell at Milwaukee on Saturday, causing a complete suspension of trains on all the railroads centering in that city. The situation at Chicago is graphically depicted in a paragraph published herewith. Just how long eastern communication will be interrupted by the blockade it is impossible to state.

THE HEAVY SNOW STORM which prevailed in Chicago and vicinity on Saturday, will go on record as one of the worst storms ever known in the Northwest in the middle of March. The storm raged all day and late into the night on Saturday. The situation at midnight is summed up in the following dispatch from Chicago: Affairs in the streets have gone on from bad to worse on account of the late storm, and at present the snow, which has been falling rapidly since 6:30 this morning, is falling less heavily and will probably stop falling entirely soon. The result of the day's storm is from six to eight inches of exceedingly compact snow, which is so solid that pedestrians can walk on top of it without perceptibly reducing its height. The thermometer has been very near, but a trifle above the freezing point all day, and is now slowly rising. Morning trains arrived very closely on time, but tonight there are serious delays on all lines. All freight trains are abandoned. The Northwestern road sent out only one train to Milwaukee, and no others except suburbans. The Chicago, Burlington and Quincy trains are blocked. The Alton train arrived an hour late. The Illinois Central trains are slow, but running with some regularity. The Pittsburg and Fort Wayne trains are almost on time. The Michigan Central is far behind and sent out only one train tonight. The Michigan Southern trains are delayed by a bad wreck fifty miles from this city, and incoming trains were six hours late. They sent out only one train. The Pittsburg and Fort Wayne Railroad justified its reputation by sending out all its trains on time. The roads particularly mentioned in the above report have either abandoned all trains or run only suburbans. The wires being prostrated in nearly every direction, it is impossible to learn the fate of trains which have gone out, and many of them may be blockaded only a few miles from the city. There has been about a complete stoppage of intramural travel and traffic and tonight not a street car is running in the city. The snow is piled up between the car tracks and sidewalks so high and firm that it is impossible to crowd the snow back from the tracks. It is a problem of vital importance to citizens how long the present state of affairs is to continue. Nothing but a heavy rain or very warm weather will afford a speedy relief from the embargo, and there would be a flood if either of these came about.

THE RAILROADS. The trains on the river road are running only as far east as La Crosse. On the Chicago and Northwestern road Baraboo is the eastern terminus at present. No trouble is found on the Winona and St. Peter road between here and Sleepy Eye, but the Redwood Falls branch is still being patronized by the shovel brigade. The Saturdays's trains from Chicago on the Chicago, Milwaukee and St. Paul and the Chicago and Northwestern roads are caught in the drifts, and the query at headquarters regarding how soon they will come through meets with no satisfaction.

**March 22, 1881, Tuesday evening. - Winona (Minn.) Daily**

**Republican.** - 24 (1 am), 20 (7 am), 39 (1 pm), 34 (6 pm). Clear.

Messrs. H.F. Yates and G.H. Remmick, representing G.C.

Boyington's Sons and R.D. Cone, have just returned from a trip along the western line of the Winona and St. Peter railroad. A portion of the trip was made upon snow shoes, and the enterprising tourists went a good many miles further west than any other traveling men have gone this Winter. --- Good advance in wheat, but light receipts. New wheat, No. 1, 95 cents. No. 2, 92 cents. No. 3, 85 cents. No. 1 barley brings \$1.00. Eggs 12-13 cents. --- Elbow sleeves with a puff at the top appear on many of the imported dresses of this Spring.

STATE NEWS. Seven men repairing the track of the Sioux City road a mile east of Mankato got on a hand car to get out of the way of the passenger train then due. The train was six minutes ahead of time and came upon the men in a cut. Six jumped into the snow and were uninjured. The seventh, August Kranke, made no effort to save himself and was thrown under the wheels and was instantly killed, being horribly mangled.



--- On Saturday night the Southern Minnesota train brought to La Crosse Messrs. Savage and Anderson, two engineers who have been snow-bound with their engines since the great storm the first week in September. Both were in the drifts on the western end and stayed by their engines until all the fuel aboard their engine was exhausted. They then walked sixty miles across the country on the tracks, over the drifts, following their route by the telegraph poles, the tops of which, in some instances, were merely to be seen, in which case they could readily let their fingers run along the wires. They reached Fairmont and took a train in from there. Both are considerably shattered from the long privations, and Mr. Savage is quite snow-blind, distinguishing objects with great difficulty. They report six dead engines on the west end, and drifts between Fulda and Flandreau that are incredible in vastness. It must be many weeks before operations can be resumed.

The Missouri river breaks up at its headwaters before it does at Bismarck, Sioux City or Omaha. The river at Fort Benton, far to the northwest, broke up a month ago, and shortly thereafter the tributaries—the Yellowstone and Little Missouri. For a month the mercury in Montana has ranged from freezing to sixty above during the day, and March has been a delightful month for personal comfort. In that time the snow in the valleys has melted away, and the expected disaster to the cattle and sheep has been averted. The Yellowstone valley is now practically clear of snow. At the Bismarck steamboat landing the ice has been bodily raised up to a level with the banks, and in some places the water leaks out and covers the bottoms. The ice is on an average three feet thick.

#### THE SNOW BOUND REGIONS. NOTES FROM THE WESTERN PART OF THE STATE.

The mild weather is causing the snow to disappear quite rapidly about Winona, but in the Western part of the State the snow fall was much heavier and it will take several weeks to remove the vestiges of this memorable Winter. From Mr. Horbart P. Hubbell, who returned from a trip to Fairmont, on Monday evening, a *Republican* reporter gathered several facts of interest regarding the situation at the West.

The snow from Winona to Rochester is about half gone. Between Rochester and Waseca about one-third of the snow is gone. From Waseca to Mankato the ground is not bare at all—still covered. West and southwest of Mankato the snow is from two to four feet deep on a level. In the little groves that surround the farm houses in that section the snow has blown in from the prairies and is about eight to fifteen feet deep. Without observing it one would scarcely believe it. Much apprehension is felt that damage will be done to the trees by the settling of the snow breaking the branches and stripping the bark. The snow is so solid that it is substantially a mass of ice and carries the limbs with it.

A singular spectacle is presented by many of the small stock stables which are buried beneath the snow, with nothing but the straw tops visible. Cattle are seen standing about on the snow level even with the tops of the barns, and on closer inspection an inclined path is discovered leading down into the barn. There has been a great loss of stock in Fairbault and Martin counties by the barns being covered with drifts. The experience is exceptional and is due to a southeast blizzard, something never before known in that country, and in consequence the barns and groves opening in that direction caught the force of the storm with the result above described.

About half the distance between Winnebago City and Fairmont—some twenty miles, on the Southern Minnesota railroad—the route is through cuts, many of which are thirty feet high by actual measurement, being higher than the telegraph poles. Under the circumstances the work of keeping open the road is stupendous. In the town of Fairmont the streets are so full of snow, and the path in many places is right over the top of picket fences. It is the opinion among the people around Fairmont that under the most favorable circumstances the ground will not be bare under three weeks, and the Spring will therefore be very late.

THE RAILROADS. The trains leaving Winona last night at midnight for the East it was expected would reach Chicago on time. The Chicago and Northwestern train this morning only came from Harvard. The Winona and St. Peter road was blockaded between new Ulm and Sleepy Eye yesterday, trains being able to run from her to New Ulm as well as on a Summer's day. The Redwood Falls branch is still unopened, and mention of the name of that charming Summer resort causes the same appearance in railroad officials as when the hair on a cat's back rises to explain. The Eastern mail will arrive tonight.

Mr. Wm. E. Snell arrived home last week from the vicinity of Sleepy Eye where he has been as the representative of Messrs. Elmer & Tenney, taking a series of pictures of the big snow drifts. Aside from obtaining a most interesting series of views Mr. Snell had the satisfaction of demonstrating the success of the new dry plate process which is just now attracting much attention among the photographic fraternity, as the convenience of having plates ready for use at a moment's notice, which can be carried anywhere and kept good for any length of time can not be too highly appreciated. Messrs. Elmer & Tenney are much pleased with the results obtained by the dry process.

**March 23, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** – 30 (1 am), 31 (7 am), 45 (1 pm), 37 (6 pm). Clear.

Knitting is more fashionable at the moment than crochet work. --- The Union Pacific road has been compelled to lay track for three miles around the washout near Fremont, Neb. --- A snow-drift on the Western Union railroad, forty miles north of Davenport, Iowa, is fifteen feet deep and a mile and a half long. --- Parisian ladies have a different colored letter paper for every day in the week. They write upon green on Monday, then pink, and since Wednesday is an unlucky day, gray is used, then blue, white, straw color and marine. --- While a huge snow-plow, weighted with twenty tons of pig-iron, was at work at Janesville, Wis., driven by three engines, a rail turned and threw the two leaders off the track. The third locomotive speedily demolished all before it. Two engineers were seriously injured. --- Mr. Drew, of Marshall, Lyon county, Minn., has been interviewing the railroad officers in Minneapolis, with the view of interesting them in an extension from Hector, on the Hastings and Dakota road, to Marshall. --- A gentleman who has recently returned from the western end of the Winona and St. Peter road states that he met a couple of men upon a snow boat, just this side of Watertown, and they gave him a ride. A distance of thirty-two miles was traversed in three hours, they taking a direct course for a station and paying no need to fences, all of which were under the snow. The boat was constructed similarly to an ice boat, had a rudder, and was easily managed. The gentleman's statement is reliable.

**March 23, 1881, Wednesday [New Ulm MN Weekly Review]** – The law of California provides the same pay shall be given for similar work, whether done by men or women; and, as a consequence, the women vice-principals in the San Francisco schools receive as much pay as the male vice-principals. It is said by the *Alta* that a proposition is under consideration to give the title of "master" to male vice-principals, and thus enable them to draw higher pay. --- Water filtered through charcoal becomes perfectly pure. [Note: charcoal was used to filter rain-water at the Rock House on RR Farm.] --- An Esquimaux Snow House [ page 1; I think I transcribed it in another bits file] --- THE PIONEER PRESS LAST MONDAY PUBLISHED A METEOROLOGICAL RECORD FOR A SERIES OF YEARS FROM WHICH IT APPEARS THIS SEASON OF SNOW HAD BEEN UNPRECEDENTED IN THE HISTORY OF RAILROADING IN THE NORTHWEST. SINGULAR AS IT MAY SEEM TO SOME, THE FACT IS THAT THE ROADS IN THE EXTREME NORTHWEST HAVE BEEN BLOCKADED LESS THAN THE MORE SOUTHERN AND EASTERN LINES. --- The new dog law passed by the recent legislature requires every dog to be licensed, and to wear a collar in token of the same. The cost for a dog is \$1 for a year, and for a female canine is \$5. Every dog not so licensed, is liable to be shot by any person, and in addition to that it is made the duty of all marshals, constables, police officers, etc., to destroy them whether they desire to or not. Dogs, whether licensed or not, which attack persons or teams, or domestic animals, may be destroyed by any person. The moneys arising from the dog licenses constitute a fund, from which persons having sheep killed by dogs or wolves, are to be paid for their losses. The act took effect as soon as signed by the governor. --- 117 cars of flour, containing 14,667 barrels, were shipped by the Minneapolis millers last Friday. --- The first express train since January 25<sup>th</sup> arrived at Bird Island on the 14<sup>th</sup> inst. --- A new local freight tariff, the same as in use by all roads in Minnesota, went into effect on the Winona & St. Peter road last Monday. --- The Sioux City railroad was on last Thursday opened as far as St. James, West from there the road is still blockaded. --- A severe snow and sleet storm in southern Wisconsin and Northern Illinois last Saturday delayed all eastern mail until this morning. --- The officials of the Northwestern railway say the blockade of their road has cost them in cash about \$300,000. West of Sleepy Eye not a dollar has been taken by the company since the first of the year. --- The St. James *Journal* is reliably informed that the report that farmers in the west end of Watonwan county were out of fuel and were burning their plows, reapers, &c., is untrue and without foundation; nor is such a state of affairs likely to exist in that section. The deep snow has caused inconvenience, but all have lived comfortably. --- The C., St. P., M & O. company in some of their deeds for village property along the line of the North Wisconsin Railroad make express conditions that no strong spirituous, malt, ardent or intoxicating liquors shall ever be sold, manufactured, trafficked in, given away or otherwise disposed of as a beverage, on penalty of annulling the instrument and reverting the property back to the original owners. And they have no trouble in finding thrifty purchasers for their lands either. [Le Sueur *News*] --- A heavy wind storm last Saturday sifted enough snow into the cuts between this place and Sleepy Eye to detain the west bound passenger train on Saturday night for several hours between the two points. The road was opened on Sunday, but the cuts were again filled up during the night and it took all day Monday and part of Tuesday to clear the track. No trouble has been experienced in operating the trains east of here [New Ulm]. --- The Glencoe *Enterprise* says that in building their Dakota extension, the Minneapolis and St. Louis railroad Co. very naturally conclude that as most of the towns on the line surveyed through by Norwood and Arlington, have voted against

giving bonds to aid the road that there is not sufficient demand for a railroad there and they now propose to try another route through this part of the country. If the road is built via Glencoe and New Auburn, New Ulm should not lay idle and have the road pass by our very noses without making an effort to secure it. --- From Springfield. The snow has settled considerable the last few days and we all rejoice thereat. This has been a dreary winter for us, especially so as our mail facilities for the past two and a half months have been rather limited. --- Sleepy Eye Items. Wood is somewhat scarce in town just now, and money much more so. / The passenger train due here on Saturday evening did not arrive until Sunday p.m. Snow and ice on the rails detained it between here and New Ulm. --- The snow plow on the Redwood branch and one box car and cooking car ran off the track last Saturday evening. Fortunately no one got hurt.

**March 24, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** – 30 (1 am), 31 (7 am), 50 (1 pm), 44 (6 pm). Clear.

Manifestly there is a storm brewing, and full of moisture, and so on. Cling to your ulster. --- The earnings of the Chicago and Northwestern Railroad for the second week in March show a decrease of \$74,000 from those of the corresponding week last year. The Chicago, Milwaukee and St. Paul came short by \$7,663 of its earnings for the same period. The snow did it. --- Superintendent Sanborn went West this morning with his business car. --- The ice in the old Mississippi has reached the unsafe stage where teams cannot cross. Today was the first day that it was impassible. --- The people out on the western end of the Winona and St. Peter railroad, hearing of our Eastern snow blockade, have kindly telegraphed to parties in Winona stating that if we are suffering or in need of supplies, we may “draw” on them for such articles as we need.

**March 24, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [Note: The backs of this issue are blank, with large lettering in the middle: King Bros., Dry Goods, Notions, Clothing, Boots, & Shoes, &c. Redwood Falls, Minn.]

Ener Birum and family returned from Wisconsin yesterday. He says that State is a little ahead of us on snow storms. --- George Wilson hauled 3.025 pounds of freight for the German Store on Tuesday, from Sleepy Eye. The biggest load yet. --- Thoughtful parents of Redwood should provide their children with life-preservers when the drifts surrounding our school houses break loose. --- VanDusen & Co. have recently issued a circular warning farmers not to thresh wheat until after their seeding is done. --- H.C. Ackmann has received part of his goods from Sleepy Eye by team. A nice fresh lot of dried fruits, and a splendid line of all kinds of canned fruits. Also, a big stock of teas. One barrel of nice New Orleans molasses, one barrel golden drips, etc. --- Fresh eggs, 15 cents per dozen. --- The spring term of court at Marshall was postponed by Judge Cox, on account of the blockade, and the chances now are that no court will be held this spring. --- The prudent driver will look well to the ice on the river before crossing, this thawy weather. We heard of one team which broke through the Minnesota last week. --- F.W. Phillbrick went to Sleepy Eye early in the week to look after the loading of goods for the firm. There is said to be about fifteen car-loads of Redwood merchandise down there, some of which cannot be unloaded until the cars are hauled out. --- We have delayed the printing of this number, hoping to get paper when the mail came up today. We have been a second time disappointed, and our readers will have to share our disappointment. The fact that the railroad was snowed in at the time the sheets should have been forwarded, and might have refused express matter consigned to Redwood, may account for this mishap. --- We received two copies of the Lyon County News today, one of which is printed on heavy flat paper and fastened in the form of a large 10page pamphlet, and the other is issued in the more familiar wrapping-paper style. Both numbers are well provided with telegraphic and other news. We hope that Lyon county appreciates Mr. Whitney’s enterprise and pluck. He is bound to get out a good paper if he don’t make a cent. --- Teaming between Sleepy Eye and this place has increased since it became evident that no special effort would be made to open the railroad between the two towns. Mr. McCarty brings a mail daily, whenever the main line is open, changing teams between Sleepy Eye and Redwood and retuning, while the mail is brought in by another driver. Redwood merchants are hauling in needed supplies on their own account. --- The country east of the Mississippi river was visited by another “worst snow storm of the season” on Saturday last, while in this part of the Northwest we were favored with very pleasant weather.

County Commissioners Meeting. Whereas, on the 16<sup>th</sup> day of March, 1881, a petition signed by twenty nine (29) freeholders in said county was presented to us, praying for the location of a highway, running into more than one town of said county, and not within the limits of any incorporated city, and described as follows: Beginning at the southeast corner of section 36, township 109, range 39, running thence north on the range line, between ranges 38

and 39, to and ending at the northeast corner of section 1, township 112, range 39, said range line to be the center of said proposed highway, and said highway to be of the width of four rods. Exception: It is not asked to have said highway located on that part of said range line within the platted limits of Walnut Grove village. And being satisfied that at least thirty days notice thereof has been given before this session of the Board, by posting up notices in three of the most public places in each of the towns through which such highway is proposed to be located, we hereby appoint W.H. Owens and Chas. Bennett members of this board, a committee to examine such proposed route and hereby designate the 25<sup>th</sup> day of April, 1881, at 10 o'clock a.m., and the store of W.H. Owens in the village of Walnut Grove, on section 30, township 109, range 38, in said County, as the time when and the place where such committee will meet for said purpose upon said route, said committee to report to this Board at a special meeting to be held on the 30<sup>th</sup> day of April, 1881. Given under our hand, this 17<sup>th</sup> day of April, 1881.

From Three Lakes. Winter still hang on (March 21<sup>st</sup>) and farmers wonder if there will ever be a "let up." --- Our people are healthy and generally happy, but sighing for spring.

From Sheridan. We are not all dead yet up here in Sheridan, although for some months past, we have been literally buried, but having been interred without knowledge, without purpose, and without ceremony, we are not naturally in very good humor. We have been overawed but not entirely subdued. We have been forced as it were, to the very brink of destruction by the impetuous legions of destiny, yet we still possess courage enough, and energy enough to stubbornly resist the foe and keep our flag flying in the field, spite of enormous mountains of snow and ice, we cannot be expected to have very pleasant thoughts, still there are a few stout hearts among us beating high at the prospect of a bounteous harvest the coming summer. There is no news to speak of from this part of the county. We are out of furl and provisions, but that is nothing new for us. We have plenty of wind and snow, but that is getting old too. We calculate we can hold out two months longer on "raw corn and faith," but if spring does not open by that time we are a "busted community."

THE SNOW BOAT. Two young Redwood mechanics, who are known among their associates as Mr. and Mrs. Gouge, are champions for the right of their sex to emancipate themselves from a weak dependence upon lovely woman for hash and the comforts of a home. They have pooled their issues and set up housekeeping in a not very romantic cot on Minnesota Ave. One day last week one of them read a description of a snow boat which had been successfully operated at Benson, and forthwith bantered his chum to make a contrivance of that kind for their own use, and the idea was carried out at once. Something less than a dollar was expended for material, they doing all the work on the machine, and using an old tent for a sail. A trial trip was made on Monday. After some delay in getting started, they spread their sail from a point about a mile south of town, and speeded away to Sleepy Eye, over drifts and hills, and with utter disregard for the roads, running twenty-five miles in three hours. We are sorry that the boys didn't keep a log book, after the manner of experienced mariners, for we are satisfied that they crowded a heap of adventures into their brief voyage. They admit that they tipped over once, lost a man overboard, who was finally rescued, and ran into a straw stack and various other obstructions on the journey. They voyagers came back next day by team, the wind being unfavorable for their snow boat.

We append a description of the Benson boat, which recently voyaged from Benson to Montevideo, by way of Appleton, and returned, at the rate of about ten miles an hour for most of the trip:

The machine has three runners like an ice boat—two forward, one on each side, and one in the center behind, which is turned by a rudder in steering. The runners are of the Norwegian snow-shoe pattern—wide, and calculate to run over the lightest snow or highest drift, without making more than an inch deep track impression. These runners are joined firmly together in a triangular shape with 2x4 studding. About three feet from the front of the boat frame, and directly in the center, the sail pole is firmly planted, and heavy wires attached to the top of the pole and securely fastened to the outside of the boat-frame, adds the strength which is required in the terrible dash across the snow. A twelve yard sail, used in the same manner as on a sail boat, completes the acme of perfection in the line of the fastest and most practical machine on record.

**March 24, 1881** [Brookings Co. D.T. PRESS] -- Front pages missing; begins with national news page. The contest notices date from December and January 1880. --- Measles in town. Here we are again. Spring will soon be upon us. Our mails are slightly irregular. Sleigh rides are the order of the day. Considerable wheat has been coming in lately. Minnesota takes the champion belt for blizzards. We wish some one would draw a check on the snow bank. Brookings has been supplying all the towns around with kerosene for some time. Those looking for seed wheat should read the notices of different parties in the PRESS. --- The blockade has some consolations. Poets have been

unable to forward us poems about the "beautiful snow." --- Bert Olds stuck out for the east 16<sup>th</sup>. He will go to Chicago and buy a big stock of goods which will be here on the first train. --- Charley Bywater, the well known passenger conductor passed through town a few days since, going east with the railroad mail. --- The bill establishing the agricultural college at Brookings passed both houses. We have not yet learned whether it was signed by the governor but it almost undoubtedly was. --- The R.R. company are reported to be at work with a large force between Sleepy Eye and Tracy. A general movement all along the line is expected soon. If the present weather continues a few days we will be all right. "Hold the fort." --- It has never been denied that the most wide-awake and fair dealing set of business men on this line of road is to be found at Brookings, and the late blockade has given ample proof of the fact that they are not of that penny wise and pound foolish class who are always on the lookout for a chance to take customers at a disadvantage and drive a hard bargain. Owing to the Minnesota snow banks it has for the past twelve weeks been impossible to get any freight west of Sleepy Eye. This fact has of course made it necessary for persons living along the line of road to pay whatever price has been asked for provisions, etc. The consequence of this has been that at all points along the line which were out of the reach of competition with Brookings, enormous prices have been charged for everything. Fifty cents per gallon for kerosene and six pounds of sugar for one dollar and other things in proportion have been the ruling prices. At this place however prices have not risen a cent. Oil has sold at twenty and twenty-five cents per gallon, the best sugar at nine pounds for one dollar, and all else in the same ratio. Not the least advantage has been taken of anyone. Persons coming to this country will do well to cut this out and paste it in their hats, for it shows just what kind of men they will have to deal with if they come to Brookings. --- To cure chilblains slice raw potatoes, with the skins on, and sprinkle over them a little salt, and, as soon as the liquid therefrom settles in the bottom of the dish, wash with it the chilblains; one application is all that is necessary.

**March 24, 1881. Worthington (Minnesota) Advance. -- Date crossed out and APRIL 14 written above. ---**

Another blizzard visited the lake region of Milwaukee and Chicago, on March 19. Beginning as far South as Louisville, Ky., the storm extended west to Omaha, and traveled northward, where the storm-centre was reached at Milwaukee, and street and railroad traffic was entirely suspended. The snow continued to fall incessantly for twenty-four hours, and laid in a solid mass about eighteen inches deep, and being wet, froze as it fell. Telegraph lines were entirely prostrated, owing to the accumulation of snow and ice, looking like two inch ropes. --- The water in the river at Minneapolis is still very low, and the mills are somewhat embarrassed today. --- It is believed that no fish remain alive in Fountain lake, the air having been excluded by the solid freezing of the ice. --- Flocks of geese are beginning to put in an appearance, flying northward, and the black crow sportively appears in some localities. --- Mr. Milo Hastings, of Minnesota Falls, says that it was necessary to dig down through the snow to reach the top of his hay stacks, the snow in the hollows being drifted fifty feet deep in places. --- The engine began Tuesday morning to buck eastward. The road is open between Windom and Heron Lake and will soon be cleaned out to this place. --- This issue is only a half sheet. Can't afford but a half sheet when we issue on such costly colored paper. --- Jonas Bedford, of Rushmore, came to town Tuesday to see about a car load of wood which had been snowed up here. He concluded to sell and that car-load was gone before a fellow could get there. --- The story of Sisyphus rolling that stone up hill and having it always roll back on him before it reached the top, has come true again. It was prophetic of the railroad shoveling out snow. Just when they have got the cuts cleaned, along comes another storm and spoils it all. Once they shoveled out seven times between here and the summit before a train got out. --- Men on runners are quite common. The bobs used by the humans sled-box are from six to eight feet long, and strapped to the feet. The Scandinavians have the advantage as they are already trained to skating on the snow. The American, however, makes from three to four miles an hour, after tumbling around until he gets the right flop. --- To see an engine bucking snow is a sight worth going a long way to see. That meteor which passed here a few years ago is the only thing we can think of now which resembles it. When the engine opens out, the engine flashes by at the rate of sixty miles an hour, leaving a trail of smoke along the sky, meteor-like, and when it strikes it burrows into the cut about a hundred feet and buries itself in snow. It's exhilarating. [Big Tracy Cut] --- Our kind hearted and boisterous old friend, Boreas, in his efforts to bank up around our office overdid the business. He banked up the front door and the gable end over the awning, so that the weight of the snow came very near crushing the awning and tearing out the front. --- SAILING ON LAND. Hiram Allen arrived on Tuesday from Fulda, having made the trip in about an hour and a half on a snow-boat. The structure is a simple one, having merely a pair of snow shoes for runners, with cross pieces, a board to sit on and a light mast to support the sail. Mr. A. tells us that he has made a half dozen trips, one of 18 miles to Luverne in an hour and a half. Also that a few days ago a party of six left Fulda for Fairmont, on one of these snow sail boats. They left Fulda about 5 o'clock in the evening and reached Fairmont at 9 the next morning, a distance of 70 miles. Messrs. Day and Loveless are now having one made of considerable



size and if the snow lasts a few weeks longer, men will be sailing over the prairies at the rate of seven knots an hour as easily as they can sail on our lakes.

**March 25, 1881, Friday evening. - Winona (Minn.) Daily Republican. - 31 (1 am), 30 (7 am), 39 (1 pm), 36 (6 pm). Clear.**

A flock of wild geese were taking a birds eye view of Jackson and other parts of Jackson county last week. --- The Jackson *Republic* complacently announces that the people of Jackson county have weathered the Winter on full stomachs, by blazing firesides, and without losing any stock. They have had an “easy time of it,” compared with the people of many sister counties. [Jackson County is 2 counties southwest of Redwood County, and on the Iowa border.] --- A farmer living on the line of the Southern Minnesota railroad in Jackson county appeared, among the snow shovelers with his horses shod with pieces of board about eight inches square and attached to a rude looking invention for scraping the snow off the track. It worked first-rate and did the work of ten men until the snow began to soften and the snow shoes failed to keep his horses above the drifts. --- Johnas Hanson, of Belmont, was on the road home from Windom on Thursday, the 10<sup>th</sup> inst., when the blizzard overtook him and he wandered blindly on the prairies till 8 o’clock the following morning, when he found his salvation at the house of a neighbor. He was within a short distance of his house during his floundering in the snow, but lost his way again. When he reached home on the afternoon of Friday, he found his family still in bed, the house being completely drifted over, leaving the interior dark as midnight, while the inmates were waiting for sunrise. --- Weather prophet Vennor says the worst storm of the season is yet to come. --- Passenger traffic is starting in very brisk for the Spring. The midnight passenger train from the East last night on the River Division had four coaches and a sleeper all full of passengers, many of whom were destined for the inviting fields of Minnesota, Dakota, and Manitoba. ---

The enterprise of Messrs. Elmer & Tenney in sending a man out among the snow drifts is being rewarded. Their fine stereoscopic views of the work in the snow were placed on exhibition today and the large display was very soon exhausted. A new lot tomorrow will replace these that were taken today, and a full set will be kept constantly on sale. Orders for over thirty dozen of the views have come in from out of the city, some orders coming from as far East as Cleveland, Ohio.

COMING TO THE SURFACE. Marshall papers of the 18<sup>th</sup> reached this office yesterday. The people out there are by no means dead, if they were snowed under. The *News* and the *Messenger* are as bright and chatty as if “sailing on a Summer sea,” and speak hopefully of the future of that fertile and otherwise attractive region. Dances are recorded as occurring at intervals, and there is occasional reference to “the privileges of the sanctuary.” That the people are sufficiently forgetful of their physical surroundings to hunger and thirst for mental ailment is a pretty good indication, and the evidence of this is furnished in the statement that the Rev. Mr. Liscomb has been delivering three lectures on the minor evils of society—among which he classes tobacco, dancing, and card-playing. The *Messenger* thus discourses paragraphically:

Where would you go to find relief from trouble this Winter? Oregon, even, has had a foot of snow, and floods and dire trouble stare the whole world in the face. Let’s stay here till the perihelion is passed.

One of our daughters of Iceland, who was brought up to do deeds of muscle, left here the other day on snow-shoes to make a visit to friends in Minnesota, fifteen miles distant. She made the trip easily in about half a day, and returned next day in about five hours, fresh as a highland daisy—fresh enough at least to go visiting in the evening.

The trouble this Winter is that there has been too much weather smuggled over from the British possessions.

Tuesday night’s dance at the hall was largely attended, and is called a success.

The mild Winters of the last five years were only a delusion to catch immigrants. The regular Winters of Minnesota are about like this, only worse, and usually last nearly all Summer.

Lawyer Drew was caught at Tyler last week in the blizzard that was hatched about that time, and was forced to come home this week on show-shoes. He looks as weather-beaten as the side of a barn, but otherwise escaped serious afflictions.

We had thought of republishing the history of creation as given in Genesis, during this exchange blockade, thinking it might be later news to many of our readers, but on further inquiry we have abandoned the scheme. There are not practical points enough for this progressive generation in Genesis, and its publication would not supply the

public demand. Hoyle is what the people want next to fuel, and if there is not a let up in the snow drifts soon, you can look for the first chapters of that canon with appropriate annotations.

Don't sing to us of Spring till March is lopped off the family tree.

People are starving and freezing in the East. Come West, good people, where it is Springlike and balmy and fuel is plenty.

Farmers are speculating on the prospect of seeding and the probabilities of boating up the Cottonwood this Spring. We think nothing but the railroad bridges will stop navigation on the Cottonwood when it opens up.

Our county auditor was the victim this week of a runaway on snow shoes. It isn't often that we are called on to chronicle such accidents, and are glad to learn that in this he only suffered the loss of an over-shoe. The auditor now does his traveling to and from his farm on a pair of blooded snow shoes. He can easily make four miles an hour, but this time they slipped their bits going down a hill, the linch pin broke, and the driver was abducted into the brush contrary to the statute in such case made and provided. No serious damage occurred to the shoes.

The *News*—which for the want of its regular supply of print paper is printed on fine flat paper and looks like a Philadelphia Sunday school book, improved—thus describes “Crooker's Oil Strike:”

Crooker's return after a trip of 220 miles, with his mules, and with four barrels of kerosene oil, was an event made notable, on Saturday last, by a grand reception. Crooker started out on Sunday, reached Mankato on Friday, secured five barrels of the illuminator, and made for Sleepy Eye, when circumstances over which he had no control caused him to drop off one barrel, when he proceeded again on his homeward journey, reaching Amiret Wednesday night, where he rested his weary mules for two days, and hied himself to the bosom of his family visiting a few miles distant. Saturday morning the oil pilgrimage was renewed. Marshall sent out pickets to learn of and announce Crooker's approach, which was signaled at 1 o'clock. Then there was a commotion in the village, a hurrying to and fro of many feet, a jubilant expression upon the faces of mankind, and a procession was hastily organized to go outside the city walls, welcome and escort the oil man within the corporation limits. Crooker was met and hailed with delight, the Marshall Brass Band playing, “See, the conquering Hero comes.” Scores of American flags were placed on the mules, sled and barrels, and a large banner was placed in Crooker's hands. The mules were covered with banners, bearing appropriate mottos, and over the bass drum of the band were the words “Struck Oil.” The procession comprise the brass band, followed with something less than one hundred men, and then came the Sunday School children, singing songs. All this party had held upon a long rope which was attached to the pole of the sled, leaving but little pulling for the mules to do. Upon the first barrel stood Crooker, “as born to rule the storm,” and very like the statue of Daniel Webster. Braced up behind him, upon the next barrel, was Mr. Waldron, the owner of the oil, and behind him was March Rea, vigorously playing “Hail to the Chief” upon a huge dinner bell. Attached to the oil team was a small hand sled, upon which rode in triumph little Johnnie Schutz singing, “Oil my trust on thee is staid,” and on the left flank of the procession marched the military escort, commanded by B.F. Webster. The procession was enthusiastically received as it marched through the principal street, men cheering and ladies waving handkerchiefs to the inimitable Crooker and his mules. Thus was the oil famine broken, and light of other days gave way to modern illumination.

**March 26, 1881, Saturday evening. - Winona (Minn.) Daily Republican. - 28 (1 am), 26 (7 am), 44 (1 pm), 38 (6 pm Sunday). Clear.**

Dodge county has got over the “Dakota fever” which prevailed there so extensively last year. The snow-drifts affected the cure. --- Teams crossed the river yesterday again, but it looked like risky business. --- The water in the river is rising about two inches every twenty-four hours. ---

A daughter of Mr. C. Helmung [?] who recently went to Huron, Dakota, where her husband resides, writes a letter in which she pictures the hardships endured in making the journey which was performed several weeks ago. Going without meals at two or three places, tipping over in stages and losing the road several times are among the incidents recounted.

A merchant who has his place of business near Watertown, Dakota, walked down to Sleepy Eye and arrived in Winona yesterday, his object being to pay bills amounting to several hundred dollars, which he had incurred in this city, the goods not having been received as yet by him. He purchased a two hundred dollar bill of boots and shoes today, paying for them in advance. It is evident that he had not starved to death or grown discouraged by the evils of a lengthy snow blockade.

THE CHIPPEWA VALLEY. The snow is gradually disappearing under the influence of the moderate weather, and there is no reason to believe we will have more than ordinarily high water, though it may continue at a high stage longer than usual. By the close of the week the majority of the Chippewa camps will be deserted, although there are hundreds of men who will remain and continue operations until the commencement of the drive. Those who are yet in the woods are rushing their labors with astonishing rapidity.

**March 28, 1881, Monday evening. - Winona (Minn.) Daily Republican. - 30 (1 am), 30 (7 am), 40 (1 pm), 36 (6 pm). Cloudy.**

Immigration is pouring into this State, Dakota and the neighboring province of Manitoba, ere yet the opening Spring chorus of the robins has been heard. --- What will be the tallest structure in Chicago is to be created on the vacant lot west of Haverly's theatre. It will be of granite and pressed brick, nine stories in height. --- Although the cereal crops have been slightly below those of 1879 in amount, the receipts at Chicago have been unprecedentedly large. Wheat alone has fallen off, and the receipts were only 23,546,000 bushels, against 34,000,000 the previous year, the decrease being partly due to the poor spring wheat crop, and partly to the disposition of farmers to keep their wheat. --- The railroad company started in this morning with every man who could be engaged, to open the road west of Sleepy Eye. --- A railroad man, upon reading that the weather prophet, Vennor, had predicted another severe storm, desperately remarked that he "wished old Vennor was dead, then the railroads could get a fair chance." ---

The logging season on the St. Croix has closed. The logging camps on the Chippewa are gradually suspending operations, being unable to accomplish any more labor in the woods on account of the softness of the deep snow. The preparations for an early drive have commenced, but unless the weather becomes more moderate, considerable cutting will be done before the commencement of the drive. Notwithstanding the hardships endured during the Winter, cattle and horses look remarkably well generally and many are disposed of at prices higher than that paid for them during the early part of the Winter. The log market is firm; jobbers holding at \$5.50-\$6.00 on the banks.

The extreme severity of the Winter and the consequent lateness of the Spring opening in the West and Northwest have necessarily aroused an eager desire to learn definitely the agricultural, trade and transportation situation in the regions indicated. In response to this want of the business public, a New York commercial agency has obtained dispatches from its correspondents scattered throughout this region, the uniform tendency of which is to the effect that while the elements have conspired to delay Spring trade in the West and Northwest, there is nothing to show that its volume will be less than last year. The trade situation is strongly sustained, as the foundations of prosperity are unaltered and promise to continue indefinitely. It is apparent that the stocks of goods in the hands of country merchants have been very much depleted. This fact, put with the knowledge that the farming and industrial classes generally are just now abundantly able to purchase, indicate conclusively that both demand and consumption through the Spring must be large. Collections have been slow, but the banks have been abundantly able to grant the credits required. The same correspondents represent the condition of the Winter wheat in the States where it is cultivated as being generally unharmed.

**March 29, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. - 28 (1 am), 22 (7 am), 40 (1 pm), 36 (6 pm). Clear.**

Four inches rise per day is what the Mississippi now has placed to her credit. --- An ice gorge occurred in the Missouri river on Sunday at the island just below Pierre, causing the water to flood both Pierre and Fort Pierre to a depth of four feet. It has since gone down and the people have returned to their homes.

DAKOTA. DAMAGING FLOOD. Pierre, March 29. The weather for a few days preceding March 27 was very warm, melting the snow rapidly, but seeming to have no effect on the ice. During the 26<sup>th</sup> a fresh warm wind from the south blew all day long up stream at this point, and the gale freshened at night. About midnight the ice broke up and began to run out. On the morning of the 27<sup>th</sup> there came suddenly a perceptible check to the motion and simultaneous by a sudden rise of the water, amounting to as much as four feet in as many minutes. This caused a sudden stampede from the lower portion of Fort Pierre. A panic seized the people. The level of the river came up to the level of the streets. There was rushing to and fro, with loud calls for help. Teams were in great demand. Household goods were hastily thrown into passing vehicles and all the town was in motion towards the bluffs. The water was soon three feet deep. Boats took the place of teams, and by 3 o'clock the water was up to the floors of all the houses. Many

people sought refuge in tents on the bluffs. During the night the waters began to fall and at this time the river stands just below the lower front door-sills in Pierre. Some houses had been moved from their foundations and lumber piles had floated off. Loss, about \$50,000. In Fort Pierre the loss is undoubtedly much greater, it being lower, and the ice having pushed up over the banks and into the town like glaciers. Some houses and signs are visible from here, but all communication is cut off.

**March 30, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** – 24 (1 am), 28 (7 am), 46 (1 pm), 34 (6 pm). Clear.

A heavy snow storm spread over the States of Indiana and Ohio on Tuesday, causing great inconvenience by reason of the depth of snow and the moist condition in which it fell. Travel was impeded, and the roofs of many houses were endangered by the weight of the snow. At Dayton, Ohio, the depth was ten inches. --- Trains on the Union Pacific railway are still delayed by the flood in the Platte River valley. Several hundred travelers are being fed at the expense of the road. --- The fruit growers of Maryland and Delaware report that the cold weather has endangered not only the peach crop but the orchards themselves. One farmer writes that he cannot find a late peach bud among ten thousand trees. --- Ten inches of snow fell at Cincinnati yesterday, and Chicago was indulging in one of its usual snow storms this morning. Verily, Winona may congratulate herself. --- A private letter from Marshall states that the people of that locality are building boats for protection against the high water which is feared will prevail when the snow disappears. They had an illustration of the wisdom of this idea, and Noah knew a thing or two.

Mr. J.H. Jenkins, of this city (Winona), has been appointed Superintendent of the Dubuque Division of the Chicago, Milwaukee and St. Paul Railway from Dubuque to Sabula, to take effect April 1<sup>st</sup>. He was for several years assistant Superintendent of the Winona and St. Peter Road, and both as a civil engineer and railroad official possesses ability of a high order, of which the recent appointment is a fit recognition. As a business man and citizen his residence of several years in Winona has won him many friends, and the departure of himself and wife from Winona will be sincerely regretted in the business and social circles of the city.

NEBRASKA. ADDITIONAL FRESHET NOTES. Omaha, March 30. – The work of repairing the Union Pacific Railway bridges in the Platte valley is rapidly progressing, and by next Saturday the trains will probably be running on time. No further trouble with washouts is feared. The delayed Union Pacific trains arrived this evening. Over fifty per cent of the bridges have been washed away by the freshets in Nebraska, and numerous grist mills were swept away. Cattle have been drowned in great numbers, but the only persons who were known to be drowned are a woman and two children, west of Schuyler, who were found near an emigrant wagon. The rest of the party were probably drowned.

MICHIGAN. THE STORM. Detroit, March 30. A heavy damp snow storm here, but little wind.

ILLINOIS. ANOTHER STORM. Chicago, March 30. A cold wind and snow storm were the features of the morning, but as the day progressed the snow ceased falling and the air became keener. About three inches of snow fell, causing trouble on the street car tracks. The snow appears to have been rather more severe outside of the city.

OHIO. SNOW STORM. Cleveland, March 30. A furious snow storm is prevailing. It set in yesterday, and the snow is badly drifted. / MORE SNOW. Columbus, March 30. The snow of last night and today is the heaviest of the season.

RAISING THE BLOCKADE. Superintendent Sanborn of the Winona and St. Peter Railroad started from Sleepy Eye for Marshall, to-day, by teams, with a train gang to begin operations at that point and work his way with a locomotive and train which has been snowed in there for some time past. On the Hastings and Dakota road the track was open as far west as Montevideo on Tuesday. --- Four miles was the distance the railroad had been opened west of Sleepy Eye up to Tuesday night.

**March 30, 1881, Wednesday. [New Ulm MN Weekly Review]** – A man has no remedy for his hair falling off. A woman can always use hairpins and keep on as much hair as she likes. --- A farmer living east of town appeared among the snow shovelers with his horses shod with pieces of board about eight inches square, and attached to a rude looking invention, for scraping the snow off the track. It worked first-rate and did the work of ten men until the

snow began to soften and the snow shoes failed to keep his horses above the drifts. [Jackson *Republic*] --- It now appears that the purchase of the right of way through the Bear Butte canyon to the Black Hills has not been consummated by the Chicago and Northwestern railroad, and the publication of the matter interfered with the negotiations. The Chicago, Milwaukee and St. Paul people are now trying to secure the road. --- Wagons are already being substituted for sleighs. --- New spring goods are daily arriving at Cheap Charley's. --- The first wild geese of the season flew over the city last Thursday. Since then almost all kinds of aquatic fowls have been daily seen flying northward. --- The Ortonville correspondent of the Pioneer Press is authority for the statement that the Indians predict a heap great water in the Minnesota valley when the ice yields and the snow goes. --- The Redwood Falls *Gazette* came to us last week printed on some King Bros.' wrapping paper. The Lake Benton *News* has also been driven to the same extremity, but the amount of local news matter these journals contain from week to week is ample proof that the editors are still in the land of the living. --- The Marshall *Messenger* expects to see the snow blockade on the railroad raised to that point by the end of the first week in April. We very much fear that the *Messenger* man is doomed to disappointment. Work on the Redwood branch was not resumed until last Monday, and nothing will be done on the main line until the Redwood branch is cleared. --- The Marshall *Messenger* says that one of the daughters of Iceland, who was brought up to deeds of muscle, left that place the other day on snowshoes to make a visit to friends in Minneota, 15 miles distant. She made the trip easily in about half a day, and returned next day, in about five hours, fresh as a highland daisy, fresh enough at least to go visiting in the evening. --- A.E. McCarty, our former townsman, but now proprietor of a livery stable at Redwood Falls, has been running a stage line between that place and Sleepy Eye during the snow blockade. The *Herald* says that he has a division headquarters at Lone Tree Lake, and has one team running from there to Redwood and another from Lone Tree to Sleepy Eye, and that Mac's train runs on time and without regard to blockades. --- A gentleman who has recently returned from the western end of the Winona & St. Peter railroad has informed the Winona *Republican* that himself and two others traveled a distance of thirty-two miles in three hours on a snow boat, they taking a direct course for a station and paying no heed of fences, all of which were under the snow. The boat was constructed similarly to an ice boat, had a rudder, and was easily managed. The gentlemen's statement is reliable. --- The same old story. Another fatal railroad accident occurred near Mankato last Thursday, this time on the Wells branch of the Chicago, Milwaukee & St. Paul railway. A sixty-four year old man named Fred. Fritze was caught in a cut, and when he heard the train coming he clambered out on to the snow bank. When the train came up, and after the engine had passed him, he made an attempt to get further back, but the snow gave way under him and he rolled down on the rails and under the passing train. His injuries proved fatal in a few hours after the accident. --- Owing to the very slushy condition of the streets the Silver Cornet Band concert at Turner Hall last Sunday evening was not as largely attended as it no doubt would have been under more favorable circumstances... --- A party of travelers from Mankato to New Ulm who had been refused shelter from the severe storm on the night of the 18<sup>th</sup> inst., put up for the night in a school house near Courtland Station, taking their horses in with them, and the next morning they were fined ten dollars and costs. We are informed that the party had applied for shelter to four or five well-to-do farmers, and although they offered to pay liberally, they were refused and were finally compelled to seek shelter in the school house. While we deprecate the use of educational buildings to such purposes, we think that under the circumstances the party was justified in their course, as the night was stormy and cold and to them it was a matter of life and death. --- Cheap Charley returned from Chicago last Thursday morning. While absent he purchased a large stock of spring and summer goods, which are now being received. --- Dr. Berry left last Monday morning for Chicago to attend a four weeks' course of medical lectures... --- From Sleepy Eye. Fr. Koehne is in receipt of several barrels of nice apples. Don't forget the place. / Our village is full of people waiting for the opening of the road west. Some live in hopes of getting out of here by the 4<sup>th</sup> of July, but they are being well cared for and are calmly putting up with the inevitable. Peter Majewsky and John C. Zieske went down to Smith's Mills one day last week in quest of wood. They found plenty of good dry hard maple wood for \$3.50 per cord, oak from \$3.00 to \$3.25, and mixed soft wood from \$1.50 to \$2.00. They bought four car loads of the former. / For a long time wood has been a scarce article in this burg, but since the editor of the *Herald* gave notice that some miscreant had been a little too free with his wood and coal, and the people have ascertained that a country editor is capable of replenishing his stock of fuel in a legitimate way, some of our people are shipping in wood by the car load, and that needful article is again plenty.

A few nights ago a Southern Minnesota train brought to La Crosse Messrs. Savage and Anderson, two engineers who have been snow bound with their engines since the great storm the first week in September [sic?]. Both were in the drifts on the western end and stayed by their engines until all the fuel aboard their engines was exhausted. They then walked sixty miles across the country on the tracks, over the drifts, following their route by the telegraph poles, the tops of which in some instances, were merely seen, in which cases they could readily let their fingers run along the wires. They reached Fairmont and took a train in from there. Both are considerably shattered from the long

privations, and Mr. Savage is quite snow blind, distinguishing objects with great difficulty. They report six dead engines on the west end, and drifts between Fulda and Flandreau that are incredible in vastness. It must be many weeks before operations can be resumed.

PRESERVING LAMP CHIMNEYS FROM CRACKING. The following recipe for keeping lamp chimneys from cracking is taken from the *Diamond*, a Leipsic journal devoted to the glass interest. place your tumblers, chimneys or vessels, which you desire to keep from cracking, in a pot filled with cold water; add a little cooking salt, allow the mixture to boil well over a fire, and then cool slowly. Glass treated in this way is said not to crack even if exposed to very sudden changes in temperature. Chimneys are said to become very durable by this process, which may also be extended to crockery, stoneware, porcelain, etc. The process is simply one of annealing, and the slower the process, especially the cooling portion of it, the more effective it will work.

**March 31, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** – 32 (1 am), 24 (7 am), 34 (1 pm), 24 (6 pm). Light snow.

The wheat receipts at St. Peter amounted to about 15,000 bushels last week, notwithstanding the bad condition of the roads. The price ran up during the week as high as 90 cents for No. 1 and 87 cents for No. 2. --- An old settler informs the St. Peter *Tribune* that in the year 1866 there was no wheat sown until the first of May, and that there was an extra good crop that year. This may afford a little comfort to those who are getting uneasy. --- Some of the farmers about St. Peter have to buy their potatoes on account of their own being buried so deep under the ground that they cannot get them out until the ground thaws. One near Ottawa has 300 bushels to sell as soon as they can be dug out. --- A party of travelers from Mankato to New Ulm who had been refused shelter from the severe storm on the night of the 18<sup>th</sup> inst., put up for the night in a school house near Courtland station, taking their horses in with them, and the next morning were fined \$10 and costs. The *New Ulm Review* states that the party had applied for shelter to four or five well-to-do farmers, and although they offered to pay liberally, they were refused and were finally compelled to seek shelter in the school house. --- According to records kept at Fort Snelling the snow fall this Winter has been four times as much as for the previous nine years, and nine times the average of nineteen years previous to 1856, The average snow fall of Minnesota is only about one-fourth to one-sixth that of the New England States. The past Winter has been exceptional. Mr. John Bush, the eldest resident of the State, says that the Winter of 1828 was fully as severe as the past one. There was fully as much snow, and if anything it was colder. As early as last October he made the prediction that this Winter would be like that of 1828. -- The snow storm at Cincinnati ceased after midnight, and today the streets are in the worst condition of slush witnessed during the whole Winter. The snow storm at Cleveland still continues with a heavy fall and railway trains are greatly impeded. --- Loggers in the Chippewa valley estimate the cut on the Chippewa to exceed that of last Winter, but not near up to the amount calculated on early in the Winter.

Only four states now remain as October States—Georgia, Iowa, Ohio, and West Virginia. Michigan and Rhode Island vote in April, Oregon in June, Alabama in August, Arkansas, Maine and Vermont in September. The others, twenty-seven in number, and all the Territories vote in November.

RAILWAY NOTES. The St. Paul and Sioux City was opened through to Sheldon on Tuesday, and it was expected that by to-day the entire line will be clear. All roads entering Sioux City are now making regular time.

There is much rejoicing all along the line of the Hastings and Dakota over the opening of the line. Montevideo was reached on Tuesday, the two working crews meeting Monday afternoon two miles west of Renville. A wreck that was on the road was cleared out and the way was then clear. The towns are having a regular jollification.

The general freight agents of the railroad lines connecting with Minnesota held a meeting at Chicago on Monday night, for the purpose of arranging a Summer tariff, which will go into effect April 11<sup>th</sup>. The rates agreed upon are: St. Paul, Minneapolis, Hudson, Stillwater, Winona, La Crosse, McGregor, Prairie du Chien, etc., first class 60 cents, second class 45 cents, third class 35 cents, fourth class 25 cents. Dubuque and Clinton, first class 50 cents, second class 40 cents, third class 35 cents, fourth class 25 cents.

WARM WEATHER is reported as prevailing in the valley of the Upper Missouri. The river at Bismarck broke up on Tuesday, forming great gorges of ice and producing an overflow extending five miles up and down the valley. Three government warehouses on the landing were wrecked. The river rose ten feet in five hours, and on Tuesday night was thirty feet above high water mark. Wood-choppers and settlers on the low lands are all washed out and many

probably drowned. The loss aside from life will chiefly cordwood, thousands of cords being swept away. A dispatch from Sioux City reports thirty feet of water in the channel at Yankton. The lower part of the city is overflowed, driving the inhabitants to the hills. It is the greatest flood ever known there, and the damage is immense. The city of Vermillion, Dakota, is also inundated. The water is up to the second story windows of the houses and the occupants were taken to the bluffs in boats and landed in places of safety. The destruction of much property in the Platte valley, Nebraska, but the flood in that stream, has already been noted in these columns. Over 54 per cent of the bridges have been washed away in Nebraska by freshets, and numerous grist mills have been swept away. Cattle, sheep, hogs, etc., have been drowned in great numbers in the Platte valley. As far as can be learned, no persons were drowned except one woman and two children, west of Schulyer, who were found near an emigrant wagon, and it is supposed that they were part of an emigrant party, the rest of whom were probably drowned. While the melting snow and the breaking up of the ice are thus doing great damage in the valley of the Missouri and its tributaries, there is no reason for apprehension that anything of the kind can occur in the valley of the Mississippi, where the snow is melting slowly and being absorbed by the soil as fast as it melts.

SOUTHERN DAKOTA. THE FUEL DIFFICULTY—HAY FURNISHES THE SOLUTION—PRESENT EXPERIENCES.  
Correspondence of The Winona Republican. De Smet, D.T., March 17.

A gentleman goes out on foot in the morning, and I take the opportunity to write. We are in good shape, taking into consideration the extraordinary Winter, which I have no doubt has been more of a surprise to Eastern people than to those more favorably situated on these wild prairies. As we saw our chances disappearing for more fuel we reduced the number of fires. Hotels would use two instead of four. Stores would keep fire, say, for an hour or two each day. Private families would confine themselves to the kitchen stove, which they put in their warmest room. Then all commenced to practice on hay, which indeed is a most excellent fuel. Many farmers of large experience say that their fuel in this country will hereafter be the least of their troubles, and indeed if you go into one of their houses on a cold day and get a good meal and a "thaw," you would be surprised at the little trouble they have with it. Ten tons of hay can be cut and stacked at a net cost to a farmer of 50 cents a ton. It is as good as four cords of wood. You can twist hay with less labor than you can saw the wood. Farmers never buy coal except for severe weather, when it is difficult to get to the stack.

Antelope, deer and elk have been killed in great numbers this Winter. The deep snow giving the dogs the advantage, they are soon run down. Many have been taken alive and are being fatted. The antelope is a gamy sort of meat, with but little fat, but it beats nothing all out.

We hope to see the railroad open by strawberry time. —C.E. ELY.

WABASHA COUNTY NEWS. The farmers are preparing to commence seeding next week. --- The Zumbro river is at full tide, and in some places runs over the banks.

**March 31, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — We have had no mail since Sunday. Let us all stand up and sing, "Only Waiting." --- Ten kegs of beer and four barrels of whiskey were sent out to the destitute people of Tracy from Sleepy Eye the other day. --- Now that the snow blockade is about lifted, Rob't A. Wilson is desirous of clearing his shelves in order to make room for spring goods. If you want bargains, call at once. --- An old gentleman informed us last week that he had kept a count of the snow storms of the winter, and that they already numbered forty-three. The returns are not all in yet, either. --- Two bundles of paper for the GAZETTE were brought in by Mr. McCarty last Saturday. More has been shipped us by express, and our readers may rest assured that they will get the usual four pages henceforward. --- A State Teacher's Institute will be held at the Winona Normal School, commencing Tuesday, April 26, and continuing four weeks. Those attending will be entitled to return on the W. & St. P. R. R. and other roads at one-fifth regular fare. --- Bird Island is made happy with 250 tons of coal. --- There is grave reason to fear that the railroad train which has been talked of as approaching here any time during the last month is of the same genus as the mythical Flying Dutchman. It haunts the track without ever making port. --- A.E. McCarty starts out today with Lucien Bailey and his snow boat to make another flying trip to Sleepy Eye. They expect to come back on the snow plow in the morning, as far as it runs, and bring the mail by team the balance of the distance. --- The thaw of last week has made little impression on the snow drifts as yet. --- Large audience at the temperance meeting last Saturday evening. --- Owing to the terribly severe winter, unlike anything we ever before experienced in Colorado, not less than 30 per cent of the cattle and sheep trying to subsist on the plains or in the canyons and gulches of the State, have perished, or will perish, before the grass comes for them to eat. In many places dead cattle dot the ground for miles, where the storm overtook them on their way south, the leaner ones tiring, falling and dying from hunger and exposure. Cattle raising in Colorado has

ceased to be a sure thing for profit. [*Great West*] --- The thickness of the ice in the river at Davenport, Iowa, varies from thirty-two inches to five feet, and is causing much alarm.

A LONG WINTER. On the 15<sup>th</sup> of October last snow fell in this vicinity to the depth of about fifteen inches, which only partially melted, and most unexpectedly proved to be the commencement of a winter which is without parallel in the annals of Minnesota. Since that date snow has fallen at intervals until it attained a depth of more than three feet on a level, and not until within the last two weeks has it begun to melt, and then very slowly. It is now just five and one-half months since the October storm, and fully two weeks must yet elapse before the snow will be gone, and anything can be done in the way of work on the farm.

As showing the extraordinary character of the past winter, compared with previous winters in this State, some statistics compiled by the Pioneer Press of the 21<sup>st</sup> inst., are quite interesting. We can only give a brief outline of them in our limited space.

According to the meteorological records kept at Fort Snelling for the nineteen years up to and including 1856, the mean annual winter precipitation of snow, reduced to water, was less than two inches; or, to be exact, 1.92 inches—equivalent to about 19.20 inches of snow for the three months of December, January, and February. The mean annual winter precipitation in places in the same latitude in northern New England and Lower Canada for the same period was from seven to nearly eleven inches at the different points given in the table—showing that the snowfall in Minnesota is on the average less than one-sixth that of Maine, and only from one-fourth to one-fifth that of Vermont and northern New York. From 1859 to 1871 no official record of the weather was kept; but in the nine years following the average snowfall was 2.49 inches. For the corresponding period the average snowfall was 9.68 inches, or four times the average of the past nine years, and six times the average of the nineteen years embraced in the official reports of the War Department.

The Pioneer Press estimates the snowfall for the winter in the vicinity of St. Paul at 12.51 feet, and the average depth of snow remaining on the ground all winter at from two feet in the first half to four in the latter. As the snowfall has been much greater in the southwestern part of the State than in the northern and eastern, the above figures are probably below the amount which fell in this vicinity, and we think it would be safe to estimate the total snowfall for the winter at over thirteen feet.

Notwithstanding the severity and great length of the winter, our people are generally cheerful and hopeful, realizing that such an abundance of “the poor man’s manure” is a sure indication of bountiful crops.

This incident is given in a dispatch from Morris: As a wood train was approaching Chokio station, a lad about 12 years old flagged the train with his coat, which was lined with red flannel, and stated to the conductor, with tears in his eyes, that his family had been without wood for three days and were in great suffering. The sympathy of the train men was aroused, and they threw him off a cord of wood. When the little fellow was asked how he would manage to have it conveyed to his home, he manfully replied that he would pack it on his back; that he was not afraid of work.

A LESSON. [Minneapolis TRIBUNE] The winter of 1881 will be long remembered by the farmers residing on the treeless districts of Iowa, Minnesota and Dakota. It will be remembered especially by those who have neglected to plant out around their dwelling houses and buildings forest trees. It will be remembered, too, by those old settlers who have occupied their farms for ten or twenty years, and have never taken the trouble to raise their own timber for fuel, but have purchased it from the wood-dealers or from their more favored neighbors who had wood-land on their farms. The privations of this winter will be a lesson to them. True, we have had an unusual snowfall, at least when compared with the past five or six winters, but all old settlers will remember that we used to have in good old territorial days deep snows every winter, and we are liable to have them right along for years to come.

When we consider how easy it is for farmers to make themselves comfortable by the cultivation of forests, it does seem that it would be unnecessary for us to urge them to do so. A few acres planted out on the farm to timber of the most rapid growing varieties, will, if properly cultivated, in seven or eight years afford plenty of fuel as well as make warm and grateful shelter for the stock on the farm. A few winters more like the past would have a tendency to discourage the new-comers away out on the frontier. It is a duty every prairie farmer owes to himself, his family and to the coming generation, to plant out trees; not shade and ornamental trees alone, but forest-trees by the acre.

**March 31, 1881** [Brookings Co. D.T. PRESS] --- Local news with February 3, 1881 national news front page. --- The opinion seems to have got abroad in some manner that there is much suffering in Dakota in consequence of the



hard winter. To read eastern papers one would think that being buried and suffocated in the snow, frozen to death for want of fuel, and starvation there must be but few persons left alive in the territory. We have been right here all winter and have yet to hear the first case of suffering. The fuel question about which they talk so much has never caused the least apprehension. It has not been because we could get no fuel but because we could not get what we wanted that has brought that question into prominence. It is true that we have been unable to get coal for some time, owing to the bad doings of Minnesota, but Dakota is not nearly so badly supplied with timber as some people suppose. Hay has been used in many cases for fuel, and all report it a good substitute for wood.

As to the question of provisions it is utterly absurd to suppose that we are in want. The people of Dakota have plenty to eat, burn, and wear, and were it not for the inconvenience to businesses occasioned by the blockade, there would be nothing left to wish for.

While the winter all over the United States is universally admitted to be the longest and hardest ever known, and while the roads have been blocked by snow from Hudson's Bay to St. Louis, there has not been any time here when three days work with an ordinary force of men would have failed to clear the Northwestern R.R. from the Minnesota line to Pierre.

The principal cause of the blockade has been that all our great lines of railroad run from east to west and consequently pass through Minnesota, where blizzard has succeeded blizzard with a rapidity that startles the oldest inhabitant. As soon as some of the many projected lines from the south are built it will be impossible to block us in.

From all we can learn from the most trustworthy sources we find that the winter here has not been near as severe as in Wisconsin and Iowa while it has been summer in comparison with Minnesota. The weather now gives every appearance of being ready to "let up," and in the boom of business and emigration which will soon be upon us we shall forget the trials of the ever to be remembered winter of '80 and '81, which we are convinced that the ones of next season will prove that it was just what we wanted.

--- Oh! my kingdom for a train! --- Shortly came down from De Smet yesterday --- Ice has been harvested in great quantities here this winter. --- The Dakota Central is off time but on track. We hope for the best. --- We would suggest that the name "hay-twisters" be applied to Minnesota. --- This March wind might be called a peeler. It peels the bark off the noses of those who are out in it. --- W.H. Frisby is getting up a handsome view of our young city. The sketch will be lithographed and sold at 50 cents per copy. --- The fashionable spring bonnet will be composed of fifteen cents worth of bonnet and seven dollars worth of trimmings. For sale at all milliner shops. --- It is reported that the Northwestern Stage and Transportation company, who do the freighting business between Pierre and Deadwood, have lost nearly 500 head of work cattle by starvation. --- The beautiful snow is fast disappearing. --- We don't think it is any too soon—for spring. --- Shoveling snow has been the popular amusement lately. --- Along Iowa has been without a train since the January blockade. --- Trains were lately stuck in the snow right in the streets of Chicago. --- Eggs were worth one dollar per dozen in Fargo at one time this winter. --- It is hoped that a lack of snow will soon put an end to the snow-shoes. --- How to pass away the time has been the problem for the past few months. --- Getting paper into this country is at present very expensive. It is lucky that editors are always rich. --- H.R. Gaston returned from his St. Paul trip on Tuesday. He reports a large force of men at work on the snow drifts between Tracy and Sleep Eye. --- The day after the last storm ceased not a car wheel rolled in Wisconsin or Iowa. Not a day but that six hundred miles of railroad have been in regular operation in Dakota. --- Pierre has been having a flood. The railroad tracks are four feet under water and the inhabitants have been obliged to take to the hills. Matto, which is the government name for Pierre, would be a grand place for the capital. About two thousand feet of the railroad track along Medicine creek is washed away. --- Under the laws of the territory, swearing is made punishable by a fine of one dollar for every swear. It is estimated that the men who have been caught in the blockade along the different railroads are now indebted to the territory at least \$1,286,324. --- At one time no train ran from Chicago to Winona for nine days. The distance is 300 miles. There has been no time when it would have taken any where near so long to clear the road from the Dakota line to Pierre, a distance of over 200 miles. The former is also an old road and prepared for storms while the later with the exception of a few miles, was all built last season. --- Mrs. Knud Peterson, who lives near Lake Preston, Kingsbury county, was frozen to death two weeks since. It seems she had been to one of her neighbors a mile or two distant to borrow some butter and was on her way home when the blizzard of two weeks ago Monday came upon her. The storm, it will be remembered, came up very suddenly and was a very blinding one. The poor woman lost her way and perished. She leaves a large family of small children. --- Brookings is a college town. We are going to be cultured clear up to our hair. During the rush of business for the past year it has been some what neglected, but just as soon as we saw that Boston was getting ahead of us in culture we sailed for it like a Greek slave hunting for a clothing store. You Volga and Aurora fellows can come over and get educated if you will promise not to bother us to explain the big words we get off, and behave just as well as you know how. --- Of course our friend Will Lockhart returned after due course of time, arriving Saturday evening on Foot and Walker's line of conveyance. Of course he was

married and of course he did not bring his wife with him, but she will start for the Golden North-west as soon as the snow thaws off the Winona & St. Peter sufficiently to admit trains being run over what will be left of the right of way. Like all good sensible people they will go to keeping house immediately on her arrival. [W.G. Lockhart married Alice M. Taft in Elba MN on Feb 19<sup>th</sup>.]--- In the river and harbor bill over which such a fuss has been made, was a provision of eighteen thousand dollars to improve the Dakota River, better known here as the Jim. The only way we see to improve the Jim would be to expend the money in hiring water hauled and poured into it. The river is good enough just as it is, not a finer one on the continent, only the water boss at the creation forgot to supply it with the necessary amount of aqua pura to carry out the grand design with which it was formed. --- The statement is made that for a day or two after the storm on Wednesday and Thursday not more than one or two trains made trips in this state. (Elkander, Ia., JOURNAL). That's it, Mac., keep "whoopin-on'er-up." Tell us some more about what a good summer country Dakota is. There hasn't been a day this winter but what six hundred miles of railroad have been in full operation. Come up here if you want to see God's country. Come up out of that land of wooden railroads and poor crops. That old gopher knoll known as eastern Iowa is about played out anyway. One year more and the hard pan will be up to the fifth rail of the fence. --- Last winter while the men of our southern towns were all sitting around and trying to figure out what would become of them, but at the same time all keeping cheerful and doing as well as possible under the circumstances, and knowing that no power on earth could keep the road open while the Minnesota blizzards continued, the people of Watertown, that place which gets up in the night to tell strangers that it is the metropolis of the Northwest (a fact which they would never suspect unless told), that place which has "sprung up like Aladdin's palace in the night," got together and passed a set of resolutions to the governors of Dakota and Minnesota to force the railroad company to open the road. They were not suffering for anything, but the dignity of the metropolis was suffering for a lack of trains. Had they passed resolutions asking Congress to abolish blizzards entirely there would have been more sense in it than in asking that the company be forced to open the road at that time. We expect that this spring they will pass resolutions asking that persons be forced to come and live at Watertown, or to force all the railroads in the United States to build a road to their town. We can only see one reason for the action of the metropolis, and that is that they must wish to secure the location of an idiot asylum, which we must confess they seem to need.

**March 31, 1881. Worthington (Minnesota) Advance.** -- No page 1. The oldest inhabitant now says: "I don't know what this curious weather means. Why, when I came here there was no snow, no cold and no rain!" It may all have been true, but does not our oldest inhabitant know that population has influence upon climate? That mankind, wherever it congregates, draws to itself the conditions necessary for its existence. If there was no cold, snow, or rain in Colorado how few people would be able to exist here. [Pomeroy's Great West] True. Rains and thunder storms follow the railroad tracks and in due time the Great Desert of America will blossom like a garden. So the climate of Minnesota will be changed by settlement and in a few years a big blizzard like that of 1873 will be impossible. --- April Fool tomorrow. --- Coal is \$1 a barrel in Worthington. --- The train arrived last evening about seven and brought from 75 to 100 hungry passengers. --- We learn that there are from 1,000 to 1,200 freight cars lying along our road waiting for the blockade to raise. --- It will be agreeable when we get down to sidewalks, roads and hardpan once again. --- Our delayed bundles arrived last night and we this week issue a full paper. --- All Aboard. The east end of the main line was cleared on Tuesday and yesterday a train left here for St. Paul. A train also left St. Paul and reached here last evening. Yesterday the road was clear on the west end from Bigelow west and the forces doubled on the big cut this side and today a train is expected from Sioux City. The branch is opening up rapidly and will probably be open to Luverne today or tomorrow and to Sioux Falls by Saturday. The long blockade is over. Good-by Boreas and blockades. It lacked just two days of being six weeks since we had a train from the East. --- (Notices of people returning from Oakwood, Dakota, and from Wisconsin.) --- On Sunday morning last Engineer Kline and Fireman Stone started out on their thorough bred iron horse, the "A.W. Hubbard" to assist in clearing the track west of town. Near the outlet of the West lake the snorting charger slipped on the ice and flew the track. After running 50 to 100 feet, trying to recover his balance, he fell over into the ditch and plowed up the earth for some feet with his nose. He is still lying there in a helpless condition and will have to wait for the wrecking car before he can get on duty again. Crowds of people called during Sunday to inquire as to his condition and extend their sympathy to the magnificent fellow in his mishap. He was not much injured and is good yet for any number of trips.

**April 1, 1881, Friday evening. - Winona (Minn.) Daily Republican.** – 18 (1 am), 12 (7 am), 32 (1 pm), 30 (6 pm). Clear.

It is rumored that Albert Keep and Marvin Hughitt have gone to Oskaloosa to purchase a coal mine for \$500,000, to be used as a source of supply for the Northwestern Company's line in Minnesota and Iowa. --- Several stores having been robbed at Pierre, fifty vigilantes, armed with rifles, picked up all the questionable men in town and drove them away with a warning. --- It was a lovely Spring day at Huron, Dakota, this morning—mercury 18 degrees below zero! --- The weather out West today was pleasant and the railroad work is progressing in good shape. The road is now open to within twelve miles of Burns.

THE GREAT ICE GORGE in the Missouri at Yankton broke up on Wednesday evening, since which time the flood has receded from the occupied portion of the town, though the river is still within five feet of the high-water mark. At last accounts there was no loss of life, but the damage to property is estimated at \$75,000, principally railroad and steamboat property. The steamers Butte and Black Hill of the Benton Line were seriously damaged by ice, and the Helena of that line and two boats of the Northwestern Transportation line were wrecked, and will have to be pulled out and repaired, which will delay their starting up the river until May. The town of Green Island, opposite Yankton, is reported as having been entirely swept away, every building being broken up or floated off by the ice, and one man was carried away on a floating house. The flood reached Vermillion, driving out the telegraph operator, since which nothing has been heard from there, though it is certain that the gorge holds there, as no rise occurred at Elk Point below there. The Vermillion ferry boat is a total loss. Reports from Bismarck are to the effect that the gorge near that place remains solid, and the overflow consequently continues. The town of Mandan, opposite Bismarck, is nearly all under water to depths varying from two to five feet, and the inhabitants are suffering much inconvenience from their enforced bath, which cannot terminate until the ice shall give way and permit the water to escape. The gorge is near Fort Lincoln, a few miles below, and unless the weather shall immediately become warmer, there may occur no break for a week to come. During the formation of the gorge vast cakes of ice were carried into the adjoining woods on the bank of the river with such force as to cut down like pipe-stems cottonwood trees two feet in diameter.

**April 1, 1881 [Darlington WI Republican]:** T.H. Johnson, of Fayette, departed for Dakota yesterday, where he will spend some time visiting friends. [Minnie's father.]

**April 2, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** – 22 (1 am), 23 (7 am), 36 (1 pm), 30 (6 pm Sunday). Cloudy.

Ten inches of snow fell in Western Pennsylvania on Thursday. The same story, with slight variations, is told all over central States. --- The [Rochester? Olmstead County?] *Record* states that the wheat dealers of that city have bought about 1,500,000 bushels of wheat and nearly 400,000,000 bushels of barley since the first of last August, and G.W. Van Dusen & Co. have bought, in their elevators along the line of the Winona and St. Peter railroad, 2,000,000 bushels of wheat, 313,000 bushels of barley; also, 67,000 bushels of oats. They have handled 10,000 tons of soft and 3,500 tons of hard coal, 8,300 barrels [of what?] and 500 tons of fertilizing salt. --- Some idea of the strength of the snow blockade along the Sioux City and St. Paul road may be gathered from the fact that one drift, between Hospers and Sheldon, was eight miles long and fifteen feet deep. The mass was so compact that it had to be removed in large blocks like ice. --- The snow-storm which has continued 84 hours at Cleveland, Ohio, has ceased and a thaw begun. --- A reliable report from the pineries states that there is still from two to three feet of snow in the woods. The roads are bare and soft, and the loggers will break camp next week. The ice in the sloughs and creeks is still sound.

NEBRASKA. REPAIRS COMPLETED. Omaha, April 2. Repairs to the washed out track along the Union Pacific Railroad are effected and the trains commence running over the whole of the main line to-day. Preparations have been made to escape the terrific rise reported to be coming down the Missouri river.

**April 4, 1881, Monday evening. - Winona (Minn.) Daily Republican.** – 22 (1 am), 20 (7 am), 36 (1 pm), 28 (6 pm). Clear.

There are reports of great damage to the Winter wheat in the southern counties of Illinois. This is going to be the year for Spring wheat—so the failure of the Winter variety won't count. --- Heavy frosts have damaged

vegetation in the northern portion of the gulf States. --- Twenty cars loaded with ties were shipped on Saturday and yesterday from this city for use on the Winona and St. Peter road west of Waseca, where the track is to be relaid as soon as the weather will permit. --- The ice has taken a move in the direction of New Orleans and the river is clear opposite the city. Below Rock Island the boats are running regularly, and the indications are that we shall soon see them here. --- Four immigrant trains passed over the River Division on Sunday. The trains contained 58 cars of stock, 45 cars of local and bonded freight, and 17 coaches completely packed. The trains left Chicago at nine o'clock on Saturday night and reached Winona at a little past 4 p.m. Sunday. The immigrants were all for the St. Paul, Minneapolis and Manitoba railroad. --- Mr. John Brink is spending a few days in the city making preparations for his intended location at Aberdeen, a station on the Hastings and Dakota railroad in the James River Valley. Mr. Brink purposed erecting a suitable building for the conduct of a hardware business, the material to be shipped immediately upon the opening of the snow blockade. He has the advantage of thoroughly understanding his business, is a practical tinner, and his steady and attentive business habits will undoubtedly ensure his success.

SPECIAL CROP REPORTS received by the Milwaukee *Republican* indicate that the Winter wheat in Wisconsin is very badly damaged, and that there is scarcely a possibility of even a fair crop. The reports from Michigan, Illinois, Indiana and Ohio show that the Winter wheat in the great area embraced by these States is seriously injured, while the information from Missouri and Kansas is all the effect that the Winter wheat there is in very fine condition, and promises more than an average yield. Of special interest to the Northwest is the information afforded relative to Spring wheat prospects. The dispatches give news from the entire wheat growing region of Dakota, Minnesota, Wisconsin and Iowa, and are to the effect that up to Friday morning the farmers in Minnesota and Dakota expected to begin seeding in about ten days. Cold weather has since set in, however, and will retard operations generally until the middle of the month. But in comparison with Iowa and Wisconsin, Minnesota and Dakota will have an early seeding. In Iowa and Wisconsin the certainty of late seeding insures a very materially reduced acreage. The Fall plowing was but partially done, and the Spring work will be very late. The general opinion of the *Republican* correspondents is that there is very little wheat left to come forward. All things considered the wheat prospects may be estimated as unfavorable.

DAKOTA. The loss of life by the floods on the Missouri caused by gorges, has been miraculously slight so far as reports have reached Bismarck. Many of the ranchmen in low lands who were unable to escape the floods preserved themselves by climbing large trees and remaining until rescued. Three men who had ranches in the Bismarck bottom are missing, but they may not be drowned. A family by the name of Merry are missing; there is no authoritative account of their drowning, however. William Foulkner of the same neighborhood has lost a large number of cattle. The machinery of the steamer Batchelor now on the bar near Fort Buford, can be saved, provided the river does not rise any more until the ice melts. The people everywhere are good-humored and plucky and make the best of their uncomfortable conditions, the cold being the most serious cause of discomfort yesterday.

FROM SLEEPY EYE TO MARSHALL. SUPERINTENDENT SANBORN MAKES THE TRIP WITH A TEAM—WHAT HE SAW, AND WHAT IS BEING DONE.

On Saturday afternoon Superintendent Sanborn returned to Winona after a personal inspection of the condition of the western end of the Winona and St. Peter road, the distance being traveled in a sleigh. Every farm house in sight of the track, as well as every station on the road, was stopped at and inquiries made as to their present and past condition. An incident which occurred at Marshall may illustrate the matter better than continued details. Last Thursday a blinding storm visited that section, the air being filled with minute particles of ice, which blew into the faces of the pedestrians and caused a cutting sensation like a shower of sand. It was one of the worst storms of the character Mr. Sanborn had ever seen. He entered a drug store and the man who followed him in opened the conversation:

“Bad storm, Sir!”

“It is very bad.”

“I wish the folks down on the eastern end of this road could see this; it would make them open their eyes on storms. If Sanborn would only come out here he'd find out for himself what kind of storms we have. By the way, I heard that he was coming out here soon.”

“So I've heard.”

“Are you connected with the road, mister?”

“I used to be.”

“What is your name?”

“Sanborn, and I've come out to see about this reported suffering. Where do you live?”

“At Lake Shaokatan, half way to Lake Benton.” [ten miles north of Lake Benton]

“Have you had any trouble this Winter, to get along?”

“Yes, Sir, I have.”

“Where do you get your supplies?”

“At Lake Benton.”

“Did you ever go to Lake Benton and fail to get what you wanted?”

“No, Sir, but there have been storms out here so I couldn’t go out of doors for ten days at a time.”

“Would you have been any better off had a train run into Lake Benton every day?”

“No, sir, I guess not—that is—no sir.”

Mr. Sanborn had an engine on the side-track and not a particle of fuel to fire it up with. In a few minutes he succeeded in purchasing three cords of dry wood at six dollars a cord, with the ability to get as much more as he wanted. Can Winona do much better?

To-day a force of 800 men are employed west of Sleepy Eye, with snowplows to be used where possible. Some drifts are masses of solid ice; others the plow can be used to advantage in. All along the line volunteer forces are helping the work along, and Mr. Sanborn hopes to get the road open to Tracy this week. It all depends on the character of the drifts yet untouched, for if they prove to be solid ice, it is beyond estimation or calculation as to when trains can be sent through. Everything is being pushed to the fullest extent possible.

THE FERRY. The opening of the river in front of the city last night found the ferryboat VanGorder ready for business, and she opened the season this afternoon. Fifteen teams were waiting on the Wisconsin side to come across. During the Winter the ferryboat has been placed in excellent condition under the direction of the Ferry Committee of the City Council.

**April 5, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** – 20 (1 am), 20 (7 am), 36 (1 pm), 32 (6 pm). Clear.

The people in the vicinity of Painesville, Ohio, witnessed an extraordinary spectacle on Wednesday. At the time it was snowing fast and furiously when suddenly the heavens were lighted up by the blinding glare of electricity, which in the driving snow made all things seem weird and ghastly. Starling peals of thunder followed, flash succeeding flash and peal following peal in quick succession. --- Reports from the Winter wheat in Ohio show large increase in acreage and a promising condition of the plants, even beneath the snowy covering.

THE CHICAGO AND NORTHWESTERN RAILWAY company gives as its earnings for February, 1881, \$987,300; for the same period of 1880, \$1,131,383. The mileage was 2,770 in 1881, and 2,449 in 1880. From this some conception can be obtained of the financial sufferings of Northwestern roads during the past Winter.

On last Friday a trade was made whereby the whole property of the Consolidation Coal company passes to the Chicago and Northwestern Railway company, for \$500,000 cash. This purchase gives to the Northwestern road nearly 2,000 acres of land, estimated by experts to hold 20,000,000 tons of coal, and opened and equipped with mines, yards, telegraph lines, all machinery and appliances, equal to a present annual capacity of 30,000 car loads, and will, by October 1, be enlarged to double this capacity. The Chicago and Northwestern has thus happily settled the fuel question for its extensive system of roads. Marvin Hughitt was elected president of the Consolidation Coal company, and M.M. Kirkman, treasurer.

The gorge in the Missouri river below Mandan partially broke on Monday, and the river fell into its original banks. The people of the ill-fated town are cutting the mud and ice out of their buildings. It is from two to five inches thick and frozen. The streets cannot be cleaned, as there is no place to put the ice. It extends in every direction in solid chunks closely packed from three to eight feet thick. The Northern Pacific railroad lost every tie in the town—about 35,000 all told. The river continues to rise at Omaha as the gorges above give way, and much damage to property in that city is threatened.

DAKOTA. A steamboat captain who has reached Bismarck from Buford states that at one point he saw trees two feet in thickness which had been cut through like willows by the ice. Two men killed over one hundred deer in one day, they having been unable to escape from the points. A telegram from Yankton reports the complete destruction of the town of Green Island. The rise in the Missouri causes great alarm along the bank, as far south as Omaha.

A Distance of 133 miles was walked last week by Mr. George Clement, one of the engineers on the Winona and St. Peter Railroad. Mr. Clement was at Huron and was telegraphed that his wife, who was at Tracy, was very sick with diphtheria. He at once started out over the snow, arriving at Tracy to find his wife improving, but being left in a partially paralyzed condition. She was brought to this city yesterday for medical treatment. It is feared that it will be several months before she will be able to walk again.

**April 6, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** — 20 (1 am), 24 (7 am), 46 (1 pm), 34 (6 pm). Clear.

The Chicago and Northwestern Railway company has issued a reduction of freight rates from Milwaukee and Chicago to points in Manitoba, Minnesota and Dakota. --- Farmers in Minnesota report a scarcity of seed corn. --- The town of Worthington, on the Sioux City road, was without a train for forty days. --- Yesterday was the day Vennor predicted a flood at Chicago. This was not fulfilled, as the day was clear and cold. --- Mules are in demand out West. It is evident that some one is getting a Col. Seller's corner on them and believes there is "millions in it." Mr. V. Simpson shipped a car-load lot to-day and is willing to supply the enthusiasts with all they want. --- A car load of immigrants arrived by the Northwestern train yesterday and were placed near the St. Peter freight depot to await the opening of the road to Marshall. They are Hollanders, and are to join the colony at Grand View.

The work on the snow drifts on the western end of the Winona and St. Peter road had progressed up to last night eight miles west of Sleepy Eye and seventeen miles on the Redwood Falls branch. Superintendent Sanborn has again gone to the scene of action.

DAKOTA. Two railway and one wagon bridge over the Big Slough river were carried away on Tuesday night, and the telegraph wires destroyed west by the river route. The gorge broke at Jefferson in the afternoon, and the river is full of running ice. There are rumors of great loss of life in the vicinity of Jefferson and Yankton, but it is believed they are greatly exaggerated.

The town of Vermillion was almost totally obliterated by the flood on the Missouri and a new channel is threatened between the town site to the Big Sioux, three miles northwest of Elk Point, leaving about thirty-five miles of the Dakota Southern Railway, between Sioux City and Vermillion, on the Nebraska side, together with a large tract of land. The inhabitants, about 400 in number, have been rendered homeless.

**April 6, 1881, Wednesday. [New Ulm MN Weekly Review]** — A sad accident occurred to a party of snow shovelers late last Wednesday night, about six or seven miles west of Windom. Owing to some mismanagement the engine propelling the snow plow was ordered into a cut before the men could be removed, whereby one man was killed and four others wounded, two of whom will probably not recover. --- At this distance from the distressing scene of the earthquake in Scio it is impossible to realize the picture of desolation that the ill-fated isle presents. No convulsion of nature in modern times has been so disastrous in its consequences, particularly in the loss of life caused by it. imagine 15,000 men, women and children buried beneath the ruins of their homes beyond recovery for interment, and double that number maimed for life, out of a population of only 70,000 souls. Not since the destruction of Herculaneum and Pompeii has there been such an appalling catastrophe from the same cause, and the loss of life in that case was not so great as in the case of Scio. Those who were not killed in this case, were rendered homeless. --- Many farmers of Wabasha county are going further west, some of them leaving their farms without a tenant. Farm lands can be rented on tenant's own terms almost. --- Next Sunday is Easter Sunday. --- Hon. C.B. Tyler has been reappointed register of the U.S. land office at Tracy. --- A slight fall of snow last Sunday and Monday reminded our people that it is still winter. --- The roads in the country are now almost impassable and the city in consequence presents a very quiet appearance. --- The Chicago, St. Paul, Minneapolis and Omaha road was opened through to Sioux City last Thursday. --- The Waseca Herald states that there are still seventy-five car loads of freight at that place destined for points west of Sleepy Eye, waiting for the snow blockade to be raised. --- According to the records kept at Fort Snelling, the snow fall this winter has been four times as great as for the previous nine years, and nine times the average of nineteen years. --- We believe that Otto Lohman, of Lafayette, carries off the persimmons as the earliest seedsman in this neighborhood, as we are informed that he commenced sowing wheat last Friday and has since put in about twenty acres. --- Some idea of the strength of the recent snow blockade along the Sioux City and St. Paul road may be gathered from the fact that one drift, between Hospers and Sheldon, was 8 miles long and fifteen feet deep. The mass was so compact that it had to be removed in large blocks like ice. --- The hum of the threshing machine can again be heard in the land; but do not parties make a mistake

who are now getting their grain threshed? Some farmers claim that the grain which remained in stack during the winter is very wet and not fit to be threshed just yet. --- The shovel brigade on the Minn. Valley railroad reached Redwood Falls last Friday evening, and trains are now running regularly to that point again. On the main line the shovelers have got to a point about six miles beyond Springfield, and those working east from Marshall expect to get to Tracy some time today. The road will probably be opened to Marshall by Saturday or Sunday. --- We are out of print paper and flour. Darned inconvenient to print on wrapping paper, and grind wheat in the coffee mill. [Lake Benton News] Pretty tough, brother, but as we notice in the same issue from which the above was clipped that C.M. Morse had started with five teams several days before for Sleepy Eye, for merchandise, we hope you will not be compelled to do so some more. --- The Lambert Commercial is the authority for the statement that on Monday afternoon, the 4<sup>th</sup> inst. a party of men made a raid on the Plum Creek railroad bridge between there and Walnut Grove, carrying off sixteen braces each sixteen feet long and 3 inches square on the end and also chopping into some ties on the top of the bridge. The bridge is greatly weakened by the removal of the braces. The theft is unpardonable from the fact that the other fuel was not exhausted. It is said that there were plenty of snow fences near the bridge which they might have had by digging them out. One of the raiders wore a veil to conceal his face. --- It is stated that 14,000 car-loads of railroad ties, fence posts and telegraph poles have been got out during the winter on the line of the Chicago and Northwestern road on the Michigan peninsula. This is independent of the immense amount of the same material which has been taken out during the winter for the same road at the different points between Ft. Howard and Marinette. This immense amount of material is for the company's roads in Minnesota and Dakota and will be taken over the Green Bay and Minnesota railroad as far as Winona, and thence west over the Winona & St. Peter road. --- President Garfield last Wednesday appointed John Lind of this city to be the receiver of the Tracy land office, and he now only awaits confirmation by the Senate before entering upon the duties of his office. Mr. Lind is an attorney by profession, and although yet quite young he has already built up a business of which an older man in the profession might feel proud. Hon. C.C. Goodnow, whom Mr. Lind succeeds, was first reappointed by the President but we presume that Dannel made such a racket about it that Goodnow's name was withdrawn and Lind's sent in instead. We are pained to lose Mr. Lind and hope that when he relinquishes official life he will again take up his abode in our midst. --- Sam H. Coon, of the *Cattaraugus Republican*, published at Salamanca, New York, passed last Sabbath in our city. Mr. Coon intended to visit Watertown, D. T. before his return to New York, but the snow storm of Sunday changed his mind and he took up his homeward trip from this place on Monday morning. --- The snow is over two feet on the level near Iberia. --- From Sleepy Eye. Eggs are now selling at ten cents per dozen, and the market is bountifully supplied. --- The flood in the Upper Missouri has swept away nearly all the buildings in Vermillion, Dak. --- A Winona (Minn.) dispatch of the 8<sup>th</sup> inst. says: "The work of raising the blockade on the west end of the Chicago and Northwestern railroad is proceeding slowly. There still remains 370 miles in a blockaded state. Of this all but fifty miles can be easily raised. The fifty miles consist of ice and frozen snow that will have to be picked step by step. There are from 400 to 500 men at work, and it is thought that two weeks will see the road open to Pierre, Dak. No trains have been run to Watertown, Dak., since the 20<sup>th</sup> of January. All stations of the blockaded portion report a scarcity of flour, oil and groceries, but no suffering from the lack of these or other living necessities." --- Heavy frosts have damaged vegetables in the northern portion of the Gulf States. --- Reports from all portions of South Carolina are to the effect that the fruit crop has been ruined by the extreme cold. --- The first through train east over the newly-completed southern Pacific road (or Banana line, as it will be called), reached Kansas City on Wednesday, with twelve passenger coaches. A remarkable feature in this case is that the train, leaving San Francisco on time, and passing every station on time, reached its destination on time after a run of 2300 miles. --- During one of the late severe storms John Hanson of Belmont Jackson County, on his way home from Windom, wandered blindly on the prairie till 3 o'clock in the morning, when luckily he came to the house of a neighbor. He was near his own house during his wanderings, but lost his way again. He reached home in the afternoon, and found his family in bed, the house being completely drifted over, leaving the interior dark as midnight. The family were waiting for the morning light.

DAKOTA CORRESPONDENCE. HURON, D.T., MARCH 27<sup>TH</sup>, '81. Editor *Review*:

I was pleased yesterday to get a lot of New Ulm *Reviews*; they don't come very regularly but I am always glad to get them even if they are a little old. The news is always acceptable and fresh. Our mail sometimes comes by way of Sioux City and from Yankton by state. Frank Peterson arrived here from New Ulm on the 25<sup>th</sup> inst., with one of Anton Brey's teams and a load of passengers, and he will take this to the *Review* office.

I have not time to write much, but I will say enough to disprove and contradict some of the false and groundless rumors that have been circulating in the St. Paul papers concerning the suffering and destitution prevailing along this line of railroad. We have had an abundance of everything necessary for the comforts of life.

The R.R. Co. had 1200 tons of coal here, and they have been selling it to the people for \$8.00 a ton. There are about two hundred tons left yet. Flour and provisions are selling at the same prices that they were last summer.

Frank Van Dusen, a son of Geo. W., laid in a stock of oats and flour sufficient to last till May. New Ulm flour is selling at \$3.25 per sack. Superintendent Nichols has done everything in his power to render assistance to the less fortunate towns along the line of road, and also in getting in mail on snow-shoes and hand sleds. For the last three weeks we have had a weekly mail from Tracy and the East, horses taking the place of a locomotive. Sometimes a train of three or four sleds comes loaded with mail. I have had a family of 25 persons to feed all winter, and I have had no difficulty in procuring plenty of everything for them, and still have enough on hand to last till the first of May. We have had daily telegraphic news from the Chicago *Times* office, keeping us posted on the most noted current events. We even get the news from St. Petersburg in a few hours, and the President's Message was published in our enterprising paper nearly as soon as delivered in the Senate. More in future. —M.J. Dinnenn.

**April 7, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** — 24 (1 am), 28 (7 am), 46 (1 pm), 38 (6 pm). hazy.

Snow fell in New York and Michigan on Wednesday. --- The disastrous freshet on the upper Missouri river continues. The water of the river covers an area of from ten to fifteen miles in width at Yankton and vicinity. There has been a wholesale destruction of cattle in the Missouri river valley. --- [Report on the survey of the river.] --- A special train conveying Mr. Marvin Hughitt, second vice-president and general manager of the Chicago and Northwestern Railroad, Mr. E.A. Johnson, chief engineer of the same, and Mr. C.A. Swineford, superintendent of the Madison division, arrived in this city at about noon to-day.

The work of clearing the Winona and St. Peter railroad track west of Sleepy Eye is progressing slowly. The party working west from Sleepy Eye on the main line has not yet reached Springfield, and those working east from Marshall have made but slow progress. The snow has become so hard in some places that it has to be loosened with picks, and the progress of the shovelers is necessarily very slow. The Redwood branch will be opened some time this week, but it will be two weeks yet before the main line will be open for traffic as far west as Marshall.

DAKOTA. HIGH WATER. Yankton, April 7. The ice-gorge which has been resisting the onward flow of the water at this point for the past twenty-four hours, broke an hour ago, and the water is falling rapidly. Lower Yankton has been submerged since Monday morning, and the lower floors of 200 dwellings, shops and mills were covered from one to four feet. Much damage has been done to houses, goods and buildings. The steamer Petinah broke from her moorings as the ice began to move, and has floated with the current a distance of one mile, lodging on the railroad track, where she now sits. Intelligence from the submerged farming districts was received last evening. The rescued parties have been found and landed in places of safety, numbering about 200 persons, who must have perished with cold and hunger had they not been reached. The good work still progresses and hopes are entertained that nearly all the ice and water-bound sufferers will be rescued. The weather remains cold and the situation becomes more serious daily. The fuel supply has been reduced to a minimum and many kinds of provisions are running short. The freshet has swept away thousands of cords of wood and to-day not a single cord is for sale in this market.

Dakota. The body of William Kelm, the man who got lost on his way from Goodwin to his home, not quite two miles north of that place, March 10<sup>th</sup>, was found about three-quarters of a mile north of Kranzburg, on the 25<sup>th</sup> ult, frozen solid. He leaves a wife and one child, and he was about 35 years of age. Mr. Kelm was formerly from Rochester, Minn. He was last seen within three-quarters of a mile from his home.

**April 7, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — “A horse on snowshoes” is the latest novelty in winter fashions reported by the Lyon County NEWS. The snowshoes were of inch boards ten inches square, and the horse used them with seeming ease. --- Twenty-two applicants for teachers' certificates presented themselves for examination at the schoolhouse last Saturday. The examinations at Lamberton and Walnut Grove will be postponed until the roads are opened, and the dates announced hereafter. --- Mr. J.A. Willard, of Mankato, informs the Sleepy Eye HERALD reporter that the heavy snow in the Big Woods has prevented the wood dealers from getting out the large amount of cord-wood which they had planned for. But little was corded during February and March. --- A strike for higher wages and better grub took place among the track shovelers on the main line last week. The laborers demanded \$1.25 per day and board instead of \$1, and were replaced by another gang. Some of the kickers afterwards gave in and went to work again. --- The snow boat made a quick trip with Messrs. McCarty



and Bailey last Thursday, making the distance between here and Sleepy Eye in two hours. O.E. and Byron O'Hara started to go to the homestead of the latter with the snow boat on Monday, but succeeded only in getting a few miles out with the contrivance. --- This week, the mails have been brought in daily by McCarty's team, from the snow plow, which is now working in the vicinity of Paxton. ---- From the Lyon County NEWS: The number of acres of land sold by the Winona & St. Peter railroad, during the year 1880, and the amount of cash received on account of said sales, were as follows: Acres sold = 145,354. Cash received = \$305,185. Of the above amount, there were sold at the Marshall land office, 70,478 acres, and the cash received was \$185,216. --- John Wiggins, of Walnut Grove, came up to Redwood Monday, coming on foot from Morgan. He reports that the main difficulty in his locality just now is the scarcity of feed for stock. --- [Reports of men going to Winona, St. Paul, and Sleepy Eye.] --- A commercial traveler who has lately been as far west as Volga, D.T., with a team, assures us that the circumstances of the people out there is by no means so bad as has been reported. He described the way in which some of the settlers overcame the difficulties of transportation by doing the carrying trade on snow shoes, suspending their burdens across the shoulders on a sort of yoke, which enables them to carry 100 pounds and more at a trip. --- Louisiana and Texas were visited by a heavy frost and ice on the night of the 1<sup>st</sup> of April. --- A Cleveland dispatch of April 2d says: "The snow storm, which has continued for eighty-four hours, has ceased, and a thaw begun." --- Immigration to Minnesota and Dakota has again commenced. When we become more connected with St. Paul and Minneapolis by rail, some of it will probably be diverted to this part of the State, instead of being influenced to settle in the sections which are tributary to those cities. --- It appears that the Chicago & Northwestern railway company is determined to be prepared to furnish its extensions with an abundant supply of coal by another season, it having just completed the purchase of the mines of the Consolidated Coal Company of Oskaloosa, Iowa, for a consideration of \$500,000. --- The Deadwood PRESS is authority for the statement that the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern have entered into an agreement not to build their extensions into the Black Hills for the present, but to divide the through business of the proposed Deadwood & Redwater narrow gauge when it is completed. This is a line from Deadwood to Pierre, to be built this summer by leading eastern capitalists, and is designed for the development of the mineral resources of southern Dakota. It is alleged that the company is prepared to expend as many millions of dollars in the enterprise as may be required. The cost of construction is understood to be limited to \$20,000 per mile. --- It is estimated that the snow blockades this winter have cost the western roads no less than \$2,000,000. At one time the Chicago & Northwestern had 4,000 men at work shoveling snow, and the St. Paul, 5,000, at \$1.50 a day and board. The Illinois Central has also employed several thousand men during the last two months removing obstructions by snow on its lines.

The News says that Supt. Sanborn arrived at Marshall Wednesday of last week, by team, and lost no time in beginning active operations on the railroad. The dead engine was fired up with a few tons of coal obtained at a farm house near town, eked out with the one of the railroad platforms. The Superintendent said he would tear down the engine house for fuel if necessary. That's the kind of man we want on our branch. Send him over!

From Delhi. Since our last writing we have witnessed the closing of the winter term of school, and also that of our Lyceum, at the latter the attendance was fair considering the condition of the roads.... Fodder is getting very scarce with some, and the outlook is rather blue. Farmers who have orchards set out will needs be burrowing around under the snow to find their trees, to shovel around and save them as the snow settles.

In this part of the State seeding time will unquestionably be somewhat later than usual, as there is yet from one to two feet of snow on the ground. For the past three weeks the snow has been gradually melting underneath and the water absorbed by the soil. It has now commenced thawing rapidly, under the influence of milder weather, and the snow will soon disappear. We think it is yet quite possible for the farmers to get the ground seeded from which they have already plowed before the first of May. The limited amount of plowing done last fall will probably make it necessary to devote more land to crops which can be put in later than wheat. There is no good reason why our farmers should not raise more corn and hogs, as they all claim that the corn crop has never failed here.

The daily papers have for some time past been filled with accounts of disastrous foods on the upper Missouri and the Platte rivers, which have been gorged in many places by the heavy ice, causing the overflow of the adjacent bottom lands. The village of Green Island, opposite Yankton, was entirely swept away by the flood—churches, stores, dwellings, and in fact every building floated off or was broken up in the ice. At Pierre, the people were forced to leave their dwellings and stores, which were ransacked by a band of thieves and cut-throats intent on stealing anything of value left in them. Much damage has been done at Bismarck by the flood. The town of Mandan, on the

opposite side of the river, was flooded, and seventy-five of the inhabitants compelled to take refuge in a church. The losses of cattle along the river will be quite heavy.

**April 7, 1881** [Brookings Co. D.T. PRESS] – February 10, 1881 first page of national news --- From Town 109, Range 49. We still live, which we think is saying a good deal. This past winter, we have had a taste of prison life. The railroad company at Flandrau are selling their ties to the people for fuel at 32 cents each. Wolves are seen almost daily in this vicinity. --- Roads are somewhat bad just now. --- Bare ground is appearing in many places. -- Work on the railroad is progressing rapidly. --- Mail from the east is expected again soon. --- Soft coal is worth twelve dollars per ton at Pierre. --- Most of the newspapers of the territory are printing on white paper again. --- Women are now eligible to the office of county superintendent of schools in Dakota. --- A letter from Jake Hopp at De Smet says is he suffering for—clean socks! Relief was sent immediately. --- The Mitchell Capitol suggests that Dakota be divided into four parts and that one part be called Greeley, because of his famous advice “Young man go west.” --- The Sioux Falls PANTOGRAPH which held up its head a few weeks ago and crowed about the white paper now comes to us on wrapping paper. We thought you were liable to take a tumble. --- A manuscript has been dug up at Huron which is written in French and contains an account of the severe winter of 1830 and 1831 and the disastrous floods which ensued in the month of April, by which whole villages were swept away by the sudden going off of the snow. --- Planting tree claims has commenced. --- A correspondent of the New York Evening Post says that the word blizzard comes from a corruption of the phrase “it blows hard.” We denounce the statement as a falsehood. The name “blizzard” is like the name “hog.” It is called “blizzard” because that is just what it is. “It blows hard” conveys no idea of the meaning of “blizzard.” --- The Volga GAZETTE of last week insinuates that our article on the fair dealing of our business men here was intended in some part for them. We can only say that we had no reference to Volga or in fact to any of the towns west, but more particularly to towns east of us in Minnesota among which Lake Benton and Tracy are most prominent. --- Dakota can boast of one editor who does not chew, smoke, swear or drink. John Cain, of the Huron SETTLER, is the wonderful curiosity. Still John has one bad practice—the habit of wiping his nose on his coat-sleeve. (Mitchell CAPITOL) If John holds out on all the above, particularly swearing, during the whole of this winter, the papers of Dakota should unanimously prefix Saint to his name. --- The following is a statement of the freight and passenger business done at this place by the C. & N. W. R. R. during the year 1880. Freight received 6,176,100 lbs. Amount received for same, \$14,152.62. Freights forwarded 3,571,000 lbs. Amount received for same, \$11,076.69. Passenger traffic, \$2,876.40. Total amount of cash received at this station \$28,085.71. This is a showing to be proud of considering that the road was only finished to this place in December 1879, at which time the place where our city now stands was only bare prairie. This shows how rapid has been our growth. For 1881 the amount will be much larger. --- The stories which have been circulated in the east about the suffering and death in the west this winter are such as to make one who has been right here among all the suffering and starved-to-death on turkey and oysters all winter wonder whether the people who set them going are as big liars as the people are fools who believe them or not. Come out here, you great, long, lean, lank, half-starved corn-crackers you.—If each and every one of us out here didn’t get more to eat in the course of a winter than you fellows can raise on 160 acres of your best land we would think we were starving to death sure enough. You fellows down on the farms of Wisconsin, Illinois and Iowa, who haven’t been able to get five miles from your own door on account of the snow for a month at a time hold up your hands in holy horror and say “why the railroads in southern Dakota are all blockaded; what suffering there must be!” Come out of your dens amid the rocks and woods and come to the Golden Northwest. We will show you how we starve to death up here by putting more meat on your bones than you ever had before.

**April 7, 1881. The Worthington (Minnesota) ADVANCE.** -- An ice gorge carried away the wagon bridge over the Des Moines river at Ottumwa, Iowa. --- The Missouri has at length broken its icy fetters, and its pent up force has been hurled against the frail banks, which have proven inadequate to resist the mightily rush of waters, being too low to hold the moving flood. The river opened at Fort Yates, March 24, but little damage was done at that time. On the 28<sup>th</sup> the river opened at Yankton, with no damage being done. But the disaster was reserved for Pierre, the present western terminus of the Dakota division of the North-western Railroad. On March 28, the ice broke at this place, and within an hour the water had risen to a level with the streets, and a mighty, resistless flood was swept through the streets, carrying with it huge fields of ice, and doing considerable damage to the buildings of the place. The town was entirely deserted, the inhabitants seeking safety on the bluffs. The floor subsided after being on the rampage for about twelve hours. The water crowded the ice on the banks into Fort Pierre, and left it standing like a wall along the river bank—a monument of its strength over twelve feet high. All houses along and close to the river bank were

crushed like a shell under the weight of accumulated ice. No casualties are reported, as the flood came on the people early in the day. --- Extensive floods are reported in various portions of Nebraska, doing considerable damage to property, and carrying out bridges. The whole Platte Valley from Columbus to Fremont was under water. Loup river which empties into the Platte river near Columbus, swept out the bridge of the Omaha, Niobrara & Black Hills railroad near Columbus and flooded the country in the immediate vicinity, and, flowing over the Union Pacific track, washed it out, together with about a mile and half of telegraph lines, cutting off all communication west of that point. Bridges everywhere were swept away, and even the most substantial structures were unsafe. The railroad bridge at St. Paul, on a branch of the Union Pacific over the Loup river has gone. All the wagon bridges in Howard county have been swept out by the Loup river. The Burlington & Missouri bridge over the Platte river at Oreopolis has been abandoned, owing to its insecurity, and other bridges on the Burlington & Missouri railway are regarded as unsafe. The Union Pacific has abandoned the eastern division. Three spans at the pile bridge over the Loup river were washed out, and the track is washed from one to three feet deep for a long distance east of the bridge, and for about three-quarters of a mile west of the bridge. The total rise was about thirty feet. --- The Sioux City Journals received yesterday bring full reports of the floods along the Missouri. At Bismarck the river was four miles wide. The lower part of Yankton was under water and all the boats there are stranded or crushed. The greater part of Vermillion has been destroyed. The country around Elk Point and Jefferson is inundated for a distance of twenty miles. The homes of 1,500 people are flooded. They have been shut in unable to get away by boats owing to thin ice over the water. At last accounts the gorges were giving way and Sioux City was thought out of danger. --- THE SNOW FALL. The Pioneer Press publishes some interesting figures showing the snow fall of this extraordinary winter as compared with former ones. Thus the mean for nine years preceding the winter of 1880-81 was 2.49 inches reduced to water, or about 2.49 feet of snow, as it takes nearly a foot of snow to make one inch of water. The mean for 19 years ending 1865-7 was only 1.92. But the unprecedented winter just closing, shows a mean snow fall of 9.68 inches of water, or 9.68 feet of snow. This is about four times the average of the nine preceding years and six times that of the nineteen years ending 1856-7. Compared with eastern localities on about the same latitude, Minnesota shows a much less winter precipitation than those on the Atlantic slope, that is, the Minnesota snow fall is on the average less than one-sixth that of Maine, and from one-fourth to one-fifty that of Vermont, New Hampshire and Northern New York. The mean winter fall at Portland, Maine, is nearly 11 feet of snow, and at Albany, New York, over 8 feet. --- A train got in today from Sioux City and started on into the snows and storms of the north. --- The blockade is bad enough but we've got 'em. We can't have floods here. The water runs down in all directions from us. --- People have been drinking their coffee "dry" for some time and the boys have to take their liquor straight. The sugar train isn't in yet. --- Trains got in Tuesday and Wednesday from Sioux City way bringing mail and passengers. We got letters dated February 21.

**April 8, 1881, Friday evening. - Winona (Minn.) Daily Republican.** - 30 (1 am), 48 (7 am), 55 (1 pm), 40 (6 pm). Clear. Warmest day since November 3<sup>rd</sup>.

Colorado stock raisers seem to have been the greatest sufferers by the storms of the Winter, although losses in Idaho and Montana will be heavy. Fewer Texas cattle will be moved into the mountain region hereafter. --- The Winona and St. Peter business car went west to-day, conveying the officials of the road. --- The shovel brigade reached Burns last night. The beautiful snow is giving them a beautiful chance to exert their muscle. --- The ice boat which made the run of sixty-three miles in five hours, conveying the train men of the Southern Minnesota road to where the road was open, was photographed by Messrs. Elmer & Tenney's "snow blockade" man. It makes a curious picture. --- Farmers are putting in their Spring wheat in Rollingstone.

RAILWAY NOTES. It is stated that 14,000 car-loads of railroad ties, fence posts and telegraph poles have been got out during the Winter on the line of the Chicago and Northwestern road on the Michigan peninsula. This is independent of the immense amount of the same material which has been taken out during the Winter for the same road at the different points between Ft. Howard and Marinette. This immense amount of material is for the company's roads in Minnesota and Dakota and will be taken over the Green Bay and Minnesota railroad as far as Winona.

**April 9, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** - 32 (1 am), 36 (7 am), 34 (1 pm), 37 (6 pm Sunday). Light clouds.

Advices from the Winter-wheat fields in southern Wisconsin are to the effect that the crop will suffer a diminution of one-half by the storms. --- The Waseca *Herald* states that there are still seventy-five car loads of freight at that place designed for points west of Sleepy Eye, waiting for the snow blockade to be raised. --- A sad

and fatal accident occurred on Wednesday night while a night crew was employed in clearing the blockade on the Sioux City road at a point some six or seven miles east of Windom, whereby one man was killed outright and four others were wounded, two of whom it is thought cannot recover. Through some miscalculation the engine propelling the snow-plow was ordered into the cut before the men could be removed, and thus the tragedy took place. --- Two loggers for Messrs. Laird, Norton & Co. of Winona were the last to leave the camp in the Chippewa valley this season. --- Four inches of snow fell in Northern Virginia last night, making the third snow fall this month. --- Redwood Falls was reached last evening by the shovel brigade, and now the entire force is engaged on the main line of the Winona and St. Peter road. --- The train due Winona from the West at 1:20 this morning was delayed by an engine being off the track at Claremont. It did not arrive until a quarter to five o'clock. --- Mrs. Marvin Hughitt and son were among the arrivals by the morning train from the East.

The Missouri River at Omaha is booming, the high waters from the upper river having reached that point. The stream is at the highest point ever known, and is running full of ice. Much damage is resulting from the flood. Covington, a village opposite Sioux City, has been entirely abandoned. The levee at Omaha and the lower parts of the city are flooded. The smelting works are under water and abandoned, and there is a strong current setting through them which will do much damage as it increases. The government rip-rap above the works gave way yesterday, sending a fierce current through them. In the afternoon three workmen undertook to cross this current in their boat, and becoming excited, jumped out and were swept into the river. Two of them, Nicholas Keenan and Michael Cunningham, were drowned, being drawn by the rapid current into the main stream, where they disappeared amid the crushing, grinding mass of ice, and it is doubtful whether their bodies will ever be recovered. The third man, Thaddeus Wren, barely escaped the same fate, being rescued by the prompt and energetic exertions of men on the embankment. A still further rise is anticipated, and the people in exposed localities are moving to places of safety. At Sioux City the river had reached a stand-still on Friday. In Covington, on the Nebraska side, there is about six feet of water in the streets, and four feet at the depot in Sioux City. Unless the ice should gorge below the city, an event not improbable, the worst is now over. There are no further reports of lives lost, but the damage to property will be immense.

NEBRASKA. ON A TEAR. Omaha, April 9.—The Missouri river is still rising slowly and has reached 21 feet above the low water mark. A run of a vast mass of ice from the small lakes last night carried away two small frame buildings pertaining to the smelting works. The railroad embankment is greatly damaged and the channel of the river is cutting out of its course.

#### PIONEER EXPERIENCE. SOME HONEST FACTS ABOUT THE CONDITION OF AFFAIRS IN DAKOTA.

The situation of affairs in the snow bound districts of the frontier has been pictured in various ways during the Winter, and the people who have acquaintances and business relations in that section are interested in everything pertaining to it. A representative of THE REPUBLICAN encountered Mr. John Hart this morning. He arrived from Goodwin, Dakota, on Friday, having walked some thirty-five or forty miles to reach the cars. He is an old resident of Winona county and what he has to say about Dakota will be read with great interest. Speaking of blizzards Mr. Hart said: The October blizzard began on Friday, and a singular thing was that every blizzard began on a Friday except the one on March 31<sup>st</sup>.

*How long did the blizzards continue?*

From twenty-four to forty-eight hours. For that period it was dangerous for a man to travel. In fact he should not get out of his house.

*How far were you from the station?*

Eight miles from Goodwin. [Goodwin is about six miles east of Watertown. It is in Deuel County, just north of Brookings County on the Minnesota/Dakota border, so northwest of Kingsbury.] There is one thing I want to say that the farmers will understand as to the matter. We had a few sheep, and we had a lamb born in an open shed protected only from the west wind, on the night of February 3d—the coldest night of the Winter—when the thermometer indicated 28° below zero. The lamb lived and is doing well. We had ten lambs born in February, and they are all doing well. I take that as an illustration of the healthful influence of Dakota. More than that, my boy, fifteen years old, went every day to the pen, eighty rods from the house, blizzard or no blizzard, to feed the sheep.

*There were many days when you could not get to town?*

There was about a month when it was pretty hard to get to town with a team. We had to go a-foot.

*Did you suffer for provisions?*

I don't know that any one actually suffered. Of course there were a good many things that we would have bought if we could have got them. We saved our money and have it this Spring to use. We had plenty of flour, pork and potatoes. For about two months we had no light of any kind—neither candle nor kerosene. That was one of the

hardest pinches we had to endure. Of course we had plenty of daylight that God gives us all and it was clear and bright. I must say a good word for Week's wind mill at Goodwin, which ground our flour. There would have been suffering had it not been for that. A good many ground wheat in coffee mills—that is true, and are doing it now—making graham bread. I must say, that on April 4<sup>th</sup>, the day I left Goodwin, there was not a pound of flour to be had in Goodwin, Watertown or Gary. I heard one man say he would give six dollars for a good sack of flour. But with all this, I don't think the hardships were equal to those endured by the pioneers in Winona county in the Winter of 1856-7, and I have seen both.

*What did you do for fuel?*

We burned principally hay, and it makes a good fire.

*Did you use it in a common stove?*

Yes, a common wood stove, and I can make as hot a fire, and cook as well as with wood.

*How does it compare with wood as to cost?*

Well, we can put up hay for a dollar and a half a ton, and they estimate that three of four tons will carry an ordinary stove through the Winter. They are now making special hay-burning stoves and machines to twist the hay.

*Do you think this hard Winter is going to be unfavorable to Dakota as to keeping settlers out?*

No, Sir. I met about thirty-five New Yorkers at Sleepy Eye waiting to get out. All seemed to be gentlemen of means, and on my way from Marshall to Sleepy Eye I met teams of immigrants going in. I was indeed surprised to see so much travel at such an early date.

*Are many talking of leaving?*

I haven't heard a man say that he was going to leave. All are preparing to work as soon as Spring opens. They all realize that it has been an unusually hard Winter everywhere.

*You still have confidence in Dakota?*

Yes, Sir, the soil from Goodwin to Watertown is as fine as I have ever seen, but I am particularly pleased with Spink and Brown counties. They are undoubtedly the garden of Western Dakota. I traveled a good distance from Watertown to Sioux City, taking a trip of about a hundred and fifty miles in the Sioux Valley and about a hundred miles in the "Jim" river valley, and the section of the country that I have named is, in my judgment, the best. As to the fuel question, after living two years in Dakota, I have no apprehension whatever. In regard to the railroads, it is a fact that the parties who have grumbled most are those who do the least amount of shipping, while the heaviest shippers are taking it good naturedly.

*What do you think of the prospect of opening the road?*

Well, if they get it open in ten days with this weather, they will do well.

*Can a snow plow push it?*

No, Sir. You might as well try to push this REPUBLICAN building. It is solid and ten feet deep in many places. If it were not for the snow fences I think they would open it earlier, but wherever the snow fences are on each side it is piled full clear across between both fences. In most places the bed of the railroad track was used for the public road, taking the telegraph poles as a guide while driving, except where they had to turn out for bridges. We got a mail during the Winter some times once a week and sometimes once in two weeks. In fine, I am well satisfied with Dakota. If I was not I would come back to Winona and raise strawberries.

NOBLES COUNTY. Mr. Wm. A. Cunningham received a letter from his brother, Mr. John Cunningham, living at Airlie, on the border of Graham Lake, Nobles county, Southern Minnesota, who writes: "There has been great suffering here in consequence of inability to procure food and fuel in many cases, but we have come through all right. We had no mail for over two months, have had the worst Winter I ever saw. Snow has lain on the ground since October 16<sup>th</sup>, and there has been sleighing continuously since November 14<sup>th</sup>, and will now (April 1<sup>st</sup>) average two feet on the level. Many cattle and sheep have died. I have lost thirty-two sheep. Snow now in my garden is twelve feet deep. We have all been well and have had plenty to eat and plenty of fuel to keep warm.

**April 11, 1881, Monday evening. - Winona (Minn.) Daily Republican. - 28 (1 am), 30 (7 am), 36 (1 pm), 32 (6 pm). Snow.**

By the overflow of the Omaha smelting works and the Union Pacific shops, 15,000 men are thrown out of employment. The Missouri river is four miles wide, reaching across to Council Bluffs. --- Seven inches of snow fell at Fairmont on the Southern Minnesota Railroad on Sunday. --- Up to Saturday night the axe and crowbar brigade that is employed in opening the Winona and St. Peter road had reached a distance five miles west of Burns [I have no idea where this is]. There is an excellent opportunity for procuring ice for the Eastern markets.

UNLIKE SOME OF THE EASTERN JOURNALS—which have taken advantage of the past exceptionally hard Winter and the severity with which it bore upon the unprepared frontier settlers to disparage the Northwest—the New York Times discusses the condition of the recently blockaded region in Dakota in a very fair and unprejudiced manner, closing a column editorial in the following pertinent words:

There is a good reason to believe that this happy ending to what might have been a great calamity will not blind the people of Dakota to the lesson which is conveyed to them by their Winter's experience. They seem to be fully alive to the fact that much of the trouble through which they have passed was due to their own carelessness and lack of foresight. Ever since 1873 they have been favored with exceptionally fine and what they call "open" Winters. None of their roads have been blocked for more than a few days at a time, business was never suspended, and supplies were always plentiful. Having been thus fortunate in the past, they seemed to imagine that the events of this season were out of the question, and so failed to lay in Winter stores until it was too late. People of all sorts were caught napping. The Winter came so suddenly that in many instances the farmers had not finished thrashing and were obliged to leave their potato crops frozen in the ground, the merchants had made no provision for the cold season, and the fuel-dealers were short of supplies. When the first storm came they set to work to make up for lost time, and goods, provisions and supplies were ordered in abundance. They have not yet reached their destination. Hundreds of freight cars with goods for Gary and the surrounding country were blockaded with snow en route and stored in convenient switch-yards. If, remembering all this, the people of Dakota take time by the forelock in the future, their experience of the Winter may prove to have been indeed a blessing in disguise.

DAKOTA. The land office in Dakota is to receive a thorough overhauling. General Fessenden of Michigan will be appointed Surveyor General and Representative Letcher of the Ohio Legislature, Register of the Land Office.

**April 12, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** – 30 (1 am), 32 (7 am), 40 (1 pm), 34 (6 pm). Cloudy.

Trains from Chicago can now reach their depots at Council Bluffs. The two miles intervening to the Union Pacific transfer depot is flooded from two to four feet, and a man with a small boat made \$150 on Sunday by ferrying anxious passengers. Five hundred persons in Council Bluffs have abandoned their homes, and are being fed at the expense of the city. --- West of Sleepy Eye the weather was clear and pleasant to-day. The work of opening the road is progressing quite satisfactorily, the expectation being that Lambertton would be reached to-night. The force working east from Marshall had reached Amiret, a distance of ten miles, night before last. --- There was evidently some snow over among our Badger neighbors during the Winter. The town of New Denmark, in Brown county, has to pay for 1,500 days work in shoveling snow and clearing the main roads during the past Winter. The town of Humboldt pays for 1,004 days work, at \$1 per day, for shoveling snow and opening the main roads in that town.

RAILWAY NOTES. The Marshall News of the 8<sup>th</sup>, speaking of the work of opening the Winona and St. Peter road, says:—"The work done from Marshall east was at first by the section men and volunteers, but Tuesday night Conductor Reed received instructions to employ all the men he could get, at \$1.25 per day, and also to get all the volunteers he could. Wednesday night the shovelers had cleared the road for a distance of six miles, and as the section men at Amiret and Tracy have been busy at these localities, the Marshall party hope to reach Tracy by Sunday. The road is not as bad between Amiret and Tracy as this side of the former station, and progress will be faster. The sun has not afforded much assistance to the shovelers as yet. When Superintendent Sanborn was here he said to Conductor Reed that if he would get to Tracy as soon as the Sleepy Eye party did it was all he expected him to accomplish. But the Sleepy Eye shovelers will hardly reach Tracy before the middle of next week, if as soon as that, and we shall be surprised to see a train from the east at Marshall before the middle of the month. The road has now been blockaded during a period of seventy-nine days, and we reckon it will be safe to calculate on a three months' blockade."

**April 13, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** – 26 (1 am), 29 (7 am), 46 (1 pm), 36 (6 pm). Clear.

The immigration westward has already commenced, and is surprisingly large at the present time. On Thursday of last week several hundred waiting at Mankato for the opening of the Sioux City road, left for various stations along that road, chiefly for Nobles and adjacent counties. --- The fine weather still continues out West, and a hole is gradually being cut through that leviathan icicle that has taken possession of the railroad track all Winter.

MRS. JOHN BROWN, the widow of old "Osawatomie," the hanged hero of Harper's Ferry, lives with two daughters and a son-in-law, on a mountain ranch containing 160 acres, situated thirteen miles from San Jose and seventy miles from San Francisco. The recent report that she is in Washington is a mistake. She has never been in that city, and for the last sixteen years has resided in California. She is a tall, slender woman, of intelligent and benign countenance, apparently 50 years old, though really 65. She was the second wife of John Brown, and has had thirteen children, four of whom are now living. A subscription has been started in Boston for Mrs. Brown's benefit.

DAKOTA. The total damage by the recent floods in Mandan village, opposite Bismarck, on the Missouri bottoms, was as follows: On stock, \$5,000; household goods and buildings, \$2,000; railroad company \$10,000. The roads are being cut through the ice in the streets and business is again resumed. At Bismarck the levee is damaged less than \$2,000, and in the bottom land south of the city about 100 head of stock is lost. Bismarck is thirty feet above the highest point reached by the rise.

The colony of Hollanders, numbering nearly one hundred in all, men, women and children, who passed through here last week had a very pleasant interview in Winona with Dr. C.M. Gernes, himself a Hollander—North Brabant. They were decidedly pleased to find one of their own countrymen here. Since they went west Dr. Gernes has received a letter from them under date of Sleepy Eye, April 9<sup>th</sup>. They write thanking Dr. Gernes for his kindness in calling on them in the cars, and they take the liberty to write to him for advice. Their whole company are not satisfied with the country. The "snow mountains" are so deep that they cannot get through to Marshall for several days. They want to come back here, and write to know if they can get work at Winona. They are willing to work in saw mills or any kind of work. They would also like to know if there is any possibility of getting a large house, so they could board together. In case this can be done, they ask Dr. Gernes to telegraph immediately. If he cannot succeed they ask him to write to them anyway. The writer of the letter, Louis Strick, is apparently a well-informed man, and the whole party would be a valuable acquisition for any community.

**April 14, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** - 26 (1 am), 30 (7 am), 50 (1 pm), 42 (6 pm). Light clouds.

The New Ulm *Review* records the commencement of seeding operations near there on Friday the 9<sup>th</sup> inst. --  
- The Lake Benton *News* is printed on wrapping paper and the editor grinds his flour with a coffee mill. ---  
--- Some farmers claim that the grain which remained in stack during the Winter is very wet and not fit to be threshed just yet.  
--- The town of Sleepy Eye is crowded with westward bound strangers waiting for the opening of the road. All are being well cared of. ---  
--- Wabasha County. The farmers on Greenwood Prairie are busy seeding this week. ---  
--- One inch a day is about what river men claim the water in the Mississippi is rising. ---  
--- A railroad man who doesn't own a hatchet, because it isn't necessary, confidently asserts that trains will run through to Marshall by next Saturday night.

The Milwaukee Republican publishes a mass of special reports from all important points in the great Spring wheat growing area of the Northwest, and also from the Winter wheat growing region of the central Western and Southwestern States. In addition thereto, many members of the Milwaukee Chamber of Commerce were interviewed, and their opinions obtained on the probably crop prospects for the coming season. The information thus gathered is, in some instances, conflicting, but the general verdict agrees in all essential particulars. So far as Winter wheat is concerned, the reports all state that there is increased acreage throughout the entire Winter wheat area, ranging from five to forty per cent. It is equally well agreed that the crop now on the ground has suffered material damage, although the actual or approximate per cent, is not only a disputed question, but is one that is absolutely impossible to decide at present, particularly with reference to Michigan and northern Ohio, Indiana and Illinois. In Wisconsin nearly all the dispatches are to the effect that the Winter wheat is killed outright, and that is also the general belief of the grain commission men in Milwaukee. A dispatch from St. Louis gives the opinion that the Winter wheat in Missouri is not in as good condition as it has been, from time to time, reported; that the warm weather is showing it to have suffered severely during the Winter. The general information from Michigan, Indiana, Ohio, Illinois, Iowa and Missouri is, in fact, much more discouraging than were the reports published ten days ago, it being agreed at nearly all points that the damage done is very considerable. However, there is yet a great degree of uncertainty as to the actual condition of the grain. On the other hand the reports from the greater portion of the vast Spring wheat territory in Minnesota and Dakota are more favorable than were those of two weeks ago—particularly offset by the most alarming information from Northwestern Iowa and the sparsely settled region of Southwestern

Minnesota and Southeastern Dakota. It is evident, from the information obtained, that there will be no seeding in Western-central and Northwestern Iowa before the 1<sup>st</sup> of May, even under the most favorable circumstances of continued warm weather. In Southern Minnesota, west of the Upper Des Moines river valley, the seeding will be very late. From Austin west to Fairmont, east to the Mississippi, and all the great region north, the reports are fairly favorable, and indicate that seeding will be in full progress within ten days at the farthest. From the line of the Northern Pacific, in Dakota, the reports are favorable for seeding by the 18<sup>th</sup> or 20<sup>th</sup>.

The Lambertton *Commercial* is authority for the statement that on Monday afternoon, the 4<sup>th</sup> inst., a party of men made a raid on the Pelt Creek railroad bridge, between there and Walnut Grove, carrying off sixteen braces, each sixteen feet long, and also chopping into some ties on the top of the bridge. The bridge is greatly weakened by the removal of the braces. The theft is unpardonable from the fact that the other fuel was not exhausted. It is said that there was plenty of snow fences near the bridge which they might have had by digging them out. One of the raiders wore a veil to conceal his face.

DAKOTA. The overflowed water of the Missouri at Yankton is gradually subsiding, though the ice is piled to a height of ten to thirty feet along the bank and on the bars and bottoms. Yankton is filling with refugees from the lowlands, and the people are doing their best to care for them. Thousands of people are rendered homeless and all they possessed swept away. Nearly all the stock on the lowlands, hundreds of thousands of head, were drowned, villages submerged or floating about in the water. On the site of Green Island, a village of twenty houses, but one remains, and the ice is from ten to twenty feet deep. The Chicago, Milwaukee and St. Paul railroad runs over this bottom, and is under water. It is the only means of communication with the outside world. Yankton is almost destitute of fuel and coal oil, and short of provisions. The Winter still holds, causing increased suffering among the homeless farmers who have been drowned out. The damage to steamboat property will amount to \$60,000, including two boats sunk. The losses to property in general cannot be estimated, but are very great.

**April 14, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – We live in a railroad town once more. --- New goods at Mrs. Walton's, and at Pond & Co's. --- The two leading railroad companies of the northwest are urging farmers to use salt upon old wheat lands, especially in regions infested by chinch bugs. About half a barrel to the acre is recommended. --- The Commercial says that a party of men made a raid on Pelt Creek railroad bridge, between Lambertton and Walnut Grove, on the 4<sup>th</sup> inst., and carried off sixteen braces, each sixteen feet long, besides chopping into the ties on top of the bridge, thereby greatly weakening it. One of the raiders wore a veil to conceal his face. --- A large quantity of lumber came in with the opening of the road last week. It is pretty well understood among buyers at points quite distant from Redwood Falls that competition between the two yards here is keen, and that they can buy lumber from large stocks at low rates. Our dealers are good advertisers, and we believe them to be thoroughly reliable. --- The first train at Ortonville since January 26<sup>th</sup> put in an appearance on Wednesday last, and was welcomed by the entire population. --- Quite unexpectedly, the snow-shovelers worked a train through to this place Friday night. The almost-forgotten sound of the locomotive whistle roused the spirits of all who heard it, and the "boys" along the street got up an impromptu celebration on the strength of it. Rockets, fire-crackers and lusty yells relieved the pent up feelings of the populace, and the wheels of business began to revolve again. --- Nearly all the livestock in the Missouri River Valley between Jefferson and Fort Thompson is reported to have been destroyed by the flood. --- The worst kind of ignorance is ignorance of one's own ignorance. [Philadelphia RECORD] – And the worst kind of knowledge is knowledge of one's own knowledge. [New Haven REGISTER] --- The snow blockade along the Sioux City and St. Paul road between Hospere and Sheldon, was eight miles long and fifteen feet deep. The mass was so compact that it had to be removed in large blocks like ice.

FROM THREE LAKES. Out here in Three Lakes we are in the land of the living, and still on top of the snow, as we have not been lowered sufficiently yet by the late thaw, to enable us to reach old Mother Earth, and the prospect seems slim for some time to come. There has been considerable movement of late preparatory to commencing spring work. --- Several farmers improved the good sleighing the first of last week by getting a supply of wood hauled, mostly from the Minnesota bottom.

We were slightly premature, last week, in our prognostications regarding the disappearance of the snow and early seeding. Several of our farming friends have requested us not to do it again. One of them remarked, that after reading the Gazette he thought surely spring had come, but when, a few mornings after, the thermometer went below zero, his faith in his family paper went down with it. While we have escaped the heavy snow storms which have



visited the country west and south of us during the past week, the weather has been unusually cold. It is now thawing rapidly, and unless another blizzard should intervene we may look for bare fields by the first of May.

**THE FRESHET IN THE MISSOURI.** The flood in the Missouri river during the past two weeks has been the greatest on record, and very disastrous to life and property. The unprecedentedly heavy snowfall of the past winter, followed by mild weather in March in the valleys of the Yellowstone and upper Missouri, brought down a flood which swept everything before it, breaking up the solid ice below and causing it to gorge in many places, thereby overflowing vast tracts of the rich bottom lands along the river to a depth sufficient to sweep away buildings, destroy stock, and in fact ruin hundreds of well-to-do farmers who had settled along the Missouri bottoms. It is impossible at present to learn the number of lives lost, but it is feared that the list will be a long one. We have room only to note a few particulars and incidents:

At Omaha, on the 9<sup>th</sup>, it was believed the river was at its highest. The river was six miles wide, reaching from bluff to bluff. The Union Pacific shops and smelting works were in great danger, as from two to five feet of water was flowing through them.

Council Bluffs was inundated, and a large number of the inhabitants were compelled to leave their houses. The trains on the eastern roads centering there were unable to reach the transfer depot.

A Sioux City dispatch of the 11<sup>th</sup> says: The depot building at Vermillion was washed away in the flood, and it is stated that the channel of the river now runs where the city of Vermillion stood. No lives were lost there, but there was great loss of life on the bottoms. One house floated from Gayville to Vermillion, a distance by river of seventy-five miles, containing twenty-two people who had taken refuge in it. They were finally taken out by boats.

West Pierre was totally destroyed. The east side was more scared than hurt, though well soaked with four feet of water.

Mr. Frank J. Meade of Mandan, Dakota, who arrived in St. Paul from Sioux City on Friday last, gives the following account of the flood: I was at Sioux City for four days trying to get to Yankton, and had good opportunities for obtaining information in regard to the terrible havoc made by the roaring river. The floods all along the river from Pierre down are unparalleled. From Sioux City to Yankton the bottoms run from four to fifteen miles wide, and all these bottom lands are overflowed, making a perfect inland sea. All the farmers living on these bottoms confine themselves to raising corn, cattle and hogs. All the stock is drowned or starving, the fodder having been washed away or being under water. Such of the farmers as have two-story houses have taken refuge in the second story thereof. It was impossible to teach these people with boats, even if there had been plenty of boats. There was, however, a scarcity of boats. I heard reports, but did not trace them to their source, of loss of life by drowning. It was known that some—mostly wood-yard men along the river—were drowned. I think when the water subsides it will be found that there has been great loss of life. Yankton is a town of 3,500 inhabitants, and the announcement that the lower part of the place is submerged means that one-half of the people have been driven out of their homes. The bridges on the Sioux river, as far as Sioux City, have been washed out, and those on the James have been carried away, for I don't know how far back. All communication between Yankton and Sioux City has been stopped. There are eight or ten steamboats wrecked, but nearly all were insured. Those of the Coulson line were fully insured. I did not see any of the people of the Peck line. The old Dakota Southern railroad—which was bought last year by the Chicago, Milwaukee & St. Paul company—running from Sioux City to Yankton, is a total wreck. It runs along the bank of the Missouri, and all the bridges over the streams have been carried away and the embankments washed out. It is a badly located line anyhow, and I have heard railroad men say that it would probably never be reconstructed. It will be a month or more anyhow before any attempt can be made to repair it. I know the suffering will be immense throughout the flooded region. Men who were rich a week ago are beggars today.

During the flood a church came floating down the river and lodged on the lower part of Green Island. It was evidently of strong timbers, and came down in a dignified, majestic sort of way as though it was used to that sort of thing. It had a steeple and in the steeple was a bell, and as the building rocked with the current, or jostled by the ice, the bell would toll. Over the crash of the ice and the roar of the flood could be heard the deep, monotonous clang of the bell, and sight and sound were alike impressive and awe-inspiring. Where the church came from no one seemed to know for a certainty, though it is surmised it came from Frankfort, where there was a chapel erected for Indian worship. Some thought it was the mission church at Santee agency, but others say that the ground on which that church stands is so high that it is not possible that the water could float it off.

**April 14, 1881** [Brookings Co. D.T. PRESS] – Spring has come. Don't you forget it. --- Straw hats are to be seen upon the streets. --- Sioux Falls organized a citizen's relief committee, during the blockade. --- Teams have been

making the trip from Sleepy Eye to Brookings in the days lately. --- The DAILY PRESS of Yankton was obliged to come out on wrapping paper a few weeks ago. --- Dakota and her people are still alive and hearty, in spite of the stories told about her suffering here. --- The Sioux Valley NEWS and Dell Rapids EXPONENT were obliged to come out on cloth lately. We are daily expecting to hear of a boom in clothesline robberies. --- The flood on the Missouri river has been the worst ever known. Yankton was from one to five feet under water. Vermillion is utterly gone. Much damage has been done at Sioux City and Omaha. The loss of life has been very light but the loss of stock is terrible. --- Twenty years hence the old newspaper men who went through the winter of '80 and '81 in this country will be regarded as heroes by the rest of the craft, but at the same time when they tell a story people will say: "What awful liars those old pioneers are." --- We are again out of paper owing to the blockade, and are obliged to come out on anything we can find this week. We were fortunate enough to secure several bundles of paper belonging to the Lake Benton TIMES, which we have managed to use. We believe this much better than the wrapping paper so many publishers have resorted to although this is of course infinitely more costly. We hope to have things in shape again in a few days. --- During one of the terrific storms which have swept over the eastern states this winter, a family consisting of a man and wife and two children living only eighty rods from heavy timber and only three-quarters of a mile from the town of Edgewood, Iowa, were caught by the storm without a bit of fuel. During the first two days of the storm they burned up every bit of furniture, clothing etc., that they had and on the third day the man seeing something must be done or freeze, started for town to obtain help. In a few days a relief party who were making their rounds came to the house and found the woman and her children frozen to death. The body of the man had not been found at last accounts. This is what might be expected in Iowa.

**April 14, 1881. The Worthington (Minnesota) ADVANCE.** -- Printed date crossed out and 28 written above in ink. --- Devastating Flood. The Missouri on the Rampage. Terrible Inundation and Loss of Property at Omaha, Yankton, Vermillion and Mandan. The unprecedented rise in the Missouri river has resulted in the destruction of a vast amount of property at Omaha and other Nebraska and Dakota points. At Omaha, on April 8, the river was about twenty-one feet above the low water mark, the highest rise every known there. It was about two feet and a half higher than the April rise of 1875, and the June rise of 1877. Everything on the levee was flooded, and the lowlands on the east side of the river were flooded for miles. The river was two or three miles wide here. There was about two feet of water in the Omaha smelting works, and two strong currents running through the establishment. Two hundred men were temporarily out on account of stoppage of works. During the forenoon the water rose very rapidly and soon flooded all the Union Pacific shops, some ten or twelve large buildings, to the depth of from six to twelve inches, and work was entirely suspended; 1,300 men temporarily thrown out of employment. At Sioux City the river reached its highest point since the country has been settled. There are several hundred homeless people being taken care of in Sioux City, among them being the entire population of Covington, located opposite Sioux City, who abandoned their submerged town on a steamer which was sent to their relief. Forty-five houses ere destroyed at Vermillion, but no lives lost. Meckling was destroyed all except the elevator and one dwelling, in which are 1,000 people. At Council Bluffs the entire lower part of the city was under water. A telegram dated Yankton, April 8, says: The damage to steamboat, railroads and private property by ice gorges in this city has been fearful. Steamers at the levee were carried inland, and now lie on the railroad track. The steamer Peniah struck the railroad machine shops and completely wrecked them. The boat is now on the prairie about a mile from the channel. The government warehouses are destroyed and many of the goods stored in them carried away. Rescuing parties report great suffering and destruction among the settlers on the bottom lands between Yankton and Vermillion. A number of houses at Yankton were moved from their foundations, and some carried off. The Gen. Terry has arrived from Chateau creek, and is the only one of the fleet escaping without damage. / F.M. Smith, a gentleman living at Vermillion, says that the place has not been so badly wrecked as has been reported. The depot, stores, hotels and nearly all the residences still stand. The Dakota Republican office is wrecked and floated off. The St. Nicholas hotel has been moved from its foundation. The Carl Jensen house and three others, with numerous barns and other outbuildings, have been floated off. The water ran so strong through the main street that it was impossible to row a boat. Several of the business men nearly lost their lives in trying to save goods from their stores, but had to give up the job.... The county records were saved by swinging the boat in which they were, with a rope to the bluff below. From the bluff back of Vermillion, flags of distress could be seen at farmhouses all over the bottom lands west of town. Near Meckling a number of people could be seen with a glass on the roof of a corn-crib. [snip most of column, same stuff as in other papers] --- The supply of kerosene oil gave out at Marshall and a Mr. Crocker went to Mankato with a mule team and got four barrels, making the trip in five days. His approach was heralded and a procession of citizens and a brass band turned out and escorted him into town. The drum bore the inscription "Struck Oil." There was great enthusiasm as the procession marched through town. --- The Word "Blizzard." The question

as to the origin of the word "blizzard" is again received. We discussed that five or six years ago in the Advance. The Milwaukee Republican sent a note to a former resident of the northwest and received the following reply: "Lightning Ellis," whom you will remember as one of the northwestern weather prophets, originated the word "blizzard" as it was subsequently applied to the awful storms which devastated Minnesota and northwestern Iowa in the '60s. The word was first given to the public by O.C. Bates, Esq., through the columns of the Northern Vindicator. Perhaps you remember his saying, in the old Vindicator office in the "barracks." When he used the word blizzard for the first time—as he had heard Lightning Ellis use it to head an article on a great storm, that the term will immortalize Lightning Ellis. Another party claims that the word comes from the French word "Blesser," a term used by the half breeds and French settlers to describe a storm that cuts or hurts the face. Who first applied it to the snow storms of the Northwest, we can not say, but we know the term was in vogue in Ohio when we were a boy, and to hit a boy a "blizzard" meant to hit him a "blow." "Blow" and "blizzard" ought to mean the same thing, and so they did in Ohio some years ago. --- Worthington was without a train for forty days, but on Wednesday of last week the blockade was raised, trains arrived in both directions, and once more the attention of its people was diverted from the loud strife which has been kept up there as a kind of substitute for fuel which was scarce. [Mankato Review] --- A train got through last Thursday night from the east and another one Friday. Four or five trains had got through from the west. But Friday night there was enough snow to stop trains. The St. Paul train got as far as Windom and the Sioux City as far as Sibley. Monday there was more snow. Tuesday a north wind and the road is blocked again for this week at least. The blockade record now stands as follows: Two weeks blockade and then two trains from the east. Forty days blockade and then one train from the east. Eight days blockade and then two trains from the east. Present blockade since last Friday. It foots up now ten weeks blockade and five trains from the east. Half a train a week, to be accurate.

**April 15, 1881, Friday evening. - Winona (Minn.) Daily Republican.** — 36 (1 am), 40 (7 am), 50 (1 pm), 44 (6 pm). Light clouds.

The ice has again been driven to the head of Lake Michigan, and forms an impassible barrier. --- At Omaha and Council Bluffs the Missouri is receding within its banks and the flooded shops and dwellings again occupied. The mud is knee-deep in the streets of Council Bluffs. --- Spring is gradually—very gradually—insinuating itself in among the lingering snow-banks of the Northwest. A light rain fell in this vicinity last night, and today the atmosphere has been a trifle the more genial in consequence. --- It is estimated that seven thousand people have lost their homes and all their means of subsistence in the Upper Missouri valley, in Dakota Territory, in consequence of the disastrous overflows of the river. Vast tracts of country have been submerged and swept away by the flood. Appeals are made to the country at large for immediate help in money, food and clothing. --- Heavy frosts throughout Texas have damaged corn, cotton, fruits and vegetables. --- The Winona and St. Peter engine house at Mankato burned down yesterday.

SEVERE WEATHER. New York, April 15. Reports of incoming craft show that the storms now prevailing are even worse than those of mid-winter, and have been unusual in duration and range. Vessels from the South American coast and the Bermudas were caught in gales, almost without exception, some of them being partially wrecked and others suffering terrible hardships. Several vessels have come ashore on the New Jersey coast. — Boston, April 15. A severe storm occurred all along the coast last night, and this morning a number of vessels are reported ashore. — Plymouth, April 15. It was snowing and blowing hard all last night. Two vessels are ashore near here. — Vermont, April 15. A severe storm prevails throughout central and northern Vermont. Several inches has fallen here, and at Roxbury, on the Central Vermont Line, it is a foot deep on the level. — Rhode Island, April 15. Heavy snow storm in Newport and considerable snow fell during the night.

Judge Nelson, of the United States Circuit Court, yesterday filed a decision in the case of the Winona and St. Peter Land company against the Winona and St. Peter Railroad company. The suit was brought to compel the defendant to convey a large quantity of land, 160,000 acres. The history of the case is, in substance, as follows: A.H. Barney and others, who now constitute the Winona Land company, built the Winona and St. Peter railroad out as far as Waseca, and then sold out to the Northwestern Railroad company, reserving to themselves the railroad lands that had been earned by building the road from Winona to Waseca. A controversy arose between the parties as to the amount of lands that Barney and his associates were entitled to under the contract of sale to the Northwestern road. This suit was brought to compel the railroad company to convey the lands earned. The real point in dispute on the construction of the contract is as to whether the land company was entitled to go in advance of the constructed road to select indemnity lands to make up the deficiency of the lands in places along the constructed road. The decision

was in favor of the land company, and a decree was entered requiring the railroad company to convey to the land company the 160,000 acres of land.

**April 15, 1881 [Darlington WI Republican]:** Old Sol made his appearance in good shape on Wednesday morning. He was so much of a stranger that several of our citizens had to look twice to recognize him.

**April 16, 1881, Saturday evening. - Winona (Minn.) Daily Republican. -** 36 (1 am), 34 (7 am), 62 (1 pm), 54 (6 pm). Clear.

Sunshine and genial breezes in Minnesota to-day. Snow and storms and gales in New England and New York. --- Most of the bee-keepers report great mortality among their hives during the Winter.

The working force on the western end of the Winona and St. Peter Railroad reached a point three miles west of Lamberton this afternoon.

An ice gorge of unusual dimensions formed just below Rock Island on Thursday, resulting in the worst overflow ever known there. The lower portions of the cities of Rock Island and Davenport were completely submerged, and many families were driven out of their homes, while much damage was done to exposed property. The water rushed into the engine room of the Davenport water-works, putting out the fires and driving the engineer from his post. On both sides of the river whole streets were rapidly submerged and the occupants of the buildings were compelled to beat a hasty retreat.

Immigration into Iowa, Wisconsin, Minnesota and Dakota is picking up, even at this date. The trains over the various lines of the Chicago, Milwaukee and St. Paul and Northwestern are carrying colonies in smaller or larger numbers almost daily. The influx this year, it is thought, will exceed that for a number of years past.

STATE NEWS. It is the general opinion that Southern Minnesota has been highly favored as compared with other localities. The ground for some time past has been free from snow and is now in very good condition for the commencement of farm operations, while east, north, and south of us the snow seems to linger so as to seriously interfere with out door labor of all kinds.

**April 18, 1881, Monday evening. - Winona (Minn.) Daily Republican. -** 42 (1 am), 48 (7 am), 62 (1 pm), 58 (6 pm). Clear

At a point on the St. Paul road in Wisconsin, immediately after the passing of a freight train, a landslide covered the track for ten rods to a depth of from five to fifteen feet. --- The Winona and St. Peter railroad is again running trains through to Marshall, and the long delayed freight is being pushed forward.

The Sioux City and St. Paul road has been cleared throughout its entire length, and trains can now run without obstruction. The Winona and St. Peter is clear as far as Marshall, to which point the train leaving Winona tonight will run through, carrying mail and passengers. Every effort is being put forth to open the line to its terminus at Watertown by the close of the week, and it is not improbable that less time will serve to accomplish that much desired end. Work is also being energetically pushed on the Tracy branch toward Huron and Pierre, and in a few days at farthest, the long, tedious, and expensive snow blockade will be a thing of the past—never, it is hoped, to recur in the form which has made the Winter just closed so memorable in railroad annals on the frontier.

The reports from the wheat-growing regions of the Northwest, published in a Milwaukee paper last week, a summary of which was reproduced in these columns, are supplemented by similar information collected by the Chicago *Times* and printed in that paper on Saturday. There is nothing especially noteworthy in the later reports farther than that in the main they corroborate what had previously been made public. It is evident that the damage done to Winter wheat in Illinois and Indiana is much greater than in other States, and has led to anticipations perhaps too dismal. There is good reason to believe that the yield of the country at large will be nearly as great as for the last two years, as the acreage has very greatly increased. With regard to our own State, the St. Paul *Pioneer Press* has returns which indicate fairly the prospects for seeding and the stage of advancement of the season's work. In a number of counties in southeastern Minnesota, including Winona, seeding is well under way, some farmers having

begun as early as April 8. The snow in this section has almost entirely disappeared, though there is considerable frost in the ground. The region that suffers most from the heavy snows of Winter and the late Spring is very sharply defined. It lies mostly west of the line of the Iowa and Minnesota and St. Paul railroad, and stretches north, with some exceptions in the lower Minnesota valley, to the line of the Northern Pacific. In the line of southwestern counties, and along the line of the Southern Minnesota road as far as Ramsey, the ground is bare of snow and seeding is fairly begun. In Goodhue county, and possibly Wabasha also, the work is as far advanced as last year. This favorable condition of things seems to extend as far north as Washington county. on all the frontier counties, as far north as the Red River valley, the snow still lies thick and cold, and there will be no seeding before May. On the line of the Northern Pacific there is less snow, but the steady low temperature prevents working the ground. The seeding will be less delayed there, however, than in the southwestern counties. Some of the dispatches represent the farmers as taking a gloomy view of the situation but it experience is worth any thing, there is no cause for evil forebodings—the records of the past showing that hard Winters and late seed-times have been uniformly followed by good crops.

The fruit growers on the Delaware peninsula assert positively that there will be no peach crop this season. In large orchards, trees have been killed by millions, and those still standing have largely been uprooted to give a place to corn and wheat.

Messrs. G.W. Van Dusen & Co. intend building some thirty or forty large coal bins this season at various points on the railroad lines west of Sleepy Eye. They will fill them in August and September with a large stock of coal, and thus prevent the recurrence of a fuel famine in the future in that treeless region. They also intend building a number of new grain elevators and grain warehouses.

THE RAILROAD ACCIDENT. The particulars of the accident which occurred to the westward bound passenger train over the Winona and St. Peter railroad on Saturday morning are obtained from a passenger who was on the train at the time. The train was making good speed and had just passed the switch of the spur track that runs over to the gravel pit, about one mile this side of Havana. Suddenly the rear end of the coach next the sleeper took a jump and commenced hopping along over the ties, while the passengers, realizing that they were off the track, seized hold of the seats and braced themselves for what ever might occur. It was shortly before five o'clock and quite a number of them had been engaged in conversation. Conductor B.S. Mills, who was standing near the rear door, pulled the bell and stepped out upon the platform. As he crossed from the platform of the coach to that of the Pullman car, the sleeper became uncoupled from the train and almost instantly careened over on its side in the ditch, Mr. Mills holding on to the platform-railing and saving himself. As soon as the train could be stopped it was ascertained that the accident was caused by the breakage of the middle of the read trucks of the coach, there being three sets of wheels under each end. This axle in breaking must have instantly fallen to the ground, assuming the position of a V, lifting the wheels on each side of it off the track, and uncoupling the coach from the sleeper, while the forward trucks of that car, coming in contact with the two wheels which had now been drawn under the train, and become imbedded in the gravel, were crowded from that place, pitching it into the ditch—Strange to say not a pane of glass in the sleeper was broken.

Only two passengers were in the sleeping car, both fortunately being in berths located on the under side. But one of them was hurt, Rev. J.H. Miller, of Maryville, N.Y., whose back was injured somewhat. He was at once taken to Owatonna and received medical attention, but his injuries are supposed to be slight. The wrecking train from Winona got the track cleared without much difficulty, the passenger train from the West only being delayed about three hours.

**April 19, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. - 40 (1 am), 42 (7 am), 60 (1 pm), 58 (6 pm). Cloudy.**

Farmers who cannot get their ground ready for wheat say they expect to plant big fields of corn. --- A party of Canadian immigrants, numbering thirty people, have been at the Winona and St. Peter depot for the past two days. They are all from Kemptville, near Ottawa, and are going to Watertown, Dakota. They all appear to be well-to-do farmers, and claim that they never again expect to be as well fixed as they were at home, the cause of their immigration only being the desire to give their children a better chance. --- Wheat unchanged. Barley lower.

Reports from various parts of Wisconsin show very high water in the streams and much damage and inconvenience resulting therefrom. At Fon du Lac the river is a raging torrent. On Monday evening the water had overflowed its

banks and submerged a great many of the streets. The entire western portion of the city was under water, which is still rising. Families have been compelled to evacuate their premises, and the lumber yards along the river are converted into floating wood yards. The damages cannot yet be estimated, as the flood just seems to be coming. In some localities the streets are being navigated with boats. The Rock river has risen five feet the past two days, causing a sudden break up of the ice, which comes down in large masses. The bridges at Watertown are both swept away. The rivers all through the southern half of Wisconsin are rising remarkably fast, and trains on all railroad lines are more or less delayed. The Chicago, Milwaukee and St. Paul track between Milwaukee and Chicago is covered with water in the vicinity of Wadsworth, and trains are delayed on the Milwaukee, Lake Shore and Western. The latter track is in a flooded condition for miles. The regular passenger from Wausau had the engine and baggage car ditched four miles south of Mequon. The engineer was slightly injured. Milwaukee river is rising very rapidly, but no damage of consequence has been done yet. At Racine, Root river is flooded. Two vessels broke from their moorings and were badly damaged. In almost every town considerable damage has been done by the overflowing of streams.

**April 20, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** — 44 (1 am), 45 (7 am), 54 (1 pm), 50 (6 pm). Cloudy.

The Winona and St. Peter road was open to Goodwin last night. --- The Chicago and Northwestern Railroad Company issued orders last evening to its conductors to honor all Chicago, Milwaukee and St. Paul tickets presented at competing points. This is owing to the washouts between Chicago and Milwaukee.

The rapid melting of the snow on the lines of railroad in the western and northern sections of this State and in Dakota gives rise to apprehension of damage from high water. --- In Chicago, the Chicago and Northwestern Railroad track for five miles is completely covered with water and it is washed away.

DAKOTA. Hon. J. P. Kidder of Dakota, writing from Sioux Falls, on the 7<sup>th</sup> inst., stated that he was then unable to reach his home, Vermillion, on account of the floods, but that, from what he had heard as to the effects of the flood in Vermillion, he believed that he had lost three dwelling houses, two offices, a barn and his law library and papers. His library was one of the most valuable of professional libraries in the Northwest, and his total loss unless the library was saved will not fall below \$20,000.

The St. James *Journal* of the 16<sup>th</sup> says that there are bare spots of earth (and they are few) scores of prairie chickens are to be seen. Many of them, driven by hunger, lurk in the outskirts of town, and may be seen flying in large flocks every morning.

Redwood *Gazette*: "Quite unexpectedly, the snow-shovelers worked a train through to this place Friday night. The almost forgotten sound of the locomotive whistle roused the spirits of all who heard it, and the 'boys' along the street got up an impromptu celebration on the strength of it. Rockets, fire-crackers, and lusty yells relieved the pent-up feelings of the populace, and the wheels of business began to revolve again."

RAISING THE BLOCKADE. RAILROAD TRAFFIC RESUMED TO MARSHALL. The people of Marshall were rejoiced on Monday evening by the sight of the cars after the long siege of the Winter blockade. Superintendent Sanborn, who has been giving his personal attention to pushing the work of opening the road, arrived home this morning looking as though he had been through a hard siege. He described the work as having been unusually severe for men, snow plows and locomotive, and the progress is necessarily slow. As illustrating the unexpected difficulties which they met he related an incident which occurred on Monday evening in the last remaining drift that obstructed the track to Marshall. The men had been shoveling in the drift for some distance and found the snow perfectly dry. Finally Mr. Sanborn decided to push the plow through it, and the engine went back and took a run for the drift. Imagine the surprise of all hands when the plow, plunging into the drift, struck a pond of water concealed beneath the snow, and a flood deluged the track; putting out the fire of the locomotive and rushing in such a torrent down the track that all hands fled in dismay.—The pond soon exhausted itself, however, and the work was completed in a short time.

The recent warm weather has converted a large portion of the heavy body of snow into water and in many places the country looks like a vast lake. This will cause some trouble to the farmers, but if no rains should come the water will probably run off without serious injury.

**April 20, 1881, Wednesday. [New Ulm MN Weekly Review]** — Minneapolis has this year proved to be a larger wheat market than Chicago. Since January 1<sup>st</sup>, Minneapolis has received and handled about 200 car loads of wheat more than Chicago in that time. --- From Lone Tree Lake. Wild geese, ducks and cranes are becoming quite numerous, and many are made to bite the dust by our young sportsmen. / The snow has now all disappeared from the plowed ground and several farmers have already commenced seeding. By the end of the week, weather-permitting, seeding will be quite general. --- Slight fall of rain yesterday—the first of the season. --- Seeding in this immediate vicinity has now become quite general, and a number of farmers living on the bluffs opposite the city are pretty well advanced with the work. --- The snow shovelers on the main line of the Winona and St. Peter road reached Walnut Station last Monday morning, and it was expected that the road would be open to Marshall by some time today. In another week the road will be clear of snow its entire length. --- The ice on the Minnesota river in front of the city went out last Sunday. The river has since risen about six feet and the low bottom lands on both sides of the river are already overflowed. The last teams crossed on the bridge on Saturday and only foot passengers are now transferred with skiffs. --- A decision has been filed by Judge Cox of the Ninth district, in a case of ejection brought by the Winona & St. Peter railroad company, sustaining the settler in his rights. This decision holds that a settler who has settled on unsurveyed lands in good faith and made improvements cannot be ejected by a subsequent granting of these lands to a railroad corporation. The case will no doubt be carried up to the Supreme Court, and if Judge Cox's decision is sustained it will be a Godsend to many frontier settlers. --- The snow is disappearing fast, and as it melts mud is getting more plenty. --- Sioux City dispatches of the 14<sup>th</sup> inst. represent that snow covers the prairies to the depth of one to three feet, and farmers in that section cannot commence plowing for several weeks. An aid society has been formed to distribute relief in the flooded districts, where the destitute number over 5,000. A Yankton dispatch of the 15<sup>th</sup> states that twenty families residing at a bend in the Missouri river five miles below Yankton were imprisoned by fields of heavy ice. A colony of 130 people, who had been surrounded by water at Maryville for two weeks, had been rescued. Two relief parties were endeavoring to reach Meckling, where fifty persons were imprisoned by fields of ice from five to twenty feet high. Probably 8,000 settlers have been rendered destitute on the Dakota bottoms. --- From Cottonwood. It is useless to talk about the weather, since every reader of the Review has had an abundant experience of it, and desires to hear no more about it. We are glad to say that no one has sustained any great loss on account of the severe season. Some were greatly discommoded, but everybody finished threshing in the fall. The people have been unusually healthy, and few deaths have occurred. —J.R.L. ---

VANITY CAKES. Yolks of eight eggs and one cup of sugar. Knead with flour, and fry in hot fat. Roll them and cut in fancy shapes before frying.

The Lamberton *Commercial* in its last issue takes exception to Supt. Sanborn's statement to the Winona *Republican* that there has been no suffering west of us in consequence of the snow blockade during the past winter. The *Commercial* says:

The question is often asked, "Has there been any real suffering?" We answer, if you mean to ask whether or not any one has starved or frozen to death, no; but, if you wish to know whether or not any one has had to burn many things which he could ill afford to burn and pay exorbitant prices for the necessaries of life, yes. If freezing and starving are the only things to be called suffering, then we have not suffered. But that we have been just as well off as if trains had run is far from true. We have been without kerosene ten days at a time. When we can get it, we pay 50 cents per gallon. We have been out of flour several times. All our supplies have been hauled by team from Sleepy Eye or New Ulm, costing us from 50 to 100 percent more than the regular prices. Those of our merchants who had goods on the road have had to pay the freight clear to Lamberton and then pay for hauling them by team from Sleepy Eye.

TRACY CORRESPONDENCE.

Since I wrote you the first of March things have gone on much as before. Storm after storm has arisen, and to this day the snow has not failed to make regular visits. Six months of storm, that is what we have had. What thaw we have had has not diminished the body of snow very much. There seems to be about as much now as ever. The wind persists in the north; and while it continues there we do not look for a very rapid departure of the snow.

There is no prospect that grain will be sown before the first of May, and more likely the middle of the month.

This is an unfortunate state of affairs but we can do no otherwise than accept it.

The blockade is still rigidly enforced though by the time you get this it may be raised.

From this look-out it does not appear that the railroad company is doing all it can to open the road. One day we hear that a large force is to be put on and men even start out to work. The next day, however, we learn that all the

man are off work the wages having been reduced. And thus it goes on. Well, having stood the blockade so long we can endure it a while longer.

We have had several very good entertainments here from home talent. Two dramatic clubs have been organized, and one has given us, "Down by the Sea," repeating it with variations in the programme; and the other has rendered, "Among the Breakers," with other attractive features in the programme to the entertainment of all. Paying houses have greeted the clubs every time. These dramas were given by some of our leading citizens. The Congregational society received substantial benefit from these; and above fifty dollars have been raised as the foundation of a Library Association which is to be organized this week.

The general health of the people is good. We have had but one death from diphtheria. There have been but a few fever cases.

If the season had been favorable there would have been considerable building, and there may be now. — O.P.C.

**April 21, 1881, Thursday evening. - Winona (Minn.) Daily Republican. — 46 (1 am), 47 (7 am), 66 (1 pm), 52 (6 pm). Cloudy.**

The ice in Lake Pepin continues thick and solid. --- The Minnesota river at St. Peter is over the banks and rapidly rising. People living on the low ground are obliged to move to drier quarters. --- Careful estimates place the number of cattle that have perished in Colorado and Nebraska during the Winter at 22,000, of a total of 850,000 owned in those States. The mortality is the largest ever known. --- River News. The water is rising at the rate of two inches per day. Dispatches from St. Peter report the water in the Minnesota river over the banks and the people on the low lands preparing to seek safety on higher ground.

SPRING FLOODS. The track of the Winona and St. Peter Railroad is submerged by the back water from a lake near Amiret and Springfield, and the regular trains are interrupted between Sleepy Eye and Marshall.

The Minnesota river is rising rapidly, and in many places is already over its banks. The rise in the upper Mississippi and the Chippewa rivers has not yet fairly begun, but a few days of warm weather will, by melting the snow in the woods, swell the tributary streams and possibly produce an unusually flood in the Mississippi.

DAKOTA. The *Brookings Journal* says: "Mr. Keith of Volga was in our office Monday. He had just returned from Winona and wanted us to go for those folks down there for lying about this country. They say we are all starved and frozen to death. He knows it to be false. We must go from home to learn of ourselves. We have been getting news from all points east in regard to the great suffering in our town and immediate vicinity. According to one report 140 coffins have been ordered for Brookings in one day, and over half of the people here were starved or frozen to death. We are amused at these reports, and at the same time offended. Such stories prevent a great many persons from coming here, and of course this hurts our country. There has been no suffering here, only one or two cases of sickness in this vicinity, only one death and that by accidental shooting, in a year, and not a case of freezing. No tables are upset for want of food, and no fires go out for want of fuel."

A report has been received from Wauwatosa, Wisconsin, a little place five miles west of Milwaukee, that the Menomonee river at that place had cut a new channel, and thus formed an island, upon which there was a small house, in which there were six persons, and that this island is being cut away with a rapidity which renders the destruction of the house and its inmates almost a certainty. No aid could be furnished the people on account of the frightful velocity of the flood.

RAILWAY NOTES. Several washouts are reported on the Sioux City and St. Paul road, and trains are unable to run through in consequence.

It is reported from Bismarck that the floods in the Sweet Briar and Heart River on the West side have washed away thirty pile bridges, and in some places 1,000 feet of track of the Northern Pacific. The travel west will have to go out forty miles and take passage there. The Missouri is full but not overflowing.

It is stated that the Sioux valley branch of the Dakota Central road, which is already graded, will be in running order early in June. This road will run from either Volga or Brookings to Watertown. A nearly parallel road is projected by the Milwaukee company, from Flandreau, by of Brookings, to Millbank or Ortonville.



ILLINOIS. THE FRESHET. Chicago, April 21. -- The floods in the city and through the Northwest continue on the increase. Only four cars of stock arrived this morning, all the receipts of today having arrived last night. The roads are compelled to use each other's tracks indiscriminately and patch up lines of communications as best they may, for hardly a road that comes into the city from the west, north or south has a track free from water. During the night the water in the river and on low-lying places rose five inches, and contrary to expectation, is still rising... Strikers. The platform hands at all the railroad freight offices struck this morning. They demand an advance of from 25 to 30 cents a day. --- [Accident on Rock Island Division of Chicago, Milwaukee and St. Paul railway across Meredosia river. Trestle gave way and train went into water. Eight people were killed.]

NEBRASKA. DESTRUCTIVE FLOOD. Omaha, April 21.—The river at noon was six inches lower than the highest point of the late food, and is rising rapidly. The situation is much the same as a week and a half ago, except there is no damage from ice now. The lumber in extensive yards is beginning to float away, threatening heavy loss. Railway connections are maintained by bridges on flat cars at the transfer depot.

**April 21, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — On Thursday morning last, the train from here to Sleepy Eye ran into a cow, throwing the forward trucks of the caboose off the track. --- We learn that the railroad lands in this county are about to be placed on the market, and that an agency for their sale will soon be established in Redwood Falls. --- The Minnesota river has broken its icy fetters, and in some places is reported as overflowing its banks. We learn that the ferry on the Beaver Falls road has been running, but high water will most likely compel its suspension for a time. --- Last Sunday—Easter—was our first genuine spring day, the night previous having been the first one for nearly six months in which no ice was formed. --- Wheat: No. 1, 83c. No. 2, 80c. No. 3, 65. No. 4, 55c. Rejected, 45c. --- Crop reports to April 1, received at the Department of Agriculture, show an increase of nearly four per cent in the area sown of winter wheat. Kansas and Missouri show the largest increase; Ohio and Illinois but slight, and New York and Pennsylvania remain the same as last year. Indiana, Kentucky, Tennessee and Virginia each report some decrease. Owing to the prevalence of snow at the date of the returns, the condition of the crop was not given in large portions of the principal wheat-growing States, but, whenever mentioned, it was stated as being below the average of last year. The alternate freezing and thawing during the month of March was the most detrimental of all weather during the winter. --- A fierce wind and snow storm raged along the Atlantic coast on the 15<sup>th</sup>, and shipping suffered quite heavily. One foot of snow fell in Vermont. --- The Chicago Times of the 16<sup>th</sup> reports having made a thorough canvass of the winter-wheat region, and says that the damage done in Illinois and Indiana was much greater than in the other States, and had led to anticipations altogether too dismal. There were good reasons to believe that the yield of the country at large would be nearly as great as for the last two years, as the acreage had been very greatly increased. --- A Dubuque (Iowa) telegram of the 15<sup>th</sup> says Mr. J. Richards, who had arrived there from Dakota, tells a pitiful story of the sufferings of the people living along the river bottom. The severe winter had run them short of wood, and, owing to the heavy snowfall, the roads were impassable, causing them to suffer from cold and hunger. A large number of people died from exposure, and others had contracted diseases which will terminate in consumption. Mr. Richards was of the opinion that many residents would leave the Territory and seek a more agreeable climate. The snow in many places was still from four to five feet deep, and was melting slowly. --- Contributions are being made for the relief of sufferers by the floods in northern Nebraska and Dakota. --- Those who have examined the wheat in the stacks in western Minnesota claim that it is not damaged by the snow. --- Careful estimates place the number of cattle that have perished in Colorado and Nebraska during the winter at 22,000 of a total of 850,000 owned in those States. The mortality is the largest ever known. --- Spring weather is upon us, and the snowdrifts are rapidly melting away. Some seeding has already been done in dry places, and by another week many farmers in this vicinity will be at work in their fields. --- The rivers in Wisconsin, Illinois, Iowa and Nebraska are just now on the rampage, the recent rains and warm weather having let the floods loose. Considerable damage is reported in southern Wisconsin and northern Illinois. --- A decision has been filed by Judge Cox of the Ninth district in a case of ejectment brought by the Winona & St. Peter railroad company, sustaining the settler in his rights. This decision holds that a settler who has settled on unsurveyed lands in good faith and made improvements cannot be ejected by a subsequent granting of these lands to a railroad corporation. --- Minnesota is getting to be such a noted pleasure resort that of us it may be truthfully said: The poor ye have with ye always, but the rich come only to spend the summer.

DIGGING OUT A RAILROAD. The Sleepy Eye *Herald* of Saturday last contains a very interesting description of the plan adopted by Sup't Sanborn to clear the track of the Winona & St. Peter railroad west of that point, where the

blockade has been complete for the past three months, and snow drifts over ten feet deep and a mile in length were frequently encountered:

“Superintendent Sanborn came to the front and ordered the commencement of operations about two weeks ago, just as the weather became favorable for the first time. Leaving the arrangements at this place under the management of the efficient train-master, Mr. Bidwell, the Superintendent went on to Marshall by team and set a force at work from that point. An engine was fired up and the Marshall crew did good work. They reached Amiret on Monday and as the track between that point and Tracy does not contain very heavy work they will probably reach the latter place today.

“Meantime the force under Mr. Bidwell, which has been daily reinforced by new men arriving on the east division train, reached Springfield on Friday evening of last week. From that point to Lambertton the work was extremely difficult, but it was finished sooner than could have been expected by the use of a new method. It is well known that in the drifts and deep cuts the snow has packed almost as solid as ice and that it had to be loosened with picks. This condition necessitated some new mode of removing it. The Southern Minnesota first tried the method which has been so successfully adopted in this week’s work between Lambertton and Springfield.

The plan is very simple. It is merely to cut around a large block of the snow in size about as large as a box car, throwing a rope around it and then drawing it out of the cut with an engine. The excavation is made on the outside of the two rails, just wide enough for the men to work in. In order to prevent the rope from cutting into the snow block, a few boards are placed upright at the end of the block over which the rope passes. The engine carrying a snow plow in front is run into the block, the plow gliding into it three or four feet just above the rails. This tends to start the chunk and loosen it from the track. The engine then draws out the block, sliding it along the rails and leaving the track clear. The snow is hauled back from the drift and dumped in some convenient place. If it is not easily dumped the snow plow is backed up a short distance and run into it, breaking it into pieces.

“The work is done very rapidly in this way. The working forces loosen the blocks just as fast as the engine can remove them. The engine removes a single block in a very few minutes. It is estimated that the engine will thus remove as much snow as 300 men could remove by shoveling. When the snow is very deep these blocks are twenty feet in height and very few of them are less than nine feet high.”

FAR NORTHWEST WINTER EXPERIENCES. A story told by Joseph Sterrette, of Big Lake, Dakota, who has just managed to break through the terrible snow blockade in that section of the country, gives only a fair statement of the troubles experienced by the settlers of the Northwest during the severe winter. Mr. Sterrette preempted 100 acres of farm land in Big Lake two years ago, and at once moved on it with his family and settled down to work. At the end of the year he was in shape for farming, and had a comfortable cabin. Last year he harvested sixty acres of wheat, twenty-five bushels to the acre, and realized \$1,200. He laid in a quantity of furl, and prepared for winter, but it proved more severe than he or his neighbors had calculated. In fact, Sterrette’s better preparation for the rigors of the season turned out to be the only means which prevented himself, family and several neighbors from starving or freezing to death. In February he found it necessary to rescue the entire families of two neighboring farmers not so well housed from perishing by cold by taking them into his own house. The cold was so steady and so bitter that before the season was half over the fuel which he had gathered to last until spring was all consumed.

Then he and the men staying with him went out and took down the fences and outhouses and burned them. The heavy snow-fall, which at this time blockaded the railroads, was piled in such drifts about the house where Sterrette and his neighbors were domiciled as to absolutely cut off all communication with the outside world. The mercury fell lower than ever; the winds grew fiercer, and the surrounding snow caked and solidified. At this time the men dug their way, or rather mined it, through the blockade to the railway near by, and dug out ties which they chopped up, took home, and burned to cook their scanty food, and save their wives and children from freezing. When the ties and the telegraph poles that could be reached were consumed, it was decided to dig through to the cabins of those sheltered in Sterrette’s house, and break them up for fuel. This was done. The bitter cold still continuing, Sterrette’s furniture was next sacrificed, even to the bedsteads, trunks and children’s toys.

When the cold-imprisoned pioneers were upon this last supply of fuel a consultation was held, and it was decided to make a desperate attempt to drive through the deadly blasts on the crust for relief. John Becker agreed to go. A sleigh was prepared, and with five horses hitched to it Becker started. It was a terrible undertaking, and when the brave man left there were tears frozen on his cheeks. Becker persisted in taking a fine shepherd dog. He gave as his reason: “I don’t know what may happen; I would rather bury Carlo in my belly than have him freeze to death.” Sterrette and his companions became alarmed when at the end of two days Becker did not return, and they started out for him. They had not gone far when they came across a hole in a drift where Becker had broken through. The man was found curled up in the sleigh, frozen dead. His faithful dog was lying huddled up against his breast, dead. The five horses were standing lifeless on their feet, all frozen stiff. The man carried Becker’s body back, made a

coffin of the sleigh, nailed the corpse in it, and then reverently placed it in the corn-crib until the weather should permit of its burial.

Soon after this, and just as the party was on the point of despair, the weather moderated sufficiently to break the snow blockade, and Sterrette and his friends found relief. A neighboring family during this time had no other food than soup made from an ox-pelt, which happened to be in the house when the blockade began. Notwithstanding all this, Mr. Sterrette says the people like the country, and say they will stay and in the future be prepared for severe winters. The land is good, the soil is deep black, most of the settlers are foreigners, and the ownership of land is to them so novel and precious that they will not give it up. —Dubuque (Iowa) Cor., Boston GLOBE.

**April 21, 1881** [Brookings Co. D.T. PRESS] — [Printed on backs of Lake Benton newspaper] The roads are rather bad. --- Some seeding is reported. --- Parties who own rubber boots now are in luck. --- It has thawed twenty-four hours per day for the last week. --- The prairie chickens have commenced drumming. The bob-o-links are filling the air with their music now days. --- The Madison LEADER came out on pocket handkerchiefs lately. --- The ground is now bare, except where the very deep drifts were located. --- Two ducks and 179 men and boys with guns passed here on their way north, on Monday. --- Digging ditches through the drifts to let the water run off has been quite a popular employment lately. --- The different stories told about the railroad this week has been enough to make a man doubt his own word. --- G.A. Mathews should have gone to Elkton on Monday to attend a lawsuit, but was unable to get over there on account of the roads. --- Lon McGrew's face looks as though he had "been badly stayed with."—Shoveling snow during the late bright weather has pretty near cooked him. --- The Flandrau ENTERPRISE came out last week with one side printed in all the colors of the rainbow. It looks as though it might have been wallpaper once. --- A heavy snow storm raged throughout Iowa, Illinois, and Wisconsin on the 12<sup>th</sup>, inst. All trains were blocked. No storm was experienced here. --- While at Volga for about five minutes on Wednesday we observed that everything seemed booming not excepting the water in the streets. --- We are obliged to again use paper of the same kind as our last issue was printed on. Had it not been for the delay of the train we would have been in regular running order again by this time, but as it is we were obliged to bring what we use this week from Aurora on foot, which was, to say the least, a very disagreeable task, however we are willing to sacrifice all the hands in the office for the good of the cause. --- While at Aurora a few moments on Thursday we met a great many of the influential business men of the town. All of them seemed contented and happy, and business in town was brisk considering the impassable condition of the roads. They reported a sufficiency to eat still on hand and from the way we were treated by Stowe we think it must be a fact. Aurora is a good town and one where the dollars are never hid by the coppers. --- The ocean steamer, White Whale, left Jagerson's pier, No. 49, Brookings, on Friday at 11:30 o'clock, for a trip to Aurora via Medary, and will perhaps stop at Volga. Jim Mathews is captain of the craft. Bismarck will occupy the position of steward. Dr. Higgins goes as head surgeon and Ben Shannon will be special reporter for the PRESS.—A grand time is expected and will probably be had in some shape. We wish the boys Bon Voyage. They think it possible that they may take a hand in the search for the Jeanette and the north pole before they get through. ---

The Sioux Valley JOURNAL of this week in its account on the make-shifts which have been used to keep the papers of Dakota running this winter takes occasion to sneer at the paper we are obliged to use at present and calls it "a little like the best give away" seen in the business. It may be that it is, but we still hold to our opinion that it beats the brown paper issues of the JOURNAL and other papers almost as bad as it is possible for anything to do. Several of our readers have expressed themselves as being much better pleased with it than they would have been with brown paper. So long as they get home news, well printed, they do not care what head is printed over the miscellaneous matter. Mr. Miles should remember that it was through our aid that he was enabled to get his own paper, we having hauled it from Tracy without charging him a cent, although the expense of our trip was about seventy-five dollars. As to the paper which came out one week with Vo. 2 No. 52 and the next time with Vol. 3 No. 9, we admit that this is just what the PRESS did and is just what all newspapers of any consequence will do. It would look just as well to call a man only twenty years old when he has lived thirty, because he has been asleep at least one third of that time, as to consider that a newspaper does not go right along in age when it is suspended for a few weeks on account of its being impossible to get paper. As to taking eight issues from the subscribers without giving credit for them is concerned, that does not have any application to us, as it is our intention to give all credit for the issues lost and our books now show that no advertiser has paid for anything he did not get. We are perfectly willing to put the record of the PRESS, for fair dealing and enterprise against that of any newspaper in Dakota, the JOURNAL not excepted, and let the public judge them. If Mr. Miles will attend to the JOURNAL and do the fair thing by his own patrons we will look out for the PRESS.

--- **Great Dampness.** The water now covering a large part of this country is conceded by all to be the greatest amount ever gathered together on the bottom of the Big Sioux and its tributaries.

On Wednesday the report came into town that the railroad between here and Volga was all washed away, and the citizens were asked to go out and assist in saving all that could be saved of the track. At that time the "water" was washing over the track in many places, but no serious damage was done that day, although it was fast growing worse. The trouble at that time was that the culverts were not of sufficient size and number to let the water off, and at the same time the Sioux Valley branch of the Northwestern R. R., which is graded along the river bank for many miles, and which is entirely without culverts, held all the water from going into the river in that direction, and consequently dammed it up and forced it over the main track which runs east and west. Holes were cut through both these grades in order to let off the water and at night it was lowering fast and all thought serious damage had been averted. On Thursday, however, the trouble commenced again more serious than ever. The river took such a rise that where the holes had been cut in the grade to let the water out into the river, the water from the river ran back over them, of course overflowing the whole bottom and washing off the main line of the track worse than ever. Last night the appearance of the road from the second mile post out of Brookings to the river and beyond was a terrible proof that water, although a good servant is a hard master. For about two and one-half miles the track is more or less washed. In many places, for several rods at a stretch, the dump is entirely gone and the rails and ties hang suspended in the air. Nearly the whole distance the water pours over the bank as if it were a naturally formed cataract, while the roar of it can be heard at the distance of a mile. The water is pouring over the Sioux river bridge and the railroad men entertain very little hopes of saving it. The river is now in many places five and six miles wide, while lakes, over which the eye cannot reach, are of common occurrence on the low lands. Between Brookings and Aurora the wash-out is also severe but is not as bad today (Thursday) afternoon, as those west. However from within two miles of Brookings to within one mile of Aurora the water on the north side of the track is an unbroken expanse as far as the eye can reach, forming as pretty a lake as is often seen, while in some places the south side is also covered, and the track sticks up like an island in the ocean. In the neighborhood of two miles of the track is more or less damaged. In several places the water has swept away all the embankment and the rails and ties alone remain. On the other side of Aurora a severe washout is reported, but we are unable to learn anything definite about it.

Of course all this flood cannot have taken place without doing much damage to the farmers who reside on the low lands. We have not heard so far of any suffering or loss of life occasioned by it, although the loss of some stock is reported. Most of the farmers have been obliged to move to higher ground, some of them staying so long that they were obliged to go in boats. It is evident that the damage will be nothing compared to that done in the Missouri valley. Fears are entertained for the towns which stand on the banks of the river, but it is hoped that no serious trouble will overtake them.

We shall publish a much better report of the flood and damage done next week, it being impossible at present to give particulars. --- [three pages from Lake Benton paper follow Brookings page]

**April 21, 1881. The Worthington (Minnesota) ADVANCE.** -- J.C. Bates, one of the largest bee-raisers in Iowa, living near Ames, has lost \$1,000 worth of honeymakers by the extreme cold weather. --- All along the line of the Missouri, from Pierre to Yankton and Vermillion, there is considerable suffering among the settlers, owing to damage by the late floods. The Secretary of War has directed Gen. Terry, at St. Paul, to issue such government stores as are necessary to relieve all present wants, and Gov. Ordway has directed Secretary and Acting Governor Hand, to draw on him personally to relieve pressing wants, and by this means it is hoped that the suffering may be relieved. --- The Missouri Floods. Two weeks ago we published an article on the Missouri floods. It seems that the trouble had only begun then. Whole counties have been flooded and thousands of people are homeless. The loss in property is enormous. A Yankton dispatch to the Sioux City Journal dated April 12<sup>th</sup>, says: Many hundreds of families who were well off and possessed of abundance a few weeks ago are now homeless wanderers, and their forlorn and destitute condition presents a strong appeal to their friends in the east, many of whom are able out of their abundance to relieve the present pressing necessities of the sufferers. Without much warmer weather, we cannot hope to receive mails or freight, and as the whole face of the country is covered with snow, ice and water, rendering travel on foot, horseback or teams perilous, and in many sections impossible. Our condition is pitiable in the extreme. A committee of citizens at Yankton have issued the following appeal: There is need for immediate aid to put a stop to the suffering which now prevails. The undersigned were appointed a committee to make a statement to the public of the destruction caused by the overflow of the Missouri river. For two weeks large areas of bottom lands, extending many hundred miles along each side of the river, have been submerged by the water and heavy masses of ice. A large share of this land is, or was, well settled. All of their stock is lost, dwellings, churches, stores,

school houses, and even whole villages, are demolished and swept away. In many instances groups of families who had taken refuge in the larger buildings are still imprisoned in the gorged ice and cannot be reached by the most determined efforts. A careful estimate shows that at least 7,000 people are driven from their homes. Of this number at least one-half lost everything but the clothing they had on, and will need aid from one to three months. Citizens in the vicinity have done, and are doing, all in their power to save and help the sufferers. The government will issue rations to a certain extent, but after all this has been done there will still be great need of money and clothing. Also of grain for planting. This committee will receive all contributions and distribute them as faithfully and judiciously as possible over all the inundated district. Geo.H. Hand, acting governor. J.R. Sanborn, mayor of Yankton. Rev. Joseph Ward (Stewart Sheldon's father-in-law), Newton Edmunds, ex-Governor, Bartlett Tripp. --- The street lamps were lighted on Monday night last, the first time for over two months. --- We have a half dozen tallow candles, relics of the blockade, for sale at this office cheap. --- The first freight train in for eleven weeks arrived at the depot on Sunday last about noon. Five or six freights passed the day and about fifty thousand pounds of freight were laid on the depot platform. Ed. Pannelle went to hauling promptly and the grocers went to opening and the people went to buying, believing that the ox outhg to be lifted out of the mire, Sunday or no Sunday. --- The owl may sing in the park, the wild goose may carol on the lake, and the prairie rooster serenade us from the dry grass, but the sweetest music of the past week has been the toot of the freight engine. --- From New York, Massachusetts, Vermont, etc., come accounts of heavy snow storms and gales on the 15<sup>th</sup> of April. Tell you, we wouldn't like to live in such a dreadful country.

**April 22, 1881, Friday evening. - Winona (Minn.) Daily Republican. -** 46 (1 am), 43 (7 am), 70 (1 pm), 54 (6 pm). Clear.

[Article saying that water traffic regulates the cost of freight, not railroad freight.] --- The Chippewa is clear of ice obstructions and on Wednesday the first raft of the season started towards St. Louis. --- Trains run on Chicago time, which is 28 minutes faster than Winona time. --- Harper's Weekly [ April 30, 1881 issue, page 280], which arrived this morning, contains six sketches of the snow blockade taken from photographs furnished by Messrs. Elmer & Tenney of this city. --- The river is now rising at the rate of three inches every twelve hours. --- A passenger coming up on the belated river division train this morning was talking about the delay and remarked that "the Northwestern cut on by us, and beat us here, but that was because we wore a longer train." --- Some pieces of Winter wheat are reviving, and looking quite promising, but the farmers say that it is generally badly injured. A few pieces in favorable localities only will preserve a good stand.

Reports from all sections of the State indicate a general commencement of seeding operations, though in the southeastern counties, where the snow was light and disappeared early, greater progress has been made than elsewhere. With continued favorable weather, such as has prevailed for five or six days past, the work will be well under way during the coming week.

**TRACY. THE BLOCKADE RAISED—ALL ALIVE—PROSPECTS FOR THE FUTURE.** CORRESPONDENCE OF THE REPUBLICAN. Tracy, Minn., April 20, 1881.

Yesterday the blockade, east of us, was raised and trains came in, both freight and passenger; just three months to a day since they run in here. The force working from Marshall reached here the afternoon of the day before; hence, when the party from the East came it pushed right on to the drifts beyond Marshall.

On the Dakota Central forces are working out from the various stations, but what progress is made, as a whole, we cannot say.

It has been a very difficult task clearing the track, and now the road is in such a miserable condition that trains are run with many risks. The road between here and Sleepy Eye needs a great deal of repairing; poor rails and broken ties are numerous.

We have come through the whole winter in very good shape. We were getting very short of necessary things when the blockade was removed.

Spring comes on slowly. From the date of the first to the last snow storm it is just six months. The prairie is covered with water, but there is much snow; hence great difficulty is encountered in getting about. It will not be possible for seeding to begin before the first of next month.

Many of the farmers have not their ground plowed, and their wheat is yet in the stack. The outlook is not very encouraging for them. We understand that some parties have threshed recently, and the grain comes out looking quite well.

We have had several dramas acted her, from home talent, which have entertained the people and gathered substantial things for various good objects. Quite a respectable sum was thus collected for a Library Association, which is in process of organization--- \$136.40 are secured already for it.

What the extent of building will be this season it is difficult to say. There would have been a good deal if the season had been ordinary, but now there is a great uncertainty. ---O.P.C.

FLOOD-WOOD. The Missouri River has risen seven feet at Sioux City since Sunday. --- The Red River at Breckenridge has been rising at the rate of two feet every twenty-four hours. --- The country is flooded around Montevideo, this State, and railroad communication has been cut off. --- A bridge near Rock Island was swept away with eight persons upon it, four of whom were saved. --- The Northwestern road is under water between Galt and Dixon, Ia., for a distance of fifteen miles. --- Covington, opposite Sioux City, is overflowed and the people have been obliged to desert their homes. --- The Illinois Central could run no trains on Wednesday, as the country along the line was a vast inland sea. --- The dam at West Bend, Wis., was carried away, and with it one of the bridges across the river. --- The entire length of Rock river was swept by the flood, and nearly every town on its banks suffered more or less damage. Sterling was almost entirely submerged, and great loss to the shops and other property ensued. --- The snow remaining near the head waters of the Red and Minnesota rivers is melting rapidly and high water is causing considerable inconvenience to settlers and obstruction to railroad travel. The flats are covered with water and Breckenridge, Glyndon and Montevideo, and several washouts are reported on the Hastings and Dakota and St. Paul and Manitoba railroads. In some places the track is under water for two or three miles. [ several more paragraphs of the same.]

CITY AND VICINITY: WHAT SHALL HE DO? -- And after many days it came to pass that the God of the Seasons stretched forth his hand and caused the mantle of Winter to be lifted. Then the sun shineth bright and its warm rays urgeth the grass and verdure of Spring to appear in the gardens and in the fields of the husbandman who hath waited long for the same to disappear. And his heart was filled with gladness, and he proceedeth to look up the rake with which to gather the leaves together that reproach may not be cast upon him for the shiftless and untidy appearance of his yard.

And when he had labored long and earnestly, and the truck and plunder which had mysteriously accumulated had been gathered together, he communed with himself, saying: "Verily, verily, this rubbish is an eyesore to myself and family, and it shall be taken from the face of the earth..." [goes on for the rest of a column like this.

HIGH WATER OUT WEST. The reports of high water on the western end of the Winona and St. Peter railroad are to the effect that the Redwood river has left its channel and crossed the farm of Mr. E. S. Youmans, emptying into Lake Marshall and causing this lake to back up and submerge the track between Amiret Station and Marshall.

At Springfield the Cottonwood river has overflowed its banks and covered the railroad track for some distance.

At Huron the James river is on a tear, the water-tank pump house standing three feet in water.

Superintendent Sanborn has issued orders to have all passengers going west of Sleepy Eye to stop at St. Peter, as hotel accommodations are not to be had beyond.

**April 23, 1881, Saturday evening. - Winona (Minn.) Daily Republican. - 42 (1 am), 52 (7 am), 78 (1 pm), 76 (6 pm). Clear.**

While a workman was digging a well on Isaac Staples' farm at Stillwater, he found at the depth of seventy feet, a good-sized juniper tree in a fine state of preservation. [I think I have seen a similar story in the DeSmet paper?] --- The last number of *Harper's Weekly* has a page of illustrations of the snow blockade on the Southern Minnesota and Winona and St. Peter Railroads from photographs by Elmer & Tenney of Winona. The accompanying description of the blockade, however, contains some exaggerations for which the photographers disclaim the responsibility. The pictures are well done and are interesting souvenirs of the notable Winter.

Business in Chicago and the tributary country for the week ending to-night has been demoralized by the plethora of water. With many cities there has been only telegraphic communication at times, and business with the outside world has been paralyzed. Chicago has been able to keep up its railroad traffic, although some lines have been badly inconvenienced by the floods. Business has been further impeded by the very evident determination of employees,

and especially those on transportation lines, to strike unless their wages were raised. They have struck in many instances and always been able to get all they demanded of a liberal advance.

FLOOD-WOOD. Hannibal, Mo., is under water. – The Missouri is four miles wide at Omaha. – The river at Sioux City is a foot above the high water mark. – The danger at Milwaukee from the floor is considered past. – All the imperiled sufferers in Dakota have been taken to places of safety. – There were no trains out of Omaha yesterday, owing to the flood. – Moline, Ill., is entirely shut out from the outside world by the high water. – Two children were drowned in the floods near Ortonville, Big Stone county. – Between five and six million feet of lumber at Omaha is in danger of being washed away. – A bridge across the Cottonwood at New Ulm was swept away on Thursday. All communication with Nicollet county at that point is cut off. – The flats between Big Stone City and Ortonville are three to seven feet under water. The track is washed out between Ortonville and Millbank. – The break up of the Sioux at Sioux Falls carried out several bridges, a planning mill, and several other buildings. The loss in the city is \$35,000. – Mandan is receiving another soaking from the rise of the Heart river. Nearly all the bridges on the Northern Pacific west of Mandan have been swept away.

HIGH WATER NOTES. The high water at Huron is reported to be about the same stage as yesterday. – At New Ulm the Minnesota river is spreading over the country and causes the passenger trains on the Winona and St. Peter road to transfer at the Red Stone draw-bridge, the water being twenty-six feet above the low water mark. – The damage which is reported as having been done in all parts of the country makes the following verse, although old, appropriate to the season.

There was a miller, his name was Sam,  
Who owned a mill by the site of a dam;  
The water rose one stormy night,  
Then Sam had no mill by a damn site.

**April 25, 1881, Monday evening. - Winona (Minn.) Daily Republican.** – 62 (1 am), 52 (7 am), 56 (1 pm), 52 (6 pm). Rain.

The first April shower of the season visited Winona last evening and to-day. Following on the heels of the warm weather it will prove very timely for vegetation in and about this city. --- All relief goods for the flood sufferers in Southern Dakota and Nebraska, when consigned to W.R. Smith, mayor of Sioux City, will be shipped free of charge by the Chicago and Northwestern Railway Company. --- Roadmaster Jacks, who has the observing eye of a granger, says that seeding is three-quarters done between Owatonna and Winona. Conductor Stewart, of the Rochester accommodation, reports Spring wheat or oats visible between Rochester and Winona.

FARM NOTES. The past Winter is replete with valuable though bitter lessons to many of our farmers. It teaches them that it will not do to depend on open sheds for protection for stock; that the supply of hay must not be based on the amount required during two or three mild Winters; that corn, to be prudently secured, must be harvested before the Winter begins; that a sufficient supply of breadstuffs must be provided in the Fall; that fuel costs much more in January and February than in September and October, and that the plow should be started and kept steadily at work as soon as the crops are harvested. A few people besides farmers can profit by past experiences.

HIGH WATER – The summary of high water intelligence published herewith shows the situation to be a very serious one at various points in this State as well as the Missouri valley. The rapid melting of the deep snow in the upper Minnesota valley and along the tributary streams produced such a surplus of water in that region as has not been known for many years, and the result is a very uncomfortable, not to say dangerous, one to hundreds of families occupying homesteads on the low and exposed ground near the river. Our latest advices from New Ulm, received this afternoon, indicate a subsidence of the flood at that place and points above, but there is as yet but little diminution of the volume of water at Mankato and St. Peter, owing to the increasing rise from the Blue Earth river, which joins the Minnesota at a point just above the former city. The damage to the Winona and St. Peter railroad track and bridges in the vicinity of New Ulm is being repaired with all possible rapidity, and communication with the western end of the line and its branches will be restored, it is believed, within the next three days. The track of the St. Paul and Sioux City road is badly exposed at various points along its line, and a number of wash-outs are reported near St. Peter and elsewhere between that place and St. Paul. There is no unusual rise noted in the Mississippi above the Falls, but the flood from the Minnesota river, augmented by the slightly increasing volume of water from the Chippewa and other tributaries, is making itself plainly visible at all points below the confluence of

the two first-named rivers, and present indications point to a stage of water here possibly as great as that of last year, when the highest mark ever attained within the memory of the present inhabitants was reached.

In the Missouri valley the situation, it will be observed, is still of a very forbidding and even painful nature. The water is slowly subsiding at all points above Omaha, but the condition of many of the inhabitants who were driven out of their homes is deplorable in the extreme. At Sioux City a large portion of the town is still submerged. A similar state of affairs is reported at Council Bluffs and Omaha, where, it is estimated, nearly a thousand houses, factories, and other buildings are surrounded by water and their occupants either driven out or living under all the discomforts attaching to their unusual position. The town of Plattsmouth, still further down the river, is even worse off—being not only partially submerged but cut off from communication with the dry land, and its people threatened with the dual horror of drowning and starvation.

The flood in the Rock river valley, extending through portions of Wisconsin and Illinois, is slowly subsiding, though there is still a great deal of property endangered in some of the manufacturing towns lining the banks of that stream, and the amount of waste and damage that has already been done, it is estimated, largely exceeds a million dollars.

FLOOD-WOOD. – The government is feeding one thousand destitute people in and around Yankton.

The water is subsiding at Sioux City, but the town still remains in a bad condition. The gas-works are submerged and no light can be had. There are about 200 families in Union county, Dakota, almost wholly destitute—all they had having been lost.

The flood in the Missouri had, it was believed, come to a stand at Omaha on Saturday evening. The river that afternoon had reached twenty-three feet above low water mark, the highest stage ever known in the Missouri river at that point. It is believed by the river men that the water has reached its maximum height, and that the worst is over, as it is known to be falling above. The people are cheerful, and as soon as the inundation is over will resume business as of old. The railroads have really been the worst sufferers on account of the washouts and suspension of business. The number of people who have been drowned out on the lowlands adjacent to the city is, by actual count, 225. These are being provided for by the city. The transfer depot of the Union Pacific road is entirely surrounded by water, and can only be reached by skiffs. On Saturday the only communication between Council Bluffs and Omaha was by boat. The town is full of water-bound travelers, mostly emigrants, who are unable to get across the river. The damage at Council Bluffs has not been very large, as the inundated districts are but sparsely settled, and the overflow is backwater. The business part of the city is on high land, and untouched by the water. Omaha has not been so fortunate, her entire manufacturing interests being on the bottom, which are from three to eight feet under water. The Omaha lumber yards have lost \$30,000 worth of lumber. The east bound through mail from Australia was left off at Cheyenne on Saturday, and was sent by special train to Kansas City, thence to St. Louis and from there to New York. There were 236 sacks. No baggage, mail or express is being transferred to eastern roads at Omaha, as they cannot reach the Union Pacific depot on the east side of the river. A dispatch from Plattsmouth, twenty miles below Omaha, says the Iowa bottom lowlands opposite that city are from two to four feet under water for miles and miles, and farmers are in destitution. Everything is being done to rescue families. The dispatch says several families were starving and drowning. The steam ferryboat was doing everything in its power to rescue the people.

Reports from the Minnesota river, in our own State, show that the flood is subsiding above St. Peter. A Mankato dispatch of Saturday night says: "The cellars in fourteen houses are submerged. The St. Paul and Sioux City railroad's iron bridge across the Blue earth is reported as in a dangerous condition. The crowds that have stood on the city bridge the past few days have been ordered off, as its condition is rather precarious. West Mankato, L'Hillier, and the city flats are covered with water from two to five feet deep. The big mill has had to shut down on account of too much water. Some fifteen cords of wood floated off Wather's upper back yard to-day. The Well's depot is nearly cut off from the city by water. The sand foundation for the Chicago, Milwaukee and St. Paul railroad depot is being washed off. Reports from Big Stone Lake indicate a still higher rise there. Water in the Minneopa and Warren creeks is backing up. The weather is clear and warm. A rain would produce great damage to the city and surrounding country. The warehouse at garden City, with 1,200 bushels of grain, went off on the flood today." A St. Peter dispatch says: "About one-fourth of a mile of the main track of the St. Paul and Sioux City road has washed out, and a part of the track between the depot and Spring Lake bridge will go to-night, as it is now up to the sleepers. Considerable wood and hay are lost. The water is up to high water mark and constantly rising. The St. Paul and Sioux City depot is only accessible by a trestle work built to-day. The train will remain in the depot to-night until the water goes down. If the river keeps rising until Monday, freight and passengers will have to go to Kasota and come over the Winona and St. Peter road." The Minnesota river at Henderson is getting outside the banks, and the bottoms are nearly all covered. One foot more of a rise will flood the road between the railroad station and town. A few of



the citizens complain of the water being uncomfortably close to their doorsteps. The ice came down the river on Friday night and carried away the large bridge across the Minnesota river at Minnesota Falls. The water at the present time is higher than ever known before. Other bridges in that vicinity have also been swept away by flood. All reports from sections of country traced by tributary streams indicate more. Occupants of houses all along the river lands of the Minnesota valley are moving out, in anticipation of floods. Thus far no disaster involving loss of life is reported. The ground away from the valleys has dried rapidly, and farmers are busy in plowing and planting. The earth is still moist where there were heavy snow-drifts, but even that moisture will soon disappear under the warm sun. The upper Mississippi, above the Falls, is at an ordinary stage, and no unusual rise is looked for.

BEEF SLOUGH. OPENING OF THE SEASON AT THE BIG BOOMS—IMPROVEMENTS—BUSINESS, ETC.

The ice finally cleared from Beef Slough last week and rafting operations were opened for the season on the 22<sup>nd</sup> inst. There are now about 30,000,000 feet of logs in the slough, and about 300 men engaged on the works. The force will probably reach from 500 to 600 men within thirty or sixty days. [more]

THE FLOODED DISTRICT. CONDITION OF THE MINNESOTA RIVER—FRESHET SUBSIDING WEST OF SLEEPY EYE. The rain of Sunday was quite general along the line of the Winona and St. Peter Railroad but no damage resulted.

The Minnesota river continues on the boom, the water rising several inches on Sunday night, and passengers are still transferred across the Winona and St. Peter bridge at New Ulm. It was thought that it would be in condition for trains to pass on Monday. Supt. Sanborn will cross with a working force as early as possible to repair the track and bridges beyond Sleepy Eye. The freshet west of there has subsided and the little streams are getting within their banks again.

**April 26, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** — 48 (1 am), 46 (7 am), 64 (1 pm), 52 (6 pm). Clear.

New, and truly sincere, form of invitation: "Mr. and Mrs. \_\_\_ request the favor of your presents at the wedding of their daughter..." --- Several of the Western States have every Spring an arbor day, appointed by the Governor, and devoted to the planting of trees along the highways. --- The ice in Lake Pepin broke up on Monday afternoon, and the river is now open throughout its entire length. --- The Chippewa and Eau Claire rivers and their tributaries are reported to be rising rapidly, and the lumbermen have commenced their "drives" in earnest. --- Contrary to last night's reports, summarized elsewhere under general high water news, the Minnesota river was still rising at New Ulm and Mankato this afternoon at 2 o'clock, and the railroad bridge at the former place was in a condition of great danger. The Chippewa river is also rising very rapidly, so that the indications of a coming flood in the Mississippi are unmistakable.

THE WAY OF THE ROAD. The *Scientific Farmer* says one of the anomalies in American customs is that of the driver of a wagon sitting on the right hand side, while he always turns out to the right when passing another team. It matters not whether he be on a broad safe thoroughfare or in a narrow lane on crowded city streets, his seat is the same. Thus situated it is very difficult to see the exposed wheels in passing, those which require the eye of the driver. Doubtless this is a prominent cause of the many collisions between passing teams, and the wonder is that more do not happen. The custom was brought over by the pilgrims, but, like a Dutch sentence, the parts got transposed in the translation. Across the pond the driver sits on the right, but always turns to the left. In copying the practice we retained the useless part, and changed the essential, for some unexplained reason. Possibly our fathers thought to be consistent in the matter, and rather than be right-handed in the sitting and left-handed in the driving, changed the latter to suit. At all events, the thing as now practiced is very inconvenient, and is a worthy subject of reform in this year when reforms are so much in favor. And since it is easier to change our position on the seat than altering the custom of turning to the right, let us henceforth hand our friends up to the right side of the wagon, while we as the driver take the opposite side.

THE FURIOUS FLOODS. CONDITION OF AFFAIRS IN THE MINNESOTA RIVER VALLEY.

Montevideo, Minn., April 25.—The river at this point seems to have reached its height, having risen a foot last night. The whole of the lower town is under water, and many small houses have floated off. The Minnesota and Chippewa rivers extend from bluff to bluff. Several miles of railroad are washed out and the railroad bridge is off its piers, and is held in place by huge cables. The water stands on the depot floor and is about two feet deep in Case & Whitmore's elevator. About 2,000 bushels of wheat is under water. The iron wagon bridge across the Minnesota is gone. Nothing like this flood was ever seen in this country.

Granite Falls, April 25.—The Minnesota river rose several inches last night and it is believed it has about reached its limit. The bridge is being held in position by stout cables which alone prevents it from being floated down stream. The town is entirely surrounded by water, which stretches in one unbroken sheet from here to Montevideo, eighteen miles away. Many of the houses on the lower land have been abandoned. At Minnesota Falls, a little town two miles below here, the damage has been still greater. The entire town was flooded and the people driven to higher land. They can not reach this point, as the flood cuts them off. The river is full of debris floating down from above, much of it from Montevideo, where several houses have been swept away. There is no way to estimate the damage until the water subsides.

The river is impassible between the telegraph office and the town, which is entirely cut off from the surrounding country.

Mankato, April 25.—The river continued to rise last night and it is now nearly two feet above high water mark and is well up the bridge. The railroad track was washed out for a long distance and the depot foundation undermined. Reports of loss along the stream are general, but nothing particular has been learned. The damage, however, will doubtless be immense. [snip Red River report]

Reports from Sioux City are that the Big Sioux river rose four feet yesterday, and would reach the Missouri river last night. It was doing considerable damage and will cause an additional rise in the Missouri. Covington, opposite Sioux City, has again been entirely submerged, and the people have gone over to Sioux City. [snip Minneapolis report]

ON THE SOUTHERN MINNESOTA ROAD. The floods in southwestern Minnesota, so far as they affect the railroad, have touched the highest point and are subsiding. Not even very heavy rains can keep them from going down rapidly, as the snows which fed them are fast disappearing. Trains are now only running to Winnebago, and there will be a large amount of repairing to do, of damage done by water. This, however, is a comparatively trifling matter and will not be allowed to long delay the resumption of traffic. The ice having been entirely gone out of the upper Des Moines river, the most serious cause for anxiety is removed. At one time the heavy cakes of ice carried by the booming river threatened to tear out the foundations of the immense railroad bridge, by far the most important on the line. The other bridges injured can be repaired in a day, almost; but if this had been wrecked, the people West might well have despaired of ever again seeing a railroad train. Root river valley, where all kinds of troubles were feared, has escaped without even the usual Spring rise thus far.

CAPT. J.C. MCVAY, a prominent banker and ship owner of Yankton, and Mr. T.S. Ingersoll, until recently of Vermillion, Dakota Territory, arrived in Milwaukee, Thursday, from the flooded districts of southern Dakota. A *Daily Republican* reporter visited these gentlemen and listened to the following very interesting flood-items, detailed by Capt. McVay: "I left Yankton last Wednesday morning. Unable to get out of the city by land, as Yankton is surrounded by water at present, our party left in two yawl-boats, and rowed over the river bottoms to Vermillion. At Vermillion a frightful sight meets one's view. The imagination actually can not picture it. What was once the finest farming land in Dakota is covered in places with from ten to twenty feet of gorged ice. Eight to ten thousand acres of land are submerged. Everything that bears the vestige of an industrious farming community has been wiped out. Horses, barns, granaries, live stock, etc., are gone. The country is completely desolated. Up to the time I left we had taken away from fifteen hundred to two thousand people in yawls, where they are being housed and well taken care of by the generous citizens. The ladies are organizing sewing societies, and all manner of ways and means are being devised for the protection and aid of the sufferers. At Meckling, a place about twenty miles below Yankton, eighty-two people were housed in an elevator, the only place of safety, and remained there for several days. The water about them had frozen, but not sufficiently to permit of crossing, and still too hard to allow of boats being rowed to the elevator. When the ice had broken again, the people were finally reached and brought safely to Yankton. At a mill in the vicinity of Vermillion a hundred people are reported to be imprisoned. At Yankton the damage done has been almost entirely to shipping. About nine steamboats were wrecked, on the ice, one of which belonged to me. The ice about Vermillion will probably not entirely disappear before June. Seeding is not yet thought of in Dakota."

**April 27, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. - 48 (1 am), 46 (7 am), 64 (1 pm), 58 (6 pm). Clear.**

DAKOTA. A serious loss is reported on the ranche of Smith, Cobb & Co., on the James River in Dakota. This firm had 400 head of cattle and 500 sheep, with plenty of hay and feed, but the stock and feed were separated by a distance of four miles when the recent deep and disastrous snow storm occurred, and there was no possible way to

bring them together. The result is that not a head of them remains alive. This is a serious loss to several worthy Minneapolis men.

THE FURIOUS FLOODS. THE MISSISSIPPI. Special dispatch to *The Winona Republican*. St. Paul, April 27—The river rose steadily all night and stood at seventeen feet eight inches this morning. Through the forenoon the rise has been more slow, and it is supposed that the crisis is nearly reached. There is an unusual rise above the mouth of the Minnesota, and, as the Minnesota is falling, it is supposed the chief volume of water has passed here. Some trouble is anticipated below, however. At noon nearly the whole of West St. Paul flats were covered with water, no ground being visible, except the elevated roadway. All that can be seen is the tops of submerged trees and willows, and houses, whose foundations are under water. The island in the middle of the river, under the wagon bridge, is wholly covered. Water is on the lower floors of most of the houses, and the inhabitants have either moved out or taken refuge on the upper floors. The only communication from house to house is by boats. There is little current in the flood, and the damage will be confined to wetting household goods, and, perhaps, some undermining. Only one small house is known to have fallen so far.

The Mississippi river at St. Cloud is at an ordinary height, and is rising slowly. The Sauk river is full and reports from the West say that it is on the rise in either river. Small country streams are at a fair stage. The snow is about all off the ground, and the water has mostly gone into the ground.

The river rose steadily at St. Paul on Tuesday all day, and at 8 o'clock in the evening was three feet higher than at ten o'clock in the morning, and a foot higher than the great June flood of last year. The water spread from bluff to bluff, except the ground filled by the railroad on the east side and elevated roads and the slightly raised ground on which West St. Paul is built. About 1,000 people are living on the West St. Paul flats, whose houses will be flooded if the rise continues. Many houses are now isolate and some half buried under the water. The water has commenced to flow through the streets, with an hourly increasing current from the southeast. The backwater is pressing forward toward the city and spreading in a vast sheet over the lowland. Shortly after noon an immense number of logs, filling the river for nearly one-half mile, passed down. They are in the property of Colonel John S. Prince and came from the St. Paul boom this side of Mendota, where it is said there were over 1,500,000 feet.

THE MINNESOTA RIVER. The Cottonwood river is now falling rapidly. --- At Mankato, on Monday, the Minnesota river was twenty-four feet above high water mark, and fourteen inches higher than it was ever known to be before. The wagon and railway bridges, though under water, were still unmoved.

At St. Peter all former high-water marks are covered up. The turn-table piece of the railroad bridge is covered. There is seven inches of water in the depot, fifteen inches in the elevator. All the railroad grade between the river and bluff and the bridge over Spring lake is gone. The water is running over the highwater bridge between the river and railway depot, and the probabilities are it will be swept away, as portions have already floated off.

A number of houses on the low grounds at New Ulm have been flooded. A dispatch of Monday night says: "So far no damage has been done except to the trestle work of the Winona and St. Peter railroad, which, however, was caused by the torrent from the Cottonwood river. The last named stream reached its highest point at 11 o'clock p.m. Saturday, and has since fallen at the rate of fifteen inches. Trains are unable to cross the trestle above referred to until the damages are repaired. A force of workmen are now engaged at the break with a pile-driver. One mill has been swept away at Fort Ridgeley, and one on the Cottonwood river, near Leavenworth. One house and a barn have also been swept away by the Cottonwood at Springfield, and several buildings are flooded. There is no railroad communication west of Sleepy Eye, and considerable of the track is washed away."

On Saturday morning a Mr. Stafford, reported to be a man of property in Ireland, who had been stopping the last three months at the Bagley House in Marshall, and Robert Waldron, a merchant of that place, formerly of Winona, started for Redwood Falls in a skiff on the Redwood river. They met with no accident until 4:30 p.m. on Sunday. They were then some seven miles west of Redwood Falls, when they were carried by the current against a small tree, causing the boat to wheel around, the stern striking the tree. Stafford, who was sitting in the stern, apparently lost his presence of mind, threw his arms around the tree and clung to it. The current being very rapid, the boat shot out from under him. Mr. Waldron used his utmost endeavors to get back to him, but the current was too strong, and in a few minutes Stafford fell in the river and was drowned. His companion got to the shore as soon as he could and remained there for several hours, hoping to see the body, but it did not appear. Mr. Waldron's statement is corroborated by parties living along the stream, who saw the sad occurrence. No blame is attached to Mr. Waldron.

The Mankato *Review* of the 26<sup>th</sup> prefaces a lengthy recital of incidents connected with the overflow of the Minnesota river at that town with the following remarks: "The developments of the past week have been the most

marvelous recollections of the oldest settler—he s vanquished, completely routed, and all his moss covered monuments of the past are buried way below the rushing, rolling tide that is now so swiftly speeding northward, over what was once the course of our beautiful river, immortalized by the poetic Longfellow. What we have to relate is not to be wondered at, when we call to mind the heavy snow banks and drifts which were piled up during the past unprecedented Winter all through southern and western Minnesota, tributary to the streams feeding the river by the same name, and which until within a few days ago were still unmelted. And yet when the ice first disappeared from the Blue Earth and Minnesota, the slight rises following led many to think that the reports about deep snows had either been exaggerated, or their disappearance was so gradual that their effect would not be materially felt. We reckoned wrongly, for now rivers are turned into vast lakes, bridges which have stood the test of years are washed out, houses and barns carried away or inundated, and valley and low lands which for many years have been high and dry, are flooded. The Watonwan and Blue Earth rivers, in this vicinity, and the Cottonwood, Redwood and Chippewa, west of us, the principal tributaries of the Minnesota, have all experienced rises unprecedented in their past histories, and the combined waters of which, today coming down upon us, have swollen the Minnesota river at Mankato into a vast lake, extending from Front street to the foot of the high bluff on the Nicolett side, nearly a mile in width, ranging from five to thirty feet deep, above the highest water mark ever known, and still rising. In three days and twenty-one hours the rise has been eight and one-half feet, or an average for the hole time of one and nine-tenth inches per hour. One circumstance combined to produce the present extraordinary rise is probably the fact that the Blue Earth and upper Minnesota have come down upon us at about the same time. Heretofore some time intervened between the breaking up of the Blue Earth and of the upper Minnesota, and we recovered from the effects of the one before the other fairly commenced. The great center of attraction during the past week has been the Minnesota river bridge. From this structure a fine view of the river with its floating trees and drift wood could be seen. Hundreds of persons gathered there until it was considered dangerous, after which they gathered on the street and approaches. The bridge was placed about six feet above high water mark, but the present rise indicates that three or four feet higher would have been more prudent.”

THE MISSOURI. Dispatches from Omaha, St. Joseph, Atchison and Kansas City, indicate but little change in the situation in the Missouri valley. The people in that region contemplate the inconvenient possibility of having two or three weeks longer of overflow, there being large fears that the flood will simply fluctuate without absolutely subsiding for that time. The river has been at a standstill point for the last twenty-four hours. Union Pacific trains at Omaha now run regularly, and a temporary bridge of flat cars, supplanted beyond the transfer depot by large and safe ferryboats, continues to keep overland travel open. The entire valley looks like a vast lake, and thousands of buildings in the cities named are surrounded by water, often to the depth of five or six feet. At Kansas City the Clay county bottoms are entirely inundated and much damage has been done to the crops and stock. The railroads are in pretty bad shape. The Hannibal and St. Joseph and the Wabash roads are having considerable trouble on account of the high water. The track on the Clay county side between Harlem and Randolph Point is all under water, necessitating the transfer of passengers between that point and Kansas City, the trains running only to Randolph. The Rock Island road is sending out and bring in its trains via Leavenworth. The trains on the Council Bluffs road have been abandoned for the present, it being impossible to get through at all.

#### THE WESTERN FLOOD. FACTS RELATED BY AN EYE WITNESS.

From Mr. A.G. Ryther, a gentleman connected with the supply department of the Chicago and Northwestern Railroad, who has just returned from an extensive trip throughout the West, we learn the following facts. A general description of the situation at Pierre during the recent inundation, caused by ice gorging in the Missouri river, has already appeared in these columns, but the following facts will prove of interest:

During the second rise Mr. D. Sherwood, proprietor of the Sherwood Hotel, concluded that the water would not reach its former stage, and determined to not move out as he had previously done. He consequently caused a raft to be built in the office, upon which the stove was placed, the smoke pipe being run up through the roof. During the continuance of the high water, all the herdsmen, “bull-whackers” and other boarders took their meals and slept upon this raft, which rose and fell with the water, not a particle of annoyance seeming to be felt by the easily satisfied crowd. When the water went down it left all the houses north of the main street off their foundations, many of them badly wrecked. The steam ferry, run by Captain Grant Marsh, was also caught by the water and left about 200 yards from shore, resting upon ice six feet thick.

As soon as the ice-gorge broke, the steamer Far West, which was about fifteen miles below Pierre, got up steam by burning some lumber that was on board and managed to get back into the river, but with a good deal of difficulty. Fearing that the city of Pierre had been destroyed, the boat steamed up stream, and, instead of finding the

town in ruins, a cargo of provisions was readily procured and she turned back, with Mr. Ryther among her passengers.

Passing down the river, thousands of acres of ice, averaging a thickness of from six to ten feet, were piled up and had the appearance of a vast glacier. Fort Hale was uninjured, but a short distance further on a steamboat was discovered about a mile and a half back in the country, resting upon ice. Engineer Hodge, of the Chicago and Northwestern road, was with the party and weighed a cake of ice by computation, finding its weight to be about 225 tons. An idea of the size of these ice boulders can therefore be imagined and the force it would have when whirled along in masses with a rapid current.

At Yankton only about twenty buildings were wrecked, but all the boats of the Coulson and Peck lines were laid upon the shore, several being left resting on the ice with a mass 15 feet thick crowded up back of and between them and the river. The railroad running into Yankton was washed away, and the memory of it is all that is left, it virtually requiring the construction of a new road to put it again in condition for use. The village of Green Island, opposite Yankton, having a population of between three and four hundred people, was washed away and only two houses remain. One of the houses of this place was carried a distance of forty-five miles, its occupants, seven in number, being rescued in safety. For several days people were out in boats, rescuing people from the branches of trees and other places where they had gone for safety.

At the town of Vermillion, some distance below Yankton, the boat intended to land, but the channel had changed and that place now lies five miles inland, virtually ruined. These are a few of the facts related by Mr. Ryther, and they certainly go far to prove the truth of the reported suffering in that locality.

ALONG THE WINONA AND ST. PETER RAILROAD. Superintendent Sanborn came in from the West last night and reports the Winona and St. Peter road as entirely free from snow, the last drift having been shoveled out on Monday afternoon. The condition of the track is such as to prevent trains from running through, many of the bridges having been more or less damaged by the high water. All the streams have begun to subside, except the Minnesota river, and that is still rising. From 9 o'clock yesterday morning to 3 o'clock in the afternoon this river rose nine inches. Much doubt has been felt as to the possibility of saving the trestle work leading up to the Red Stone draw bridge, as the Cottonwood river has overflowed its banks, and the current turned across the country, passing through the trestle at a remarkable speed and carrying trees, buildings and drift-wood down upon it. A steam pile driver was run out over the channel and set to work lifting the debris over the track and managing to keep the current from damming up.

The work of repairing the track is being pushed with all possible speed and it is expected that a train will run into Watertown by next Tuesday at latest, although, of course, an accurate estimate of time cannot be formed.

Seeding has been commenced on the high ground and by next week it is thought the work will be very generally under way.

NOTES OF THE FLOOD HERE AND ELSEWHERE. The flood in the Minnesota river causes considerable apprehension along the Mississippi river. The swell caused a rise of thirty inches at St. Paul up to Tuesday morning, and during Tuesday the rise was rapid—seven inches in three hours. This is chiefly from the flood in the Minnesota. At Minneapolis, which is above the confluence of the Minnesota, the water rose six inches from 8 p.m. on the 26<sup>th</sup> to 6 a.m. on the 27<sup>th</sup>, and is still rising slowly. This is not an alarming rise, but under the circumstances it will do. No very rapid rise is reported yet from the Chippewa or St. Croix, and if those streams do not join the boom of the Minnesota, the old Mississippi here may be able to take care of the Minnesota river flood very reasonably; still, a good deal of apprehension is felt, and warehousemen are preparing to ship their wheat and take care of other property in exposed situations.

It is thought that the flood from the Minnesota river will reach Winona about Friday. The rise here now is about four inches in twenty-four hours.

Captain Slocumb came down from Beef Slough with a raft on Tuesday, and says the Mississippi was black with logs running out of the Chippewa, but they were successfully run into Beef Slough by sheer booms.

The high water mark of last year was sixteen feet eight and a half inches above low water mark. The water at noon to-day was seven feet and three inches above low water mark, leaving a margin of nine feet five and a half inches. The rise for twenty-four hours up to noon to-day was four inches.

The Minnesota river is two feet higher than it was ever known to be before.

**April 27, 1881. Wednesday [New Ulm MN Weekly Review]** – It is said that the fruit crop the coming season will be nearly a total failure in Ohio, Michigan and Illinois. The eastern fruit-growers several months ago resolved that

their section would yield no fruit, and that prices would have to be raised. --- Late advices from the stock ravages near Deadwood, Black Hills, state that nearly all the sheep in that section of the country have died, and that stock along the Pierre route is dying off with great rapidity. The cattle are so weak from hunger that they cannot range far enough to get good grazing. The prairie is covered with water and melting snow, and the cattle, which are almost dead from hunger, fall down from exhaustion, are unable to rise, and die where they fall. --- Well, we should smile! As the oddest of all the odd names a weekly newspaper could adopt, the *Blizzard*, the name of a new paper just started at Bird Island, takes the cake. Blizzards are sometimes very destructive, but whether the Bird Island *Blizzard* can get up enough force to blow away the Post, which seems to be its objective aim, will only be decided by time. The *Blizzard* makes a very credible appearance, however, and shows considerable "blowing" ability on the part of its managers. --- Reports from every section in Kansas indicates that the wheat crop promises exceedingly well. Only a very small portion has been winter killed. --- An Omaha telegram of April 23 states that the flood on the Missouri had severed railway connections between that city and every point. Several dwelling-houses floated past the city that day, and half a mile of railroad track was washed away. All important industries were drowned out. At Sioux City both rail and telegraph communication with the North and West was cut off. Four hundred houses were either submerged or surrounded by water, and communications with their occupants was only by rafts. --- Bee-keepers in Minnesota and Wisconsin report great mortality among their hives during the past winter. --- While a workman was digging a well on Isaac Staple's farm at Stillwater, he found at the depth of 70 feet, a good-sized juniper tree in a fine state of preservation. --- Prairie fires illuminate the horizon in all directions nightly. --- Quite a heavy rain passed over this section last Sunday night. --- We hear considerable complaint that the ground contains so much moisture this spring that seeding is exceedingly hard on the teams, but the season is already so far advanced that the work cannot be deferred any longer. --- The Eagle Mill has been shut down, the high water and the work on the new structure having progressed so far as to interfere with the grinding. When the improvements are completed the mill will be one of the best in southern Minnesota. --- Adelbert's band gave a free concert on the Minnesota river last Sunday evening. The shore was thronged by an enthusiastic crowd of ladies and gentlemen, attracted thither by the sweet music which came floating over the calm and placid waters. --- Messrs. G.W. Van Dusen & Co. intend building some thirty or forty large coal bins this season at various points on the Winona & St. Peter road, and their large salt warehouse at this place has already been remodeled for that purpose. They will fill the bins in August and September with a large stock of coal, and thus prevent a recurrence of a fuel famine in the future. --- We see it stated in several papers that Supt. Sanborn had given orders last week to stop all west bound passengers at St. Peter, as no hotel accommodations could be had beyond that point. Our hotel keepers think it very unjust for Supt. Sanborn to give such an order, as they allege that there is ample hotel accommodations in New Ulm for all that may come. --- The building season for 1881, which by the way promises to be an exceedingly lively one, may now said to be fairly inaugurated. [Goes on to list buildings under construction.] --- Notice is hereby given that all manure and other refuse matter deposited in alleys or streets, during the winter months, must be removed by May 1<sup>st</sup>. Also that from the date above named it is forbidden to deposit any manure or other refuse matter in any alley or street. The fine determined by law will be imposed upon all who fail to heed this notice. By order of the city council. —Jacob Nix, Clerk. New Ulm, April 20, 1881.

The track of the Winona & St. Peter road is now clear of snow its entire length. As illustrating the unexpected difficulties which the clearing force met, Supt. Sanborn related an incident which occurred on Monday evening of last week in the last remaining drift that obstructed the track to Marshall. The men had been shoveling in the drift for some distance and found the snow perfectly dry. Finally Mr. Sanborn decided to push the plow through it, and the engine went back and took a run for the drift. Imagine the surprise of all hands when the plow, plunging into the drift, struck a pond of water concealed beneath the snow, and a flood deluged the track, putting out the fire of the locomotive and rushing in such a torrent down the track that all hands fled in dismay.—The pond soon exhausted itself, however, and the work was completed in a short time.

#### THE GREAT FLOOD. THE MINNESOTA AND COTTONWOOD RIVERS ON A RAMPAGE.

Little did we think a week ago that the Minnesota and Cottonwood rivers would reach such a magnitude as they now present. After the ice went out a week ago last Monday, the former kept steadily growing until the highest water marks of previous years are several feet under water, and at this writing (Tuesday a.m.) the river is still rapidly growing.

The lower bridge across the Cottonwood was swept away last Wednesday but the upper bridge, near Manderfeld's, quite unexpectedly stood the force of the seething torrent nobly, and aside from a few braces which were swept away by the ice, the bridge remains intact. The water in this river raised five feet on Thursday night and on Friday morning the wild rush of the water could be distinctly heard in this city, three miles away. A rumor

reached us early in the morning that the dam of Frank and Benzin's mill had been washed away, but this proved to be untrue and it is thought that so far the dam has sustained but little or no damage; although it is fourteen feet under water and its exact condition cannot be determined. On Saturday there was eight feet of water in the lower part of the mill but no damage was done thereby. The otherwise insignificant Cottonwood, when the water was at its highest point, presented a grand sight as the mad torrent rushed down towards the Minnesota at the rate of fifteen miles an hour. The river extended from bluff to bluff and large trees were made to sway to and fro as if they were mere reeds. Many trees were uprooted and carried away by the unresisting torrent. We have been informed that the Leavonworth mill has been swept away and that Frank's Mill below Iberia has suffered severely, but we cannot say upon what truth the report is founded. A special telegram to the *Review* from Springfield last Saturday, says: "Flat is flooded and over a mile of track and the bridge west of the village is gone. Kitzan's house and Larson's barn have also been washed away, and others in the village are threatened. Boyer's, Bladd's, Larson's and Aarnes' houses are flooded." The railroad company has suffered severely by the Cottonwood and other small streams west of here. Several other bridges west of Sleepy Eye besides the one referred to by our Springfield correspondent have been washed away, and communication with Marshall by rail has been entirely cut off since the fore part of last week. The trestle below New Ulm has also sustained considerable damage from the Cottonwood, and no trains crossed the bridge from Friday morning until Monday evening. Two bents of the trestle were washed away, and on Saturday a pile driver was brought up from Owatonna and new spiles were driven to temporarily repair the damage. On Sunday the chain broke and the hammer was lost in the water, and another hammer was brought up by a special engine on Sunday evening and the work was completed by Monday forenoon. The Cottonwood reached the highest point at eleven o'clock on Saturday night which it has reached since 1862; but we are told it was still over a foot below the high water mark of that year. When at its highest, the water mark stood 30 feet above the low water mark. Since midnight Saturday the water in this stream is slowly receding.

The Minnesota, while it has not current enough to do much damage, has made it exceedingly uncomfortable for many people living along the low bottom lands. Louis Sharon, the Redstone ferry-man, has his house lashed to his ferry to keep it from floating away, and his household effects are loaded onto the ferry. The house is tipped to one side and no doubt considerably damaged. G. Kuehnel opposite the city has about seven feet of water on the first floor of his brick dwelling house, and himself and family have taken refuge in the second story. They have two boats and will move out should their position become precarious. The house of F. Kotke is submerged, and, as he is very old and feeble and the city mayor neglected to respond to his call for assistance, much of his household effects are in the building in a very much damaged condition. August Nehls moved his house on Friday onto a high knoll, and the place where his house stood is now covered with six feet of water. The Engine room and basement of the Eagle Mill are flooded; the water in the former standing over four feet and in the latter about eight feet. As the water is almost stationary, however, it is not expected that much damage will result to the overflowed portions of the mill. Ye editor on Monday explored the basement of the new mill in a skiff, and the water was then deep enough therein to float a good sized steamboat. Five tons of bran were got out of the lower portions of the mill with difficulty on Sunday, and about one ton got soaked before removal. The pontoon bridge, a lot of timber intended for the new portion of the bridge to take the place of the old ferry, and the bridge tender's shanty are all anchored and the former can be swung into position without much trouble when the river gets back within its banks. Palmer & Landwehr's saw mill engine is buried out of sight, but the other portions of the mill and the lumber on hand has been moved out of danger. The lower portions of Peter Herrian's ice house is submerged and it is feared that if the water gets much higher irreparable damage will be done to the ice stored therein.

On Sunday the streets and other prominent points commanding a view of the vast sheet of water were crowded with people all day, and in the afternoon nearly every one in the city visited the Cottonwood near the trestle work and Frank & Benzine's mill.

ELSEWHERE. The St. Paul & Sioux City depot at St. Peter is surrounded with water, and trains hug the bluff on the high water track. At Mankato the flood is three feet above high water marks, and the road leading from West Mankato to Mankato proper is six feet under water. The draw-pier of the city bridge is entirely submerged and some fears are entertained that the bridge will be swept away. Pelchow's ice house, containing about 4,000 tons of ice, has gone to cool the throat of the Minnesota. The depot foundation of the Chicago, Milwaukee & St. Paul railroad was sucked in on Sunday. The force of the water being so great as to bend the iron rails double. Great quantities of cordwood are washed away. Andrew Friend, living at Garden City, had a warehouse with 1,200 bushels of wheat washed away on Saturday morning and another one containing 5,000 bushels swung around into the stream. The large bridge at Minnesota Falls was carried away last Friday night. Other bridges in the vicinity have also been swept away. On Sunday the entire town was flooded, and the inhabitants were obliged to flee to higher ground back of town. Granite Falls is entirely surrounded by water and the only outlet is by way of the bridge, which at last accounts was in danger of being swept away. The entire valley from Granite Falls to Montevideo is one vast

sheet of water. Montevideo seems to suffer the most. The Minnesota, although a mile wide at that place, rose 4 feet in 12 hours on Sunday, and everything between the bluffs is under water. The Chippewa river wagon bridge, which was supposed to be out of all possible danger, is only kept in its place by cables fastened to trees on the shore. The railroad bridge has careened over on one side, and considerable track has been washed away. The lumber yards are afloat, and several small buildings have been washed away bodily. The new \$3,000 iron bridge has been swept away and carried half a mile down stream. A considerable portion of the town is inundated and at last accounts the flood was still rising at the rate of three inches an hour. The Redwood river at Marshall, and the Jim river at Huron are also on the rampage, and have done considerable damage to railroad property. The end is not yet.

LATER.—Tuesday, 4 p.m. The Minnesota river at New Ulm rose thirty-four inches in 24 hours from 3 p.m. Monday, and as this writing is still rising at the rate of nearly two inches per hour. The Eagle Mill is now completely surrounded by water. There is four feet and eight inches in the engine room and about eight feet in the basement of the mill. Peter Herian's ice house is also hemmed in by the flood and it is feared that the ice will be badly damaged. Mr. Kuehnel and family moved out of their house yesterday, the water having reached the height of the second story floor. The wheat stored in the Empire Mill warehouse was removed to a place of safety yesterday. Should the water continue to rise the next 24 hours like it has risen the past twenty four hours, nearly ever house on the east side of Front street will be flooded. The main floor of the Eagle Mill will also be submerged. Two feet more will bring it to the slough west of the railroad track.

FORT RIDGELY CORRESPONDENCE. FORT RIDGELY, APRIL 23, 1881. Editor Review:

It has been some time since I had the time to write to the *Review* to inform you about the doings and the sayings of our community. As gentle spring has made her appearance with an affectionate smile on her beautiful countenance, and is accompanied with mild, agricultural weather, the laborious wheel of industry has again been put in motion; and the discontented farmers have obtained sufficient consolation for their spring work in the way of seeding, ploughing, and preparing for agricultural pursuits generally.

The winter has been long and severe causing some stock to starve for the want of something to eat. Our mail accommodations for the past winter have been very poor. For two months or more our mail was not conveyed to us by the mail agent. Mr. Higar went down to New Ulm several times and brought up the mail to accommodate his friends, and we all feel indebted to him for his generosity and accommodation. [more non-weather news.]

**April 28, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** - 46 (1 am), 48 (7 am), 62 (1 pm), 52 (6 pm). Cloudy.

Seeding is in progress all over the State and the prospects for a good crop are excellent. --- The Chicago and Northwestern pay-car visited Winona yesterday. --- The rise of the water for twenty-four hours up to noon was six and a half inches. --- Under the direction of Rev. Philip Von Rohr, the bodies of members of the Lutheran church who died during the Winter and were placed in the vault were buried in Woodlawn Cemetery on Wednesday. --- Another coach-load of immigrants arrived by the Chicago and Northwestern train from the East last night and are at the depot awaiting the repairing of the road to Watertown. They have thirteen car-loads of stock with them.

THE FURIOUS FLOODS. THE MINNESOTA RIVER.

The flood has receded from the higher lands, the water having gone down over two feet in the upper valley of the Minnesota. The small streams have shrunk to nearly their original size, and there is every probability that the high water mark has been reached, and that the power of the deluge has been spent. The water is now subsiding quite rapidly, but it must necessarily be several days before it will be low enough to permit of the commencement of the work of reconstruction. The early settlers of that valley say that the water has been higher at this time than ever before since the settlement commenced. In 1870 the water rose to within three feet of the highest limit of this Spring, and in July 1867, it lacked only six inches. The people of Montevideo have gone to work repairing the damage done by the flood.

A dispatch from Granite Falls says: "The water is going down, and our bridge and the mills are all secure, with very little damage to either. No casualties have occurred in this vicinity that we have heard of. A man came from Yellow Medicine river today and reports that every bridge on that stream is gone, together with the dam at Sarlin's mill. To-night is the first time we have been able to reach the telegraph office since Sunday afternoon."

The river is also falling at Mankato and St. Peter, but more slowly. At the former place the rise was twenty-eight inches above the highest mark ever reached before since the settlement of the town. The iron wagon bridge



across the river, which cost \$30,000, remains in position, although the piers may be found to have sustained damage. At St. Peter the water undermined the storeroom adjoining Mr. Engisser's brewery, and the lower floor went out on Tuesday evening and took over 1,000 bushels of barley along with it. There was some more barley in the building, but men went to work getting it out. They had ropes around their waists, and men outside to hold the other end of the ropes. The building is built of stone and stands on the banks. It was feared that the building would be undermined and fall. The damage to the Sioux City railroad, from Mankato to St. Paul, is very great, many miles of the track being washed out. The Minneapolis and St. Louis road sustained a great wash-out at Carver, preventing the running of trains for several days.

Since the foregoing was put in type later intelligence has been received from New Ulm, as follows: "The Minnesota river has risen three feet since three o'clock yesterday afternoon and is still rising at the rate of an inch and a half per hour. Lumber, wood, and other movable property that was yesterday brought to a seeming place of safety are to-day submerged and are again being moved on to higher ground. The Eagle mill is now entirely submerged by water. There are four feet eight inches in the engine room, and over eight feet in the basement of the mill. Hainan's ice house, in which between 7,000 and 8,000 tons of ice is stored, is completely submerged by four feet of water, and it is feared the ice will be ruined. Haystacks, strawstacks, cordwood, and occasionally a small building, are floating by. The water has now reached the houses near Front street, and the inhabitants are getting ready to move out on short notice. The river extends from the bluffs opposite the city, nearly to Front street, and is over a mile in width. So far little damage has been done to property, but there is no knowing where it will end."

THE MISSISSIPPI. The Mississippi is swelling at Aiken, Brainerd and St. Cloud, but it is not at all probably that there will be any sudden or rapid rise of the upper river for the present. The snows melt slowly in the wooded regions, which contain most of the upper affluents of the Mississippi, and the waters, instead of being suddenly precipitated into the tributaries and born in torrents to the main river, as on the Minnesota, are stored and held for a time in the multitude of lakes and swamps about the sources of the main river and of its northern tributaries. The probability is that the rise from the Minnesota river freshet will have mainly subsided before it receives any considerable addition to its volume from the Upper Mississippi.

The St. Croix has risen several feet, but is still three feet below last June. This is mainly caused by backwater from the Mississippi. The situation in West St. Paul grows more critical with every hour the flood continues. There is no dry land between the channel and the bluffs except a single length of embankment over which the bridge runs. The culverts under this are almost choked with the raging current and the bank may be broken through tonight. The Fifth street elevated road, at right angles with this, was broken through this morning and is now covered with water. There are several hundred houses in the flooded district, and the occupants have been busy all day removing their families and goods. Little positive damage has yet been suffered, but the strong currents and eddies forming to-day threaten to undermine and topple over many houses. The refugees have been temporarily provided for in public buildings and shops. It is proposed to purchase 500 tents by subscription for the homeless.

THE MISSOURI. A correspondent of the St. Paul *Pioneer Press*, writing from Vermillion, says: "Let us be impressed upon all minds that the country between Sioux City and Yankton is as thickly settled, and with as well-to-do, industrious people as in almost any portion of Minnesota or Wisconsin. The farms are rarely larger than 160 acres of land, and when they are a correspondingly larger number of people are dependent thereupon. Their dwellings and out-buildings are, or rather were, substantial, large and expensive, many of the former being ornamental, and the large groves of trees around, proving that the residents are indeed old settlers, since all the timber is hand-planted. Over these fertile fields and comely homes, the result of years of hardship and toil, rushed the ruthless river in its demon like anger, and years hence the fruitage of evil will show traces. For some miles above Sioux City little damage was done except to isolated dwellers along the banks who had little to lose, and losing that, could reach a place of aid without risk to life or limb. The mouth of the Big Sioux river passed, however, on either hand appeared houses surrounded by water, with the few remaining cattle or horses perched woefully on the top of some stack or manure pile. There were no signs of human life visible in most of these houses, but a few men waded through mud and water near the bank proper, as far as they dared, to gaze at the first boat up. Where a light rise of ground kept the encroaching waters back, we could see huge slices of corn and wheat fields tumbling headlong into the current, acres disappearing almost as we looked, and homesteads shorn of proportions their owner had deemed lasting as the eternal hills. The fate of Vermillion, a sprightly, busy, thriving little city of 900 inhabitants, is truly pitiable. Its glory has departed, and huge slabs of sullen ice, looking like shining turtles of prehistoric size, usurp its streets and cover a majority of its buildings. The Vermillion river comes above the town, and adds its cruel forces to the onslaught of the great artery. Of the 140 houses in the lower town, 87 are utterly wrecked. Prentiss & Newton's handsome business block was so injured as to be worthless, and the large brick store of Lee & Prentiss threatens every moment to become an utter ruin. Shops, houses, banks and stores are a chaos, and the insatiable stream is eating away the very ground itself, gnawing huge pieces momentarily from the banks and threatening to leave not

the faintest strip between bluff and channel. The loss is estimated from \$125,000 to \$150,000, and this is largely in reality, as time was given to move much of the potable property to the upper town, where all are the handsome residences of the business men. It is believed by some that even should the inroad of the waters be checked, the town will never be rebuilt, especially as it is now mooted that the Dakota Southern will abandon its present line and adopt one partially graded and running fifteen miles inland.

A dispatch from Council Bluffs of last night says: "The wild rumors flying through the country regarding the unfortunate condition of this city are groundless, as at no time during the greatest of the floods has any portion of the city, save the outskirts or bottom lands, been inundated. The city has escaped wonderfully, and all are grateful it was no worse. Not a single fatality occurred during the entire siege."

MISCELLANEOUS. The Red river has overflowed its banks at many points, inundating the low levels in the interior trough of the valley and occasioning the usual inconveniences to settlers in these situations, by driving them back to seek a temporary refuge on the higher lands. But beyond a few local washouts of railroad tracks here and there, no great damage seems to have been done, beyond the postponement of seeding operations in the flooded districts. The ice has gone out of the Red river, which at last accounts was still rising and extending its floods, but it is probable that the worst is over, and the deluge will rapidly subside, as there was nothing like the depth of snow in the Red river valley which was had in south-western Minnesota.

The water at Chaska was still rising last night. Several buildings have floated away and are lodged against the railroad track. Water is pouring in the second story windows of buildings on Main street. The Minneapolis and St. Louis Railway track is covered out of sight. People are taking refuge in the taller buildings. Business is almost at a standstill.

The waters have not yet left Elgin, Ill. They remain about as high as at any time since "the flood." Not much more damage is being done, though the prolonged soaking is a great inconvenience to those living in the lower portions of the city.

The water is subsiding in the upper Missouri valley. At Sioux City, on Wednesday, it had fallen about two feet. At Omaha the fall was about six inches—a total of about a foot from the highest point. Business of all kinds is depressed, and everybody is waiting anxiously for the waters to subside.

THE FLOOD. THE DANGER CONSIDERED PAST. The report from the west to-day is to the effect that all streams are subsiding, and that there is but little chance for further damage. The Minnesota river had fallen one foot from yesterday morning until that time to-day. One of the bents of the trestle work leading up to the Red Stone draw-bridge was reported as weakening somewhat, and Superintendent Sanborn at once dispatched the pile-driver to the spot. At 3:30 the work was completed and the trestle reported safe, and the passenger train coming east passed over all right. The crew are now at work on the bridge over the Cottonwood river, and it is hoped that it will be repaired to-day.

The railroad company feel the urgency of the case and the need of getting trains to running as soon as possible, as there are hundreds of cars of immigrants waiting at different points to be taken to their destination.

At Winona the river is still rising at the rate of four inches every twenty-four hours, and at noon stood at seven feet and seven inches above low-water mark.

At Hastings the river was reported this morning as being two inches above the highest point reached by last year's flood, with the water at about a stand-still.

**April 28, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — Both the upper and lower pontoon bridges were made safe from the ravages of the rampaging Minnesota, but some loose planks at the lower bridge had to be fished out of the stream the other day. --- A party of seven or eight persons started from here this morning to go by team to Marshall. Mr. C.F. Case, editor, postmaster, and g.g. (which stands for genial gentlemen) came up a second time from Sleepy Eye last night and made his escape along with the others. We hope that his floating town will have made a landing before he gets home. --- Three wheat stacks on the farm of John McGittrick—enough for a single "setting" of a thresher—floated out into the Redwood when it overflowed last week. One of them landed on another farm across the Redwood and a considerable distance below, and the other lodged about thirty rods from where they were launched. Strange to say, the stacks landed right side up, and were not badly shattered. --- From all parts of the Northwest accounts were received on the 19<sup>th</sup> telling of extensive inundations and consequent great damage. --- Cyclone yesterday doing much damage in Hernando, Mississippi. --- The first sign of spring is the feeling that your hat is shabby. [Boston *Transcript*] --- The ice moved out of Lake Pepin on Monday last. --- It is estimated that three million bushels of wheat remain to be marketed in the State. --- The big rise in the Minnesota has brought the Mississippi at St. Paul up nearly two feet higher than the freshet of last

June. West St. Paul was flooded, and many families were forced to leave their dwellings. --- The flood in the Missouri has again been on the increase during the past week, at Omaha and Council Bluffs the water reaching a higher point than ever before known in the history of those cities. Much damage has been done at Omaha, and at Council Bluffs it is estimated that at least 1,500 people have been compelled to leave their homes. Passengers reaching that point on the several lines of railroad centering there were obliged to take to boats to reach the Union Pacific bridge. On the wide alluvial bottom lands on the Iowa side of the river the damage has been immense. --- The government has issued two weeks army rations to the victims of the Dakota floods.

Two weeks ago the prospect for doing any considerable amount of seeding in this vicinity before the month of May was decidedly poor. The ground was covered with snow to the depth of over a foot, with many drifts of three to five feet. Continuous warm weather since then has wrought a wonderful change. The snow has all gone, and the water is fast leaving the low places in the fields. The roads are getting in good condition, and in favored spots the green grass is shooting up with astonishing rapidity. Many farmers are seeding, while others are only waiting for a few wet places to dry out before going ahead with their work. The spring has come, and not so late but what a full crop can be planted in good season.

From Mr. C.F. Case, editor of the *Marshall Messenger*, who walked into town Tuesday from the head of railroad navigation a Butterfield's Lake, we learn that the flood at Marshall had not inflicted any considerable damage to the business part of that town. The trouble there was occasioned by the going out of seven railroad bridges between Sleepy Eye and Marshall very soon after the first and only passenger train since the blockade had gone out from his town. Only a few carloads of merchandise and wood were brought in before this latest mishap came upon them. Mr. Case and three other Marshallites came down the Cottonwood in two boats to a point within three miles of Sleepy Eye, their destination, starting the same day on which Mr. Waldron and his unlucky companion started down the Redwood.

Returning last Tuesday from a trip to Wisconsin, we had an opportunity to see how the water comes down the raging Minnesota at highest water mark. The stream was within a few feet of the top of the high trestle work and bridges at Kasota and New Ulm, and was everywhere expanded into a very wilderness of waters, which swirled among the treetops with a roar that drowned the noise of the passing train. A number of small houses were seen to be surrounded by water along the way, and at St. Peter the situation appeared to be quite serious, especially about the Sioux City Railroad depot and track, which were badly used by the water. Between Sleepy Eye and this place there were several weak places in the track, caused by the wash of the waves against the embankments which extended through the sloughs. At Butterfield's Lake, less than three miles south of Redwood, passengers and baggage were unloaded and left to await transfer to a hand-car, with the exception of four pedestrians—Messrs. C.F. Case, of Marshall, Wm. P. Brainerd, C.W. George and the writer—who distanced the hand-car in getting to the depot.

#### THE REDWOOD RISES. DESTROYING DAMS AND POURING A MIGHTY FLOOD INTO THE MINNESOTA.

For several days previous to Friday last the Redwood had been rising slowly, but the snow was disappearing so rapidly under the influence of the sun's genial rays that no one hereabouts seemed to anticipate that our beautiful river was so soon to be transformed into a roaring, raging torrent, carrying destruction in its course as it rushed through the narrow gorges which encompass its pathway to the more placid waters of the Minnesota. However, on Friday afternoon, the flood came—suddenly, and with destructive force.

About 3 p.m., as Gus. Cook, with the aid of several men and teams, was engaged in repairing his damn, he observed a huge wave coming around the point just above the damn, and immediately gave warning to the men, who barely got off with their teams before the flood reached them, sweeping everything before it, and in an instant the largest dam on the river was torn out and swept away.

The pond at Cook's mill is over a mile long, and the ice gorged at the head of it until there was a large accumulation of ice and water above, which tore up the solid ice in the pond, and the huge blocks of ice came rushing down in a wave six feet in height, rolling over and over like cart wheels. Two or three gorges followed the first break, raising the water ten to twelve feet in fifteen minutes. All that saved the mill was the fact that the current was on the opposite side, as nothing could withstand the rush of ice.

From Cook's dam to the falls the descent of the Redwood is very rapid—the fall being fully fifty feet in half a mile—and the torrent came rushing down with resistless force, breaking off large trees and tearing others out by the roots, making a roaring and crashing that immediately attracted hundreds of citizens to the scene.

The next obstruction below Cook's mill was Butler's dam, a portion of which succumbed to the flood.

The two principal points of observation were the bridge over the Redwood and the falls. At the former place, the whirl of the mad waters as they passed under the bridge against the granite rocks below, which at that point confine the river to a channel not over eighty feet in width, was a beautiful sight, only exceeded by the scene at the falls of the Redwood, a short distance below. The destruction of Cook's dam and consequent washing out of the pond had changed the color of the water to an inky darkness, and as the huge masses of ice and debris from the dams above plunged into the abyss below, filling the air with spray, the scene presented was one long to be remembered.

A very prominent feature of the falls, as they have existed for twenty years past, was the mass of rock about twelve feet high at its highest point, eight feet wide, and perhaps twenty feet long, surmounted by one of the red cedars which are so common along the Redwood, which was separated from the east bluff by what is familiarly known as the old government mill race, and was considered one of the most picturesque features of the falls. As the blocks of ice came pounding against it, it was seen to tremble, and soon the tree on the top was broken off. The heavy ice crowding into the narrow race-way acted as a wedge and soon forced it from its foundation, and over the falls it went into the pool below, a distance of twenty-five feet. A wonderful change in the appearance of the falls was thus suddenly created. The old rock—no longer a barrier to the view of the main falls—was doing new duty in projecting from its ragged sides a mass of water high in the air, and at least during the continuance of the high water will add to the attractiveness of the cataract in its more humble position. Visitors can now stand on the east bluff and have a full view of the falls from shore to shore as the waters roll majestically down.

A short distance below the falls the river makes a sharp turn around a long narrow point, and directly across from the main falls is situated Cuff's dam, the mill being on top of the bluff. This dam shared the fate of those further up the river.

The next mill below, and the lower one on the Redwood, is Birum's which for a time was in great danger. Fortunately the mill escaped, but a portion of the dam was carried away.

The highest point reached by the flood was about 12 o'clock Saturday night. At Cook's mill the water reached a height of thirty feet above low water mark in the river. The water came within eight inches of the grinding floor, making it necessary to remove the wheat and flour to the story above. At the bridge the water at one time was nearly up to the stringers of the Howe truss, and there was also some danger of the heavy cakes of ice being precipitated against the stringers after striking the rocks on either side. One brace was knocked out in this manner, creating a slight panic among those on the bridge at the time. The huge granite rocks between Ruter's mill and the falls, which ordinarily stand out in such bold relief, were entirely covered by the flood.

The Losses. Mr. Cook considers his dam almost an entire loss—two-thirds of it is gone, and what is left is so badly injured as to require rebuilding. It will cost \$2,000 to replace it. Nothing can be done towards rebuilding until midsummer, so that the additional loss by the delay will be very large.

Ruter's dam is entirely gone, but is not an expensive one to rebuild. With a fair stage of water he can run his mill without a dam, and will get to grinding again in about a week, or as soon as he can remove the mud with which his flume is filled. He estimates his loss at \$500.

Cuff's dam is also entirely gone, and it will probably cost \$500 to replace it.

Birum estimates his damage at about \$1000.

Minor Incidents. A shed belonging to Mr. Birum containing nineteen fanning mills was carried away, and the mills mostly destroyed.

The house occupied by T.J. Treadwell, Mr. Birum's miller, was swept off, Mr. T. saving only a small portion of his household goods. Mr. Geo. Dunning, living near by, also lost his house, some fifteen cords of wood, and other articles of value.

J.S.G. Honner's farm was almost entirely covered by water, which rose to within three feet of his door.

B. Kingsley was also surrounded by the flood, his farm being entirely covered except a small island on which his house stood. About twenty acres of corn, which had not been gathered, was lost.

Jas. C. Moon, living on Mr. Kingsley's place, was cut off, leaving only a small island on which the house stood. He estimates the total rise in the Minnesota at that point at thirty feet.

The water was up five feet on the door of ferryman Wilcox's house, which was secured by cables. Wilcox loses quite a large quantity of wood.

THE FLOODS IN DAKOTA—TERRIBLE SUFFERINGS OF THE SETTLERS. A Sioux City (Iowa) special to the Chicago *Tribune* of the 19<sup>th</sup> says:

At a little station, on what was once the Dakota Southern, called Mecklin, are 174 people, men, women and children. All are quartered in Taylor's Elevator, living on the bare boards, without covering of any description, and many of them are destitute of the proper clothing. Thirty of the number are seriously sick—nearly all the women in

fact—and their condition is pitiable in the extreme. Yawls from Yankton have carried them some food, but they need, or soon will, much more. Their homes are desolated or utterly annihilated, their cattle and horses drowned, and even the very land, once theirs, so changed in appearance and covered with ice and sand that, the water gone, they can scarcely tell where their several boundaries are, or their localities fixed even. They can do no more hope to raise crops this year than they can to resurrect their dead stock. Isolated from any but the rarest visits from their fellows, the weaker among them gradually succumbing to want, cold and despair, the long days and longer nights bringing naught of hope or comfort, who can wonder that even frontier hardiness and hopefulness have waned to the vanishing point. They are represented as huddled in touching misery, causing stout men to grow moist-eyed and curse their inability to give speedy relief. Even if they could be taken away there is no place to take them. Their neighbors are nearly as bad off, and lack the wherewith to relive their wants. Your correspondent has been asked over and over again to try and awaken a practical sympathy for them among the Eastern people, and of my own knowledge I can say that clothing, food, medicine or money sent here would be faithfully distributed and accounted for. Should any donations be made I would advise that they be sent here care of Dr. W.R. Smith, Mayor of Sioux City, or to Yankton, via this place, care of Captain D.D. Wheeler, United States Army. As soon as boats can run up the river the supplies could be carried to their several destinations. There need be no fear of sending an over-supply. The sufferers are absolutely destitute. With one or two men who have come down here in yawls I had had interviews, and they say it is completely beyond them to conceive why the loss of life was not as entire and appalling as the destruction of property. That women and children especially should escape from such an aggregation of terrible forces is inexplicable, and possibly time may reveal numerous casualties at present unsuspected. Let me tell you of one terrible voyage. About eight miles above Vermillion stood before the flood two log houses, the property of Hanson and Larison, brothers-in-law. On the day of the break-up, Hanson got uneasy, and seems to have lost time trying to save his stock, so that he and his hired man had to take a boat, and therein carried his wife and children to Larison's house, which stood on a little higher ground. The men then returned for old Mrs. Larison, who is so feeble as to require assistance. Scarcely had they entered the house ere they felt it moving under them. Terror-stricken, they ran to the window to find themselves in the center of a moving, crashing mass of ice and flood, steadily going down the river. Of the terrors of that dark ride who shall speak. The reverberating detonations of the huge blocks of ice, as forced into the air, they fell again, grinding all beneath them into powder, the almost absolute certainty that in a few moments at best the house would give way and leave them struggling in the throes of the gorge, the agonizing fears the husband and father must have felt as to the fate of those left behind, when he had no reason to suppose would escape, all made up a situation as terrible as any of Jules Verne's most harrowing imagination. But the staunch logs fastened together by large wooden pins held firm, and seven miles below Vermillion, fifteen from the starting point, the ark of safety found an Ararat, and rested, if not on dry ground, at least on some motionless foundation. Forcing open the back door, fancy Hanson's astonishment at finding quietly chewing her cud and standing securely on a large block of ice the favorite family cow, who had shared the perils of the awful journey, and is today alive and well in Vermillion, having climbed the barricades of ice like a chamois. Hanson and his man, after a perilous journey over the newly-formed ice, succeeded in making their way to Vermillion, carrying old Mrs. Larison with them most of the way. Meanwhile, those left behind in Larison's house had really suffered more, though not in apparently so much danger, for the house stood firm. A couple of brothers named Weeks, who live about four miles north of Vermillion, volunteered to go to Larison's in a yawl, if possible, and learn the fate of those left there. After much danger and difficulty they reached the spot, finding all alive, though sadly distressed. Mrs. Hanson's feet were frozen solid. All had lived for two days on raw chickens, the fowls having been driven by fear into the house. Had not help arrived when it did death must have soon ensued. These incidents and the particulars I have given rest upon undoubtedly authentic reports. I could multiply similar stories *ad infinitum*.

#### THE FLOODS IN THE MINNESOTA.

This being a season of floods, our own Minnesota has shown a determination not to be outdone by larger and more pretentious rivers. Reports from various points on the river agree in representing the flood as the greatest known since the settlement of the Minnesota valley. Not having space for lengthy details, we can only give a few items from the very full dispatches to the *Pioneer Press*:

At Montevideo, the water reached its highest limits early on Monday morning. Several small buildings were swept away. The iron bridge across the Minnesota was swept a mile down the river and badly damaged. The bridge across the Minnesota between Watson and Lae qui Parle has disappeared; also one of the Chippewa bridges. The railroad bridge was tipped over and roads badly washed. Damages to road and bridges estimated at \$20,000, and to private property one-half to two-thirds that amount.

At last accounts Granite Falls was situated on an island, fully one-third of the water running back of the town through what is known as the old river bed. Great fears were entertained of the safety of the bridge across the river, which was in imminent danger. Many families living in the upper part of town were compelled to move out.

A later dispatch states that the bridge and mills are all safe. The bridges on the Yellow Medicine are all gone, and also the dam at Sorlien's mill.

Minnesota Falls, two miles below, suffered terribly. The dam and Bridge were both carried away, and the town was completely inundated, the inhabitants being obliged to flee to the higher ground back of town. As they could not get to Granite, they must have been without shelter for a time.

Near New Ulm considerable damage was done to the trestle work of the Winona & St. Peter railroad, which was caused by the torrent pouring in from the Cottonwood.

A mill was swept away near Fort Ridgely, and another on the Cottonwood near Leavenworth. A house and barn was also swept away by the Cottonwood at Springfield, and several other buildings flooded.

At St. Peter considerable damage was occasioned by the high water. Mr. Engesser, brewer, claims a loss of \$4,000. The water got into the *Tribune* press room and stopped the presses.

Mankato was much excited over the flood, and considerable damage had resulted from it.

Something like a famine in the coarser grades of paper seems to have come upon the country. Last fall straw wrapping-paper sold in this market at about \$1.90 per hundred in car lots; it is now selling at \$3.00, with an upward tendency. Building paper has advanced in sixty days seventy-five cents per hundred, and in Chicago the advance has been fifty cents per hundred in the past week. This is a serious matter to the building interest in the Northwest, where paper is so universally used in the walls of dwellings.

The causes of the advance are several in number. The rapidly-increasing demand accompanying the revival in business and building boom in the Northwest has outrun the facilities for production. The straw supply in the vicinity of the mills has been deficient in quantity and inferior in quality for two years past. Finally Beloit, Wisconsin, which is the chief center for manufacturing the coarse papers in the West, has been struck this spring by the flood disasters and a pretty general shut-down has taken place owing to injuries to dams and with which it will require weeks to repair. One lesson of this singular state of things is that the news Northwest which is a large consumer should, with its abundant supply of the best straw, which now goes to waste, and its abundance of cheap water-power, manufacture its own building and wrapping-paper and thus be exempt from the vicissitudes that effect their production in less favored localities. Minneapolis and half a dozen other points can profitably start this industry during the next twelve months. [Minneapolis *Tribune*]

SOW MORE OATS. [Minneapolis *Tribune*] We are assured that quite large proportions of oats used in the larger cities of Minnesota, are imported from the neighboring States; that the supply is scarcely even equal to the demand in our markets, and that the dealers have to depend upon the different railroads for the transportation of the needed supply, from Iowa, and sometimes from Illinois, so that they can fill their orders. Our impressions are that oats can be grown as cheaply in Minnesota as the can in Iowa or Illinois. The average to the acre is full as much, if not more, in Minnesota than in most western States. It does look to us as if we are abundantly able to raise all the oats that could possibly be consumed in the State. If the farmers of Iowa can make it profitable to raise oats for the Minnesota markets, and pay for the transportation by rail for them to reach us, it would seem that our farmers could make it equally as profitable, and pocket the difference that is paid out for freight. They should certainly sow more oats.

**April 28, 1881** [Brookings Co. D.T. PRESS] – The boom of emigration will soon be here. --- Good butter is scarce. --- Eggs are getting down. --- The creeks have subsided. --- Our dray men are busy now. --- Seed corn is in great demand. --- Roads are getting in fine shape now. --- The frost is all gone out of the ground. --- The grass is “coming to the front” rapidly. --- Large quantities of wheat is coming into our town at present. --- The railroad men are all hard at work repairing the wash-outs. --- The “beautiful” has entirely disappeared. Not a flake to be seen. --- The dry lake west of Volga is reported full to the brim this spring. --- Last Sunday was a delightful day to be out doors, until the rain set in. --- Superintendent Nichols passed over the road early in the week. --- We are now all rejoicing that it is no longer necessary to waste money for fuel. --- The shot-gun policy is in full blast here. The ducks are getting the benefit of it. --- It is surprising how quick the big drifts went when Old Sol settled right down to business. --- Geo. Scofield left for De Smet, Monday morning. He will erect a store building at that place and go into business. We wish him success. --- The going off of the railroad bridge across the Sioux river, west of town, which was thought would certainly take place, was, happily, postponed indefinitely. --- Geese, ducks, brants, pelicans, and other species of water fowl have been streaming north lately. They are said to be plenty on the lakes in

various parts of the county. --- The first mail in several weeks arrived on last evening (Friday). It came in on the hand car, which also brought a number of passengers. The construction train is expected here today. --- Not one poem on the beautiful snow was received by the PRESS during the winter. It is rumored that the man who wrote the original poem of that name lost his life in a blizzard during the winter. --- We have had no mail for some time now, owing to the wash-outs, and the telegraph wire is also cloven. It is rather hard to get up an interesting paper without knowing anything of what is going on in the outside world. --- It seems sort 'o lonesome not to hear of any more blizzards in any of the eastern states. We have got so used to sitting around here with our coats off and hearing of blizzards down there that we can hardly believe they are over yet. --- A man from Iowa who was here the other day and took dinner at one of the hotels, came out and said: "You haven't had as good meals as that all winter have you?" When informed that provisions were now the lowest they had been any time yet, he said: "Well, I thought you were all starving to death, up here, but we would have been awful glad to have got such feed as that any time this winter in Iowa."

--- **The Wheat of 1880.** We give in the following the wheat bought at all the stations in Brookings county and the amount of wheat from our county which is estimated to have been taken to Nordland. The figures are taken partly from the books at the different stations and partly from headquarters.

Elkton received 25,000 bushels.

At Aurora W.S. Melving bought 15,000 bushels; Kelsey Bro. 32,000; Van Dusen 40,000. Total, 87,000 bushels.

At Brookings, Van Dusen bought 53,000 bushels; Winona Mill Co., 25,000. Total 78,000 bushels.

At Volga, Van Dusen bought 45,000 bushels (up to Feb. 1<sup>st</sup>); Winona Mill Co. 17,000. Total 62,000 bushels.

Amount estimated to have been hauled to Nordland from this county 25,000 bushels.

This makes the total amount of wheat marketed 277,000 bushels. It is estimated that one fourth of the crop is yet unmarketed or reserved for seed and bread. This would make the total amount raised about 350,000 bushels.

Taking the average price of wheat to be 80 cents per bushel, the total amount of money brought into the county for wheat actually sold is \$221,600.

Taking the average yield to be 20 bushels per acre the amount of ground used must have been about 18,000 acres.

It should be remembered that this is really the first crop that the county has ever raised. In 1879 the number of acres sown was very small and the product was not probably much more than enough to seed the 18,000 acres sown last year.

This year the number of acres will certainly be increased one half, which will make the number of acres about 27,000 and at twenty bushels per acre the crop will be something over 500,000 bushels.

Comment on such a showing is unnecessary. No one who reads it can fail to see why we are so prosperous. Next year the amount of money brought into the county will be much larger than this.

### --- **Brookings County. Its Settlers, Soil, Productions, Progress, &c.**

The first settlement of this county was undoubtedly made at Medary some time about the year 1860. This was not permanent, however, as about the time of the Minnesota massacre the Indians drove off the settlers and burned their houses. A relic of this transaction is still to be found at that place in the shape of a well into which all the pioneers threw all their household effects, at the approach of the red man, and which they never returned to reclaim. We are unable to learn the names of any of those who resided there.

The first permanent settlement and the one from which the county dates its birth, was made in 1869 by members of the Trygstad family and a few others. They came from Salem, Minnesota, and between cold, hunger and fear of losing their scalps, the first trip of the adventurers was not very pleasant, but, notwithstanding all this, they were so struck by the natural advantages of the country that they returned to Minnesota and brought out their family into the vast wilderness which was then an untrodden plain. Locations were selected near the river and they commenced at once to open farms. For two years this handful of men constituted the only inhabitants of this county, but in the spring of 1871 two more persons came out and settled. For years the nearest trading post was New Ulm which was between one hundred, fifty and two hundred miles from the settlement. From this place every thing which was brought into the county was hauled from there by ox teams.

For two years their post office was Sioux Falls, which was a distance of sixty miles off, but at the end of that time their accommodations in that line was greatly improved by the establishment of an office at Flandreau, only about twenty-five miles away. This did not continue long, however, for in a short time Martin Trygstad was commissioned postmaster, and was the first P.M. in the county. The first merchant in the county we believe was Jas. Natesta, who started a store near Erick Trygstad's. His building consisted of a log house and his stock of goods

involved forty dollars. He lived all alone and it is said used to go out of doors and shout in order to break the oppressive stillness. In 1876, not a thing but unbounded prairies was to be seen between G.L. Day's and Medary—a distance of twenty-four miles. Now note the difference.

The climate of this section is as fine and healthful as is to be found. The land lies a considerable elevation above the level of the sea and in consequence the air is always clear and dry. Our weather at all seasons of the year is generally delightful. The past winter which has been the hardest ever known in the country, has fallen with less severity on Dakota than any of the northern states. our rain-fall has never failed to be sufficient for raising all kinds of crops, and the heavy freezing which the ground undergoes in the winter is admitted by all scientific and practical farmers to be one of the causes of immense crops, while the fact that the air is always dry makes the cold of winter or the heat of summer unfelt. It is as hard work to keep warm in Iowa or Wisconsin with the temperature at 10 above zero, as it is in Dakota when it is 40 below. On the coldest morning known here this winter, the thermometer stood 40 degrees below, and Decorah, Iowa, a spirit thermometer registered sixty below. In the summer there are many hot days, but such a thing as a hot night is utterly unknown. There are always cool, and good refreshing sleep is never among the things lacking. As to health the country is specially blessed. Malaria which has been the bane of so many new prairie countries has never been felt here in the least. We do not know of a case of the "shakes" ever having occurred in the county. One of the features which strikes the new-comer is the Dakota appetite. Everyone who comes here is sure to get it and to gain from ten to twenty pounds in weight during their first six months residence in the territory. This is unquestionably a sign of a very healthy climate.

The soil of the county is a rich, black loam from one to four feet in depth, containing some sand, but not more than just enough to prevent it from baking. The soil also contains a great deal of silica which greatly assists the growth of wheat and oats. The subsoil is a yellow clay that hold all the moisture and prevents leaching. In the driest seasons ever known by the oldest settlers, there has always been damp soil to be found within two inches of the surface at any time. The dews are always very heavy and prevent injury to the crops from drought.—There are men in the country who have raised eleven successive crops and every one has been a success.

The land lies in long gentle slopes, just sufficient to make a perfect system of drainage and not enough to allow any washing of the land. Thousands of acres in one piece, which may be plowed to the last foot, are common.—We do not think that any country exists where so large a proportion of the land is fit for cultivation outside of Dakota.

The rapid development of the county dates from 1878. In that year the town of Fountain (since deserted) was established. The first building was raised by J.O. Walker and the first store by Kelsey Bros. Dr. Kelsey was one of the prime movers in the organization of the town as he has indeed been in the settlement of the whole county. He has done all in his power to advance the county, and along with many other men of those early days will be gratefully remembered by all the inhabitants.

The railroads of the county are the Chicago & Northwestern which passes directly through it from east to west, which was build during the summer of 1879. The Sioux Valley & Watertown, a branch of the C. & N. W., is also graded and the iron will be put on this season. A branch road of the Milwaukee & St. Paul, running from Flandreau to Milbank, will also probably pass through our county north and south this summer.

The crops raised consist of all kinds of small grain, but wheat, to which the soil is particularly adapted, is the great staple. The blue-joint grass of our prairie furnishes the best of hay and pasturage and is pronounced by men who have had opportunities to judge, to be equal the famous blue grass of Kentucky. Stock raising is as yet in its infancy although some large stock farms are now in operation. It is pronounced a success by all who have tried it, and all our farmers declare their intention to go into stock raising more or less in the course of a few years. The country is well watered by the lakes and running water and has all the essential points of the best stock raising regions in the world.

The towns of the county are Brookings, Volga, Aurora, Oakwood, Medary and Elkton. Medary is the oldest and was at one time an important trading point, but at present, being without a railroad, most of its citizens have moved to other points. Jim. Natesta, however, holds a good trade in the general merchandise line.

Oakwood is the next in age and was also an important point at one time, but the iron horse has ruined its prospects and, though Downing Bros., Porter and a few others still do a fair business there, its best days have passed.

Elkton was started in 1880 and is located on the railroad in the eastern part of the county. It gives great promise of making a fine town. It contains between ten and fifteen business places and will take rapid strides forward this year.

Aurora is located about eleven miles west of Elkton on the railroad, and contains between twelve and eighteen business houses. The first house in the place was Mr. Stowe's farm house, the town being built upon the farm. The first business house started was by Kelsey Bros., in October 1879. It is a rapidly growing place and one of the best towns of our county. Much of its prosperity is due to its energetic class of business men.



Brookings is the county seat and was started in October 1879. It is about six miles west of Aurora and seven miles north of Medary, making it almost the geographical center of the county. The first to erect a building was G.H. Pierce, who removed from Fountain to this place. He was quickly followed by Roddle, the PRESS and others. It is located on the C. & N. W. and sees the Sioux Valley and the M. & St. P. in prospective. It contains seven general merchandise stores, three hardware stores, three hotels, two restaurants, two jewelry shops, two drug stores, one furniture store and news depot, two milliner shops, two banks, two newspapers, four firms who handle farm machinery, three blacksmith shops, two feed mills, two grain warehouses, two harness shops, one shoe shop, one butcher shop, one cigar factory, three livery stables, two lumberyards, two salons. It is rapidly growing and is admitted to be the best town in this section of country.

Volga is six miles west of Brookings on the C. & N. W. railroad and was started in the fall of 1879 and the first building was put up by E. Nelson we believe. It has grown rapidly and now contains from twenty to thirty business places. It is a good substantial town and of course, like all western towns has big prospects. It has a good class of citizens and its prosperity promises to last.

Taken as a whole the towns of Brookings county are unsurpassed in the United States. The society is good.—They are supplied with churches and school houses, editors, lawyers and preachers in abundance. Their citizens are all enterprising and liberal minded and always ready to put aside their own interests for the benefit of the town.

The pioneers when they came to the Big Sioux valley of course at once saw that whether this would become a great agricultural region or not, was only a question of time. They were convinced that the men in the east would not remain there on their old worn out land, as soon as they discovered that this region was open to settlement. They have lived to see their predictions verified far beyond their brightest anticipations, and have lived to see the section of country they found an untrodden wilderness, known as the Golden Northwest all over the globe. It is known to all as the greatest agricultural region in the world, but if Dakota is the garden of the world, Brookings county is the garden of Dakota.

[Four pages of Lake Benton TIMES on microfilm here. Appears to be one issue of Brookings paper missing. Next is front page dated May 12, 1881.]

**April 28, 1881. The Worthington (Minnesota) ADVANCE.** -- First page missing. --- Some seeding will be done this week by farmers who have high ground. The general impression is that the season is too late for wheat. Sometimes, however, the late sowing does best. --- Prairie fires are running. --- The Worthington schools opened on Tuesday, having been suspended since March 4<sup>th</sup> from lack of fuel. --- The ice is not yet out of the West lake. This is the latest known since the county was settled. Last year it went out in the early part of March and year before about the 20<sup>th</sup>. --- The first April shower of the season occurred last Sunday night, accompanied by a few rolls of thunder and a flash or two of lightning. The last rain before that was on the 14<sup>th</sup> of October, which turned to a snow storm and knocked the County Fair clear out of the ring. Six months and ten days between rains. --- ...Friday, March 11<sup>th</sup>, terrible blizzard set in continuing two days and bringing mountains of snow. Last blizzard as promised. Middle of March predicted no regular trains until middle of April. No regular trains yet. Thursday, April 14<sup>th</sup>, promised better weather after Easter as Boreas had agreed to withdraw his infantry as he had his artillery before. After Easter mild weather set in, as promised, and snow disappeared like mist, except big drifts.

**April 29, 1881, Friday evening. - Winona (Minn.) Daily Republican.** - 42 (1 am), 44 (7 am), 56 (1 pm), 56 (6 pm). Clear.

[Poem: Old Grimes' Daughter] --- There is a demand for timothy seed that exceeds the supply, and farmers are paying \$3 per bushel for seed they could have bought last Fall for \$2 and less. Another example of thrift and economy, as practiced by Minnesota farmers. --- The St. Peter *Tribune* says: "Previous to the flood rats were numerous at the slaughter-house, and when the water got up around the building the rats took shelter on the first floor. They were so numerous that Mr. Whipps took a fork and forked them into the water. The number of the pesky things is variously estimated at from 500 to 1,000." --- Wheat 93 cents/bushel.

The latest news from the swollen rivers indicates a gradual subsidence of the floods at the points of origin, with a probability that the damage from overflow has generally culminated in all the upper streams. The Missouri, which is

now falling quite rapidly above Yankton, has receded sufficiently to allow trains to run regularly from Omaha to Council Bluffs. At Atchison the river shows a stage of twenty-three feet, but is stationary, and probably no farther damage will be done. At that point about 1,000 people have been driven from their homes, and are living in vacant halls, stores and box cars. A great extent of low land about Kansas City continues submerged, and much damage has been done to the railroads and other exposed property in that city and on the opposite shore. The Mississippi, swollen by the mighty flood from its great tributary, is steadily advancing on the lower portions of St. Louis, and although but little damage has resulted as yet the situation is now regarded with more serious apprehensions than at any time since the early rise in the upper waters. For the past three days the great expanse of the Father of Waters has widened, and gradually, almost inch by inch, its tide has crept beyond its ordinary limits. Those interested have feared a disastrous overflow, and this apprehension will apparently be realized to some extent. However, to be very damaging, the rise must exceed that of five years ago, and at least equal to that of 1858. There are hundreds of pregnable points along the river front from the extreme north end of the city to the River des Peres on the south. Fortunately, with very few exceptions, they are not in close proximity to valuable property. The sudden rise and fall of the river at various times during the season has greatly perplexed owners of land and manufacturing and commercial establishments bordering on the stream, and they are now taking measures to protect themselves against the threatened advance of the flood. An additional rise of six feet would, if now guarded against in time, commit great havoc in the lower portions of the city. Reports from the towns in the American bottom between St. Louis and Cairo represent the river as over the banks in many places, and the danger of great damage imminent. The Big Field at Ste. Genevieve is almost covered, and St. Mary's is threatened with the rising flood. At the ancient city of Kaskaskia the Mississippi has opened an outlet into the Kaw, the tongue of land between the two streams having been growing narrower for many years by the encroachments of the larger stream, until the space between them was only 300 or 400 feet. The present rise in the Mississippi has broken across this narrow peninsula, and a strong current is flowing into the Kaw, on the west bank of which stands the old town of Kaskaskia, once the capital of Illinois and the metropolis of the Northwest Territory. Kaskaskia was a populous town long before Laclède landed at St. Louis. It was captured from the British during the Revolution by George Rogers Clark, and was subsequently the home of many distinguished men. The flood of 1844 drove many of the inhabitants from the town, which had suffered from a similar disaster sixty years previously. The present freshet threatens to make a finish of the ancient village, and its site, the *St. Louis Globe Democrat* predicts, will soon be the swimming-school of the catfish and the kindergarten of the bullfrog.

In our own State the center of interest has been transferred from the upper waters of the Minnesota river and its tributaries to the Mississippi at and near St. Paul, where the advance of the river upon its shores on both sides is said to be without precedent in the memory of "the oldest inhabitant." The suburban town of West St. Paul is literally submerged, and the inhabitants have been compelled to seek refuge on the high ground, where many of them are temporarily sheltered in tents. In that portion of the city itself lying under the bluffs, where a great deal of railroad property is exposed, the situation is described as being perilously uncertain. The water has made very marked progress and extends nearly to Broadway. All travel below that point has been cut off on Third street. All the lower railroad tracks on either side are covered with water to a depth of several feet and the first floors of many buildings are inundated. The Keokuk Northern line office is covered with water, and the occupants have been forced to abandon the premises to the forces of the elements. Should the water rise two feet more and cover all the tracks, the loss to the railroad companies would be very heavy. Active preparations for the relief of the homeless and destitute have been going on, and last night the barracks which were provided for by the Chamber of Commerce was nearly in readiness. They will be 400 feet long, and will furnish shelter to those driven from their homes who have no other place for the present. While the situation is thus forbidding at St. Paul, there is no special reason to fear that the flood will assume such magnitude as to endanger the towns below. To send the river up to the high-water mark of last year, at Winona, where the channel acquires three times the width it possesses at St. Paul, would require a considerably greater volume than is reported to be coming down from the Minnesota, and as all the tributary streams above us, other than that named, are at an ordinary stage, and rising but slowly, no serious apprehension need be entertained of an unprecedented or damaging flood here.

Reports from all sections of the wheat-growing States of the Northwest up to Tuesday disclose a rather more favorable condition of affairs than had been previously anticipated. Two weeks ago the only encouraging reports were from the southeastern counties of this State and a portion of Dakota. Since then the situation has changed materially for the better, not alone in this State, but throughout the West. Kansas boasts of a very good prospect for Winter wheat, the recent rains having restored the growing crop to a healthy condition. From Indiana the reports are to the effect that the fine weather of the past few days has started the grain so that it can be definitely determined that the damage to Winter wheat, while considerable, is not nearly so great as was supposed, and the predictions are

that Indiana will produce a crop equal to the average of former years, although not so large as the exceptional product of last season. Illinois and Missouri report somewhat unfavorably, yet with the expectation of at least an average crop. In Wisconsin and Iowa the Winter wheat is damaged as badly as was at first reported, and even under the most favorable conditions throughout the season of growth the yield must still be light. In our own State, as already noted, the prospect is quite as favorable as could be expected, and very much more than many believed it would be a month ago. Seeding in the southern portion of the State has been quite generally finished, while in the more northern and a few of the western frontier counties, the work, though retarded, is now progressing finely. For nearly two weeks past the weather has been all that could be desired, both for seeding and for germination. From nearly all the older counties of the State come statements of a decreased acreage of wheat as compared with last year. Out of twenty-one reports referring to this subject, seventeen claim a decrease—ranging from six to thirty per cent.—while an increase is noted only in three. A similar state of things exists both in Iowa and Wisconsin. The cause is obvious. Repeated failures of the Spring wheat crop have driven the farmers to experimenting more largely with other crops and to an enlargement of their facilities for raising cattle and other stock. While it is to be hoped that the present season will show a better yield of grain per acre than has been obtained in this State for several years past, it is equally to be desired that those farmers who have undertaken to follow the oft-repeated advice to “diversify their industry” may have no occasion to regret the change.

#### THE MIGHTY RIVER. THE MINNESOTA RIVER SWELL REACHES WINONA.

The water, which has been rising for the past few days at the rate of about four inches a day, began to show the effects of the swell from the Minnesota river to-day, the rise for the past twenty-four hours up to noon having been 11 ½ inches.

The stage of the water from the past twenty four hours is reported for THE REPUBLICAN by Master Charles Shepard, a clerk in the office of Messrs. Laird, Norton & Co. The figures given indicate the stage above the low water mark of 1878: April 28, 12 p.m., 7 feet 2 inches; 6 p.m. 8 feet. April 29, 6 a.m. 8 feet 5 ½ inches; 12 p.m. 8 feet 9 ½ inches; 1 p.m. 8 feet 10 ½ inches.

FAVORABLE WEATHER. – The weather is cool and favorable for checking the thaw in the pineries, which will hold back the usual freshet from the St. Croix and the Chippewa. In this event the flood from the Minnesota river will probably run off within a week without any great danger.

THE RIVER AT ST. PAUL. – The water flooded the track of the River Division on Thursday between Hastings and St. Paul, compelling the morning passenger train going north to run around by way of Farmington.

Telegraph lines running into St. Paul were all prostrated shortly after 5 o'clock on Thursday afternoon, and up to a late hour in the night there was no way to reach St. Paul from any direction by wire.

BEEF SLOUGH. A special dispatch from Secretary Irvine, this afternoon, says the water at Beef Slough is within four feet of the high water of last year.

All the freight trains on the River Division were suspended last night, owing to the high water near St. Paul. The passenger train going east did not arrive until half-past four o'clock this morning, the passengers being sent from St. Paul down to Farmington, and thence to Hastings, on the Hastings and Dakota road.

Messrs. Elmer & Tenney sent their stereoscopic-view man, Mr. W. E. Snell, up to St. Paul this morning to take views of the high water in that vicinity. Mr. Snell came in from the west last night, having been engaged in securing views of the high water at New Ulm, Mankato and St. Peter.

**April 30, 1881, Saturday evening. - Winona (Minn.) Daily Republican. – 42 (1 am), 50 (7 am), 56 (1 pm), 56 (6 pm Sunday). Cloudy.**

Farmers in Olmstead county are in excellent spirits, as their seeding is well advanced, and the ground was never in finer condition than at present. --- A resident of Rochester who has just returned from New York says it was an agreeable surprise after passing through the “ice fields” of Michigan, to pass through and see the fertile fields traversed by the Winona and St. Peter road, which are now being cultivated by farmers. --- The Red river at Fargo is 23 feet above low water mark... this year’s rise does not touch the high water mark. In 1873 it was five feet higher than at present, and in 1861 attained a level equal to that of the railroad, seven or eight feet above the present stage. --- Superintendent Sanborn went West last night. --- Some of the farmers are jubilant over their Winter wheat, which has come through fresh and beautiful. Some pieces, where exposed, are failures.

Reports from the upper rivers indicate a continued recession of the floods. At St. Paul, last night, the water was believed to be at a stand, having reached a point nineteen feet and a half above the ordinary low-water mark. But little change is noticeable from yesterday in the situation in the inundated district. In all some eight houses have been partially or wholly lifted from their foundations. No more serious casualties have yet been reported, though the force of the current against the partially submerged buildings is making itself felt perceptibly, and many of them are partially overturned. The upper Mississippi river at St. Cloud is falling. Latest advices from various points on the Minnesota river show the water to be falling rapidly. At St. Peter it is twenty-six inches below the highest point and falling fast. At Carver it has receded nearly six inches. Yesterday at New Ulm the fall was four feet from the highest point. The Cottonwood has fallen over twelve feet and all the danger is passed. The trestlework has been repaired and trains are running on the Winona and St. Peter road to Sleepy Eye. Beyond that place the trains are still suspended, but Superintendent Sanborn expects to have all damages repaired so as to allow trains to run to Marshall by the first of next week. The river is steadily advancing at Winona, though with no alarming prospect of a flood.

Thursday was a day of great excitement in Kansas City. The water in the Missouri continued to rise throughout the night, and at 9 o'clock in the morning the dyke raised along the Missouri river front of the bottoms gave way in the neighborhood called Hell's Half-Acre, and the torrent poured through, driving the people from their homes in great terror. All efforts to stay the flood were vain, and within an hour a large district was inundated to the depth of from four to ten feet. At noon the torrent began to pour over Ninth street; submerging this district, as large as the first, and driving the terror-stricken inhabitants before it. The water stands at seven feet in a large number of stores on Union avenue and James streets and covers the street railway on those streets for five or six squares. In the neighborhood known as Armourdale, a large number of colored families were surprised by the flood and at least five persons drowned. The water washed over the doomed town so rapidly that the inhabitants could only flee for their lives without being able to remove any household goods. Three hundred families were thus thrown out in an incredibly short time and are now encamped on the high grounds around Armstrong, with the probability that their houses will go down stream. It would take columns to describe the situation as it now exists, together with the serious damage inflicted. At least six thousand people are driven from their homes, and the approaches to the high ground in the main portion of the city present a strange appearance, piles of household goods, with crowds of dazed refugees from the flood, appearing on every hand.

DAKOTA. THE FLOOD. Yankton, April 28.—All telegraphic communication being destroyed, this telegram goes to Sioux City by mail. The Missouri flood has subsided and the river is falling almost as rapidly as it rose. For a week past the river has been out of its banks and overflowing the bottoms below Yankton, again submerging a large portion of the land overflowed by the Missouri river rise. The worst of this flood is now over. The James river has been full from bluff to bluff and from a mile to a mile and a half wide. Its low water width is about ten rods. All its bottom lands for over twenty-five miles above here are overflowed, and most of the houses upon the bottoms have been swept away. The destruction of property is great, and the destitution of the flood sufferers is still being cared for in Yankton. Six boats of clothing have been received from Omaha and have been distributed in Union, Clair, Bon Homme, Cedar, and Knox counties. The demand is greater than the supply, and all applicants are in positive need of aid. Governor Hand is taking steps to secure the burial of dead cattle, horses and dogs in the bottoms, as the carcasses are beginning to decompose. The steamers Helena, Big Horn, and Rosebud, which were cast upon the prairie by the floods, have been launched and are ready for work. The steamers Butte, Black Hills and Nellie Peck cannot be launched until there is another rise in the river, as a wide sand-bar has formed along the river front, where they were left by the flood.—The weather is warm and pleasant, the grass is green and the farmers are getting in their grain.

This paragraph from the *Wabasha Herald* has an unpleasant flavor: "In a trip through Glasgow, Highland, Plainview and Oakwood last week, we found the farmers busy putting in seed, many of them nearly done, and constables equally busy shingling the farms over with attachments. The condition of matters is really serious, and if crops should prove poor or prices low this year, mortgage foreclosures will be numerous enough to make it interesting for lawyers and printers, but troublesome for the farmers who gave them. Three years of poor crops added to twenty of continuous raising of wheat and burning the straw, have left the far famed Greenwood Prairie in an unpleasant condition."

CITY AND VICINITY. THE HIGH WATER. THE MISSISSIPPI BEGINS TO BOOM.

To-day the water was making itself conspicuous on the levee, but several feet of rise is still necessary to bring it up over the bank. The Diamond Jo dock at 6 o'clock last evening was accessible, but at noon to-day it was

surrounded by water a foot or more deep. Parties having freight in the Winona and St. Peter depot were notified yesterday afternoon that the rapid rise of the river required its prompt removal; and those who delayed action till this morning found portions of their goods standing in water six inches deep. The bottom lands across the river are submerged and the ferry now is obliged to carry its passengers and teams to the stone house to make a landing.

During the night and to-day the river rose at the rate of one inch an hour, and continues rising at the same rate. At noon yesterday the water stood at eight feet nine and one-half inches above low-water mark; at 6 p.m., nine feet two inches; at 6 a.m. to-day, ten and one-half inches; at noon, ten feet six and one-half inches.

The Minnesota river is falling rapidly, and at St. Paul the Mississippi was at a stand this morning.

Captain Snyder, of the steamer Robert Harris, predicts a further rise of three feet at Winona.

Rafting operations at Beef Slough have been shut down, owing to the high water.

#### SEEDING OPERATIONS. WHEAT ABOUT ALL SOWN IN SOUTHEASTERN MINNESOTA.

The present week finds the important business of wheat seeding pretty well finished in that portion of the State lying east of the Iowa and Minnesota Division of the Chicago, Milwaukee and St. Paul road. From Mr. O. Wheeler, who has just returned from quite an extended tour through the State, it is learned that the acreage sown to wheat in the southeastern part of the State is much less than that of last year, but there is an increase in the acreage of barley, oats, flax and other grains. There was never a better time for seeding, and the farmers in this section of the State who have endured poor crops for two or three seasons are feeling particularly well because they have got the grain in the ground in good shape and at a reasonably early date.

In the western part of the State, however, the season is later, quite the reverse of the situation for several years past. The rule has been that the seeding there was from a week to ten days earlier than in the counties of the eastern half of the State, but there is no reason to feel any special anxiety as regards the season. Wheat sown up to the middle of May has turned out well in Minnesota.

**May 2, 1881, Monday evening. - Winona (Minn.) Daily Republican.** – 40 (1 am), 42 (7 am), 56 (1 pm), 48 (6 pm). Clear.

It is not alone from central Europe that the vast stream of immigration now pouring into this country emanates. A recent dispatch from Hull, England, states that contracts have been made to carry 60,000 Swedes and Norwegians to that port on their way to America. These people will mainly find their way to the Northwest—many of them coming to this State and the adjoining Territory of Dakota. They ought to be welcome. No better class of immigrants reach our shores than these hardy sons of Scandinavia. They can all read and write, they are industrious, thrifty, and in the main temperate. They, and especially their immediate descendants, will make good American citizens.

Information from all the upper rivers shows that they are receding nearly as fast as they rose. The Minnesota and its tributaries are getting within their banks at nearly all points, and affairs throughout the valley are gradually assuming their normal condition. The St. Croix and the Chippewa are about at a stand—the latter rising slightly, but not so much as to materially add to the existing flood in the Mississippi. At St. Paul the latter river had receded eighteen inches up to 10 o'clock to-day, and is still falling. The flood has nearly reached its culmination at Winona, and the water is still three feet lower than it was during the great rise of last year. No damage to property has occurred here, and none is likely to occur, although some of the lumber and other establishments on the river bank are put to temporary inconvenience for a few days. Intelligence from the vicinity of St. Louis points to an almost unprecedented flood, caused by the convergence of the overflow from the upper Mississippi and from the Missouri in one enormous deluge, which threatens destruction to a vast amount of exposed property, not only in that city but all along the river to its outlet at the Gulf. Dispatches from St. Louis indicate that great apprehension of danger exists there and it is clearly not without cause.

W.L. Ross is under arrest for the alleged crime of forgery. He was traveling solicitor for an insurance agent at Rochester. Mr. Ross returned several notes to the agency accompanied by the application, and received his commissions, but it now turns out that both notes and applications are forgeries. Just how many forged notes there are out it is impossible to tell at present. The following are known, and this is why W. L. Ross now lies in jail at Caledonia: One note signed by William Orr, Mound Prairie, for \$55.20; one signed by Peter Arnott, for \$85.72; one signed by O.Hanson, for \$86.00. [note: Will Ross from De Smet]

RAILWAY NOTES. Trains on the Southern Minnesota reached Flandreau on Friday. It is the first road that has been able to reach the valley of the Big Sioux since the big flood. --- The St. Paul and Sioux City road is still badly broken up, but the work of repairing the breaks is going forward rapidly, and trains will probably run through by the middle of the week. --- The people of Sioux Falls, Dakota, have been deprived of railroad communication since October, and have yet ten days to wait. Two car loads of provisions were contributed at La Crosse for the residents of the isolated region, and an agent will accompany the supplies and hurry them forward from the nearest station reached by rail.

MISSOURI. THREATENED INUNDATION. St. Louis, May 2.—The washout in the Ohio and Mississippi Railroad dyke or embankment in East St. Louis which connects the island with the main land, reported last night, is about fifty feet wide. The dyke is 2,000 feet long and runs parallel with three hundred feet of Bowman's dyke. The effect of the break was simply to fill the space between the two dykes with water. The Bowman dyke has been strengthened in its weak spots, its low places raised and it is believed it is now capable of withstanding the pressure upon it but should the river rise much more the water will overflow the dyke in which case the greater part, if not all, of East St. Louis would be inundated. The river is still rising and a general inundation is imminent. All the railroad companies and the city authorities of East St. Louis are fully alive to the impending danger and are doing every thing possible to avert the calamity.

The brakemen on the Grand Trunk Railway request an advance of wages from \$1.25 to \$1.40 per day on passenger and way trains, and \$1.50 on through freight. If the request is not acceded to they will "resign" on Wednesday at midnight.

HIGH WATER. THE TIDAL WAVE GROWING LESS. The water continued to rise on Saturday night about an inch an hour and by Sunday it was over the levee in many of the lower places. Some families living on the low land in the western part of the city, removed their household effects, while booms and other safeguards were thrown out at the mills to secure floating property. From 7 p.m. Sunday evening to midnight the rise was four inches. Then the rise was slower, being only two inches from midnight to 7 a.m. Monday. The total rise from 6 p.m. Saturday to Monday noon was two feet five and a half inches, leaving it still more than three feet below last year's mark. The flood has nearly reached its height without causing any damage worthy of note here. The Chippewa is falling.

**May 3, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. — 40 (1 am), 40 (7 am), 58 (1 pm), 56 (6 pm). Cloudy.**

The strike among the Chicago switchmen is general. The men are orderly and confident of success. --- River News. The water reached its highest point this morning, rising only two and a half inches last night. From 6 to 9 o'clock this forenoon the water receded half an inch. The Chippewa is falling. --- The Winona and St. Peter railroad is now open to Minneota, west of Marshall, and to Aurora, on the Tracy Branch, and expect to get to Watertown and Huron by Saturday.

The river is still rising at St. Louis, and a general inundation of all the low land seems inevitable. The water at East St. Louis is from one to three feet higher than the greater part of the city. Gangs of men are kept steadily at work on the levee, and patrols are constantly on duty. The destruction to farm property on the American Bottoms will be immense.

The quarterly report of the chief of the Bureau of Statistics for the three months ending December 31, 1880, just published embraces information showing the number and nationality of immigrants into the United States for twenty years, and a general statement in regard to the commerce of the various countries of South America, the United States, Great Britain and France for twenty years. From the immigration table it appears that the number of immigrants into the United States during the calendar year 1880 amount to 593,703, being larger than during any previous year in the history of the country. Of the immigrants that arrived during the year 1880, 442,097 were from Europe, 7,098 were from Asia, 15 were from Africa, 142,225 were from the various countries on the American continent, 1,125 were from the Pacific Islands, and from countries not specified there were 1,143.

DAKOTA. The snow in the country around Flandreau has all disappeared, raising the Big Sioux river ten feet—flooding the bottoms, driving settlers from their homes and sweeping the bridges away all along the line. Seeding has just commenced, and there will be an increase in acreage of at least 50 per cent. over last year, 25 per cent of

which will be flax and 25 per cent will be wheat. A large amount of wheat yet remains to be threshed, and a still larger amount to be marketed.

RAILWAY NOTES. The St. Paul Railroad Company estimate their losses by blockades and floods at about \$2,000,000. --- The latest addition to the list of new railroad buildings in Chicago is the elegant new passenger depot of the various branches of the Northwestern road, which was opened on Monday. It is situated on Wells and Kenzie streets, open on all sides and fronting on the river. Its main tower is 175 feet high, and the weather vane is 200 feet from the sidewalk. The main waiting room is 150 by 65 feet in area. The tracks are enclosed by a structure 100 feet wide and 450 feet long, and there are ample facilities for express cars, baggage rooms, ticket offices, dining halls, etc. The building cost nearly a quarter million dollars, and is considered one of the handsomest in the city.

STATE NEWS. A gentleman who came down from beyond Sleepy Eye says there is scarcely any seeding done up that way yet, and that the snow is not all gone off. He says where the snow has melted the ground is too wet to seed for some time yet. The farmers are very much discouraged. They have but very little of their last year's crop threshed, and their wheat stacks are in the water. The outlook for a good crop in that country is very discouraging.

The river is still rising at St. Louis, and a general inundation of all the low land seems inevitable. The water at East St. Louis is from one to three feet higher than the greater part of the city. Gangs of men are kept steadily at work on the levee, and patrols are constantly on duty. The destruction to farm property on the American Bottoms will be immense.

**May 4, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** - 46 (1 am), 50 (7 am), 70 (1 pm), 65 (6 pm). Cloudy.

A strike of the brakemen on the Grand Trunk railway is planned for this evening. The committee in charge of the movement warn the strikers against committing any act of violence. At Milwaukee, last night, all of the trade unions of the city met in secret convention. It is generally believed that the unions will demand an increase of wages, but no serious or riotous conduct is feared. In Chicago, the strike of the switchmen, about 500 in number, is the only movement of the kind thus far developed. The printers who struck in Milwaukee, and the car-drivers in St. Louis, both failed in their attempts, their places having been supplied by new men.

The river is still rising at St. Louis at the rate of seven or eight inches a day. There is a little more water in the overflowed districts and the breadth of inundated lands is somewhat extended, but the situation practically is unchanged. All the dykes and barriers still hold, and there has been no additional destruction of property. The city levee is growing narrower, and business there is much hampered. A few more industrial establishments in the northern part of the city have shut down and the submerged region in the southern part of the city is a little broader and the damage is a little wider spread, but nothing yet has been swept away and no lives lost. East Carondelet is entirely submerged, and about 200 persons have left the place. There are probably about a dozen houses still occupied, but their inmates will have to leave very soon. In East St. Louis the situation is about the same as previously reported, except that an old levee embankment gave way on Tuesday and aggravated the condition of affairs somewhat.

Flood-wood. Three mill dams at Redwood Falls are washed out. --- The mill at Leavenworth was swept away. --- The flood in the Minnesota river last week was two feet and one inch above the highest mark ever reached before. The *Review* says: "That portion of West Mankato situated upon what is known as the Blue Earth flats was entirely covered with water, and the effects of the rapid current are to be noticed in the broken fences, the overturned outhouses, and the general disarrangement of the surroundings. The water has pretty generally disappeared, the warm sun is drying the ground, and the families are preparing to resume their homes. --- The rise on Tuesday night floated away one or two sections of the old unused Winona track, on the levee—ties and all—and lodged it against Page's chicken coop, on the river bank. A good deal of fun was indulged in over the occurrence, one party saying it was another attempt by the Winona road to shut off the Milwaukee road from reaching the stone quarries, while another pointed to it as evidence of the accommodating spirit of the Winona company in running a side track to a hennery.

Telegraphic communication is just resumed with Yankton after being broken eleven days. The direct line was completely prostrated and will not be replaced for a month yet. The floods are all subsiding and the Missouri is still

falling rapidly. The James river is running down the water off the flooded bottoms except in the low places, where it will remain until evaporated. The flood sufferers are still being fed by the relief commissions. The government stopped issuing rations on Monday, the understanding being that private contributions from the outside would relieve the War Department of this expense. The steamer Peck brought a supply of army clothing and tents. Clothing is badly needed. Many of the settlers are left penniless but are going to work again on the farms, hoping for assistance and determined to make the best of their misfortune. The people are yet so much scattered that no definite extent of the losses can be reached. About \$3,000 has been received by telegraph. The design is to give the destitute a horse and cow apiece, if possible, and enough household goods for a start. There is much demand for clothing for women and children. Many of them were taken out of the water only partially clad, and all of their surplus clothing was lost. The Green Island mail bag has been found buried in the mud and the contents recovered, but in bad condition. The registered packages are all right, one of which contained \$100. From the James river flood little has been heard, excepting that all the bridges are out, mills washed away or disabled and many houses swept away. The inhabitants are out of flour and some of them are liable to go hungry.

MISSOURI. THE RISING FLOOD. East St. Louis, May 4. — The situation is becoming more and more critical and unless the river ceases to rise, of which there is no immediate hope, the entire city will be submerged. A break is already reported in the Ohio and Missouri Railroad embankment about a mile north of the relay depot, and the Vandalia track is flooded for some distance. Many people have already moved to St. Louis and others have moved themselves and their household effects to upper stories of their dwellings. Some of the merchants are moving their goods to St. Louis and other places of safety. Several railroads have taken the movable property from their yards on the island, and some decline to receive any more freight for shipment at present. The Cairo and St. Louis narrow gauge railroad is submerged in many places on the bottoms, and has suspended operations. The trestle of the Cairo Short Line leading to the island south of the bridge has been abandoned.

DAKOTA. A number of leading citizens of Fargo, Dakota, have united in a dispatch to the Western Associated Press, which states that they wish to contradict the impression which has been spread abroad that their section of the country, as well as Southern Dakota, has been visited by a flood, or that they are in need of assistance. Neither the Red River, Cheyenne, James, nor any of the smaller streams that water the Red River valley and North Dakota, have overflowed their banks. Seeding has been in active progress for ten days past in every portion of North Dakota, from Red river to the western limit of wheat culture. The weather has been most favorable, and already the greatest confidence exists as to future crops.

Today is the twenty-ninth anniversary of Mr. Edward Ely's arrival in what is now the city of Winona. Of the company of pioneers who then encamped on the site of Winona, only Mr. Ely and Mr. Geo. W. Clark remain. There was at that date but one house here—a wood shanty. Mr. Ely, as he looks back to that halcyon period, when all were rich in anticipation, sighs regretfully and says that the accumulated wealth of the long intervening period consists wholly in experience. Of that he has an abundant score.

**May 4, 1881, Wednesday [New Ulm MN Weekly Review]** — Smith, Cobb & Co. lost 400 sheep and 500 head of cattle on their Jim River ranch in Dakota. The snow prevented the stock from reaching the hay and feed stored for them. --- The steamboat Mary Barnes left St. Paul for Mankato last Sunday with a large list of passengers, express matter and freight. Who says that steamboat navigation is a thing of the past. --- Depot agent Heideman informs us that trains are now running to Minneota [Minneola?] on the W. & St. P. road, and to Aurora on the Dakota Central; the recent flood damages having been repaired to those points. --- The Redwood mills have been damaged by the flood in the Redwood river to a considerable extent, and the people of that section are for the present being supplied with flour from the New Ulm mills. --- On account of the recent high water the railroad track in places is in a very bad condition. The Redwood accommodation train was ditched last Thursday morning by the spreading of the rails. No one was hurt by the accident, however. --- Eleven car loads of emigrant goods, and farming implements, live stock, household goods, were sidetracked at this place several days last week. The persons in charge informed us that some of the emigrants came from Indiana, some from New York, and some from Vermont, and that they were all destined to Goodwin, D.T. [note: Goodwin is about 10 miles west of Watertown.] --- Mr. H.C. Barlow, of Chicago, has been appointed division freight agent of the Winona & St. Peter railroad, to fill the vacancy occasioned by the transfer of Mr. H.R. McCullough to the same position on one of the divisions running out of Chicago. Mr. Barlow has had experience in the general freight department of the Chicago & Northwestern road. His appointment dates from May 1<sup>st</sup>. --- The first thunder and hail storm of the season passed over this section last Saturday from



south-east to north-west. The storm struck this city about eleven o'clock a.m., and for a few minutes the hail stones came down thick and fast. Soon after, the floodgates were opened and during the remainder of the day heavy showers fell at intervals. At one time during the afternoon it became so dark that it was necessary to light the lamps. --- Mr. Ot. Musser, clerk of the Tracy land office, is visiting among us. It is given out that upon his return he will be accompanied by one of New Ulm's fair daughters whom he will lovingly call wife. Here is our hand, Otis, shake! -- - From Springfield. The river is now nearly down to its former level. / The mails have been very irregular the past winter and this spring, but the prospects of a change for the better are now good. / A few words of the (watery) past may not be uninteresting to the readers of the *Review*. As soon as the Spring thaw had fairly set in the Cottonwood river began to assume an angry countenance. The ice came rushing down, commingled promiscuously with trees, straw stacks, houses, &c. The river has been as high before, and some say that it reached the height of this year on several previous occasions. The timber on the river banks and the flat was completely submerged. John Kitson's house on the flat was taken down the stream, also Louis Larson's stable. Blad's, Beye's and Aarnes' houses were very badly damaged by the flood. Larson has moved his house on to higher ground. Kitson is building again, but not on the flat. / The leading citizens of the village have been engaged in burning fire breaks around the village. 'Tis well. --Darrah. --- From Sleepy Eye. Our streets are now dry and on Sunday our livery men had their hands full. / Farmers are now in the midst of their spring seeding and about another week will see the work completed. There is considerable grain in this vicinity that is yet in stacks which will be threshed as soon as seeding is finished. / On Sunday morning last nine trains left here for the west with emigrants, wood, coal and merchandise. The departure and arrival of trains at this station last Sunday numbered eighteen, and it wasn't a very good railroad day either.

The *Redwood Gazette* notes the discovery of a vein of lignite coal in the Minnesota river bluffs about four miles from that town. A party went out to examine it a few days ago and carried back with them a number of specimens. The vein which they examined was about seventy-five feet below the top of the bluff, and was about four inches thick where it cropped out. The roof over it was sandstone with fire-clay below. Above this vein were found two thinner layers of coal. The samples brought in were smooth and glossy, something like cannel coal, but much browner in color. In order to test its value for fuel, some of it was taken to a blacksmith's forge and burned. While not burning quite as readily as ordinary soft coal, it appeared to give out more heat, and nothing was left of it but rather whitish ashes. The test was rather satisfactory to those who witnessed it. The *Gazette* says that coal is cropping out in various localities near Redwood, but it thinks the only way to ascertain whether it is to be found in sufficient quantity to be of any value is by boring.

FLOOD ECHOES. THE MINNESOTA REACHED ITS HIGHEST POINT AT NEW ULM, AT 11. A.M. WEDNESDAY, APRIL 27<sup>TH</sup>, AND IT HAS SINCE FALLEN ABOUT ELEVEN FEET.

Herrian's Ice House Bursts, and 278 Tons of Ice Gone to Cool the Father of Waters.

The great flood of 1881, which during the past ten days has cost many hours of painful suspense and uncertainty to those living on the low bottom lands along the various streams in the Minnesota valley, is now nearly a thing of the past. The flood has at least so far subsided in this vicinity that no more fears need be entertained of damage to property. The destruction to property near the headwaters of the Mississippi and Chippewa rivers has been great, and at Montevideo and Minnesota Falls thousands of dollars were swept away in bridge property alone; every bridge at or near those places having been dislodged and washed away. Buildings and other property within reach of the flood have suffered proportionately. In this vicinity the people living on the Minnesota have escaped more fortunately, and it is only of a few instances that we hear where any damage has been done. True, many fences have been swept away, considerable cord-wood took free passage to the gulf, innumerable haystacks are hung up promiscuously on trees, a few stables and small shanties may have changed positions, but we have yet to hear of a single instance where a house has been dislodged or swept away, although quite a number were badly immersed. Our good fortune in escaping so easily is due to several causes. In the first place, when the Minnesota began to assume alarming proportions, it backed water from the raging flood pouring out of the Cottonwood, and for two days or more the Minnesota in front of New Ulm

FLOWED UPSTREAM. or was at a stand-still, and not until the flood in the Cottonwood began to subside was the downward current perceptible.

Our last week's report dated up to 4 o'clock p.m. Tuesday, and grave fears were then entertained of the ultimate outcome of the flood. On Tuesday night many retired with strong hopes that the flood had done its worst, and reports that the river had commenced to fall at Montevideo already on Monday morning, strengthened this belief, but Wednesday morning found the water still gradually but surely creeping up and on towards the houses almost within its reach. The water by this time had got within less than a foot of the main floor of the Eagle mill, and Messrs. Beesh, Pfenninger and Doeline bega to change their usually pleasant looks for ones of doubt and

indecision. The "Tra-la-la-eu-yeh" of mine host Hottinger was not heard that morning, but at eleven o'clock it was heard, loud, long and often repeated, and everybody at once knew that a change in the situation for the better had set in. From 11 o'clock a.m. to 2 p.m. the water remained stationary at

28 FEET 1-1/2 INCHES ABOVE THE LOW WATER MARK, when it gradually commenced to fall and by seven o'clock it had receded two inches. Great was the joy among our people, and especially among those living on Front street, when it was ascertained to a certainty that the flood was actually subsiding, and that the climax had been reached and passed.

Up to 5 o'clock Wednesday evening but little actual damage to property had been done. But just a few minutes before six o'clock the side addition of Herrian's ice house burst out with a crash, and 278 tons of ice stored there-in was suddenly immersed in the then four feet of water around the building. All efforts to save the ice proved futile, and it was finally permitted to sail down the river unmolested. Grave fears were entertained for the safety of the main building, and on Thursday morning Mr. Herrian commenced moving the ice to other buildings. Late Thursday evening it became apparent that the new addition in rear of the main building would also burst, but by Friday morning the water had receded far enough so that the building could be braced, and no further damage resulted. Mr. Herrian places his loss on building, sawdust and ice at \$600, but he thinks that he has still ice enough left to supply all his customers.

On Thursday the trestle work across the bottom below the city became unsafe, and passengers, mail and express goods were transferred across the break on hand cars. A pile driver was soon at the place and by Friday evening the damage was repaired. This second break in the trestle was caused by the flood waves of the Minnesota.

MINOR MENTION. Palmer & Landwehr's saw mill engine, which was completely immersed, has come out without any damage. About ten cords of wood and slabs belonging to the firm was washed away and is lost. The mill will again be placed in position as soon as the flood subsides far enough, and sawing resumed at once upon the receipt of the Promised logs.

It has now been definitely ascertained that only a portion of Franks' mill dam on the Cottonwood has been taken out and the mill itself is only slightly damaged. The damages can be repaired without much expense.

Schwerteger's mill at Iberia is reported to be all right, although the mill was submerged to a considerable extent.

Frank & Benzine's mill dam is believed to be intact, although at this writing the exact condition of the dam cannot be ascertained. The mill itself is O.K.

Every mill on the Redwood river at Redwood Falls was taken out and the mills will not be able to resume grinding until the damages are repaired, which will be several months. The *Gazette* estimates the damage to mill property at that place at \$4,000, saying nothing of the loss of time and the many other inconveniences.

Last Thursday morning A. Harkin, the postmaster at West Newton, sent the mail down in a small boat, and remarked that it was the first time since the settlement of the country by whites that it has thus been forwarded on this route. During high tide of the flood the water stood three feet deep on the first floor of Mr. Harkin's warehouse. Xav. Brunner's hotel stables were also badly submerged and in consequence considerably damaged. The bottom road to West Newton and beyond was overflowed in several places and travel by teams for the time being had to be suspended.

We learn that Mr. F. Meyerding, living near Redstone, came near meeting a watery grave a week ago last Sunday evening. He was out in the river in a skiff, and while engaged in an effort to move some drift wood which had become lodged against one of the ice breakers near the bridge, his boat was upset and drifted out of his reach. After a life and death struggle he succeeded in climbing a tree, where he remained until rescued, several hours later, by a neighbor who had been attracted thither by Mr. Meyerding's cries for help. It was a close and pretty loud call for Mr. Meyerding, and it will serve him for the remainder of his days as a reminder of the great flood of 1881.

Mr. Nagel's five acre rye field on the Cottonwood bottom near the city is buried out of sight by sand, which was deposited over the field by the flood. He had also sown about 5-1/2 acres to oats and this has all been washed away. But Mr. Nagel is gay and happy still, all the same. We are informed that Mr. Kuehnel opposite the city had also sown considerable wheat on some portions of his overflowed land. It is expected that this, too, will be a total loss.

A portion of the east approach to the Cottonwood bridge, near Manderfeld's, was carried away by the flood, and teams at that point can not cross until the new iron bridge is completed. Commissioner Wagner informs us that the bridge is not safe for teams to cross even if the approach was repaired, and as the contractor for building the new bridge is liable to commence work any day, all money expended on the old bridge would be just so much thrown away.

The Sleepy Eye *Gazette* has been informed by Mr. J.S. Burke that the town of Gary has been badly flooded. A number of buildings have been swept away and the roof of one of them is now lodged in the top of a tree.

Another railroad man, Mr. Bidwell, informed the *Gazette* that there was two feet of water on the main street in town of Marshall, one day last week.

The snow shovelers who returned from the west with roadmaster Burke last Thursday were compelled to swim across a creek near Canby. There was a about one hundred men in the crowd, and from all reports they were a hungry and foot-sore lot of men when they reached Sleepy Eye.

#### LOSS OF LIFE.

A young man named Stafford who had attempted to go from Marshall to Redwood Falls in a skiff, in company with Robt. Waldron of the former place, was drowned a week ago last Sunday when about seven miles from his destination. The boat was whirled against a small tree, and Stafford impulsively threw out his arms and clutched the tree, and in an instant the boat was swept away from under him. His companion endeavored to bring the boat back to him, but without success, and Stafford, who seemed to have lost all presence of mind, let go his hold upon the tree and was swept away by the rushing water. A liberal reward is offered for the recovery of Stafford's body. He had on a diagonal worsted suit and rubber boots. Height about six feet; weight about 175 pounds. Dark complexion, black eyes and mustache. Age about 25 years. Information of the recovery of his body may be sent to H.D. Chollar, Redwood Falls, or Rev. Mr. Hanley, Marshall, Minn.

A man named J. Burrows was drowned while crossing a flooded ravine near Huron, D.T., on last week Tuesday. He was on his way home from Huron, where he had been to telegraph to his mother at Winona not to come out on a visit to him until the high water subsided. A few hours after the receipt of his telegram his mother received a second, announcing her son's death.

One or two other cases of accidental drowning are also supposed to have occurred further down the river, one being a farmer near Le Sueur,

#### BELOW US.

In our neighboring town of Mankato, the lower portions of the *Free Press* and *Beobachter* establishments were inundated, and Mr. Broome of the latter was compelled to seek other and more congenial quarters in which to get out his paper. Second street near Himmelmann's hotel was submerged by nearly or quite three feet of water. The large mill was also compelled to shut down on account of too much water in the engine room. The railroads suffered severely at Mankato. The bridge across the Minnesota at that point stood the pressure nobly, and it is all right. The bridge across the Blue Earth was somewhat damaged by drift wood. The flood has caused more or less suffering in every town on the Minnesota, and much valuable property has been destroyed, including the west pier of the Le Sueur bridge. The Sioux City railroad was inundated at several places between Kaskota and Mendota and trains were suspended during the larger portion of last week. At West St. Paul, the flood caused much suffering among the inhabitants of the flat. Aid committees were organized by the citizens of St. Paul, barracks built and the sufferers were made as comfortable as the circumstances permitted. The flood reached its highest mark at St. Paul at 2 a.m. on Friday and it has since fallen about two feet. Winona and points further down are now getting the high water.

**May 5, 1881, Thursday evening. - Winona (Minn.) Daily Republican.** - 52 (1 am), 56 (7 am), 72 (1 pm), 66 (6 pm). Clear

The trees begin to look green. --- The water in the river has receded about six inches. ---

The Winona and St. Peter railroad, together with all its branches, is now open through to Watertown and Huron. The Black Hills division will be open to Fort Pierre this week. All the rolling stock of the road is employed in carrying out immigrants and their effects. Five trains, loaded with passengers, household goods, stock, etc., started out from Winona on Tuesday. There is also a lively movement of merchandise along the line. At nearly all the principal stations from Winona westward, freight has been accumulating during the Winter, and this is now being hastened forward to its various destinations as fast as cars can be obtained for that purpose.

**Railway Notes.** All the railways in this and adjoining States are now running full runs, and there is a general rush of delayed freights. --- On Monday morning next track laying will begin on the Missouri division of the Northern Pacific at a point a short distance beyond the boundary line of Dakota and Montana west to the Yellowstone. --- The Missouri division of the Union Pacific is expected to be open to allow of the running of trains to-day. The washouts of a few pile bridges on the line has occasioned a delay of trains for several days past.

**May 5, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** - Seeding is being rushed through, and we shall have to wait for a crop of local news until it is over. --- Postmaster-editor Rising, of Tyler, got

capsized in the Redwood the other day, while transferring the mails, and had to swim for it. --- The average yield of Indian corn per acre throughout the United States is 29.2 bushels. --- Five thousand people were rendered homeless in Kansas City by the flood in Missouri. Many of the unfortunates are living in tents. --- The highest point reached by the Mississippi at St. Paul this season was nineteen feet five inches above low water mark—the highest for many years. --- Ten steamboats are stranded on the prairie in the vicinity of Yankton. --- Capts. Lavendar and Nobles, prominent merchants and citizens of Yankton, took their lives in their hands and as leader of the yawl “fleet” of rescuers from Yankton, spent fourteen days among the floes and floods, saving more than 400 people. --- The *Pioneer Press* correspondent says that upwards of 2,000 people are left destitute by the flood along the Missouri. Many men of the 2,000 will go to work rebuilding the railroad, driving teams or some such work as soon as the country will permit. Others will commence repairing damages shortly and may put in corn or potatoes. But their women and children and they themselves, until they can earn or lease something, must have assistance. Government rations are being issued to them. --- The Minnesota reached its highest point at Mankato on the 27<sup>th</sup> inst., twenty-four feet five inches above low water mark, and thirty-two inches higher than ever before known. --- Over \$2,000,000 of private losses were sustained between Yankton and Pierre. --- Sioux City losses about \$140,000 worth of property.

Monday’s work is to wash, apace;  
Tuesday’s work is to iron, with grace;  
Wednesday’s work is to bake and sew;  
Thursday’s work is to clean—for show;  
Friday’s work is to sweep, dust and brush;  
Saturday’s work is to cook—with a rush;  
The next day that comes is the Sabbath day;  
And then she’s too tired to rest, or to pray.

Snow shovelers on the W. & St. P. came down from the west last week on foot, tired and foot-sore, and now they are replaced by bridge builders and track repairers. It will probably be not less than a week before trains will run to Watertown again.

Messrs. G.W. Van Dusen & Co. intend building some thirty or forty large coal bins this season at various points on the Winona & St. Peter road west of Sleepy Eye. They will fill them in August and September with a large stock of coal, and thus prevent a recurrence of a fuel famine in the future in that treeless region. They also intend building a number of new grain elevators and grain warehouses.

OBSERVATIONS IN WISCONSIN. Although Wisconsin may fairly be said to have thawed out, there yet remains, in many places, abundant evidences of last winter’s heavy snow fall. We saw many fields under water in the vicinity of Madison, and patches of snow everywhere. Very little seeding or plowing had been done there last week.

The tendency of farming in Western Wisconsin is generally away from wheat-raising. Very little of this grain is shipped from the towns we visited, but much of the produce is sent directly to commission merchants in the shape of fat cattle and hogs, butter, cheese, etc. The winter wheat is a partial failure this season.

It looks as though our neighbors across the Mississippi had learned the lesson of Thrift better than we of Minnesota. Even on the stumpy hillsides of the bluff country, frugal comfort appears to be the rule: “With sma’ to sell and less to buy, A boon distress, below envy.”

The backwoods farmer, with his twenty-acre patch, accumulates less real estate than he might were he in Dakota, but by dint of steady chopping through the winter and the careful cultivation of his stumpy fields in summer, possibly enjoys life better than his more ambitious neighbor who tackles half a section of prairie along the banks of the Jim river.

SPECIAL MEETING OF THE BOARD OF COUNTY COMMISSIONERS. AUDITOR’S OFFICE, REDWOOD FALLS, MINN., APRIL 30, 1881.

Board met pursuant to call. Present—Commissioners Hotchkiss, Turrell, Stewart and Owen.

Report of Committee on County Roads (appointed at prior session of the Board) was accepted. On the prayer of the petition for the road being granted, on which said committee reported, the following order was adopted, viz:

State of Minnesota, County of Redwood.

At a meeting of the Board of County Commissioners of the county of Redwood, held on the 30<sup>th</sup> day of April, 1881, the report of the committee appointed by said board at their last session—to examine the highway hereinafter mentioned—having been duly returned, from which it appears that the said committee met and the time and place designated in their order of appointment, and examined the proposed location of a highway from the southeast corner of Section 36, town 109, range 39, running north of said range line to the northeast corner of section 1, town 112, range 39, in said county, described in the petition of H. Burmeister and twenty-eight others, freeholders of said county, dated the 12<sup>th</sup> day of January, 1881, as follows, to wit:

Beginning at the southeast corner of section 36, town 109, range 39; running thence north on range lines between ranges 38 and 39, to and ending at the northeast corner of section 1, town 112, range 39, said range line to be the center line of said proposed highway, and said highway to be the width of four rods. Except—“It is not asked to have said highway located on that part of said range line within the platted limits of the village of Walnut Grove,” in which report the said committee recommend that the prayer of the petitioners for the establishment of such road be granted. And the said board having determined, from the face of said report, and from the evidence before them, that the utility of the proposed highway is greater than the amount of damages to be sustained thereby (such damages having been duly assessed) and being of the opinion that such road is of sufficient advantage to said county to warrant the paying of the damages so assessed by this board, as hereinafter stated.

It is therefore hereby ordered and determined that the prayer of the said petition be granted, and that a highway be and hereby is located and established four (4) rods in width, according to the description and line of survey above given, which is hereby declared to be the center line of said highway. The County Auditor is directed to notify the supervisors of the several town through which such highway is located, that they cause so much of said highway as lies in their respective towns to be opened on or before the first day of September, 1881.

The said County Commissioners have determined the damages sustained by reason of the location and establishment of said road over the lands of the following named owners, and unknown owners, taking into account and estimating the advantages and benefits the highway will confer on each land owner, as well as all disadvantages, having estimated the benefits and advantages to be equal to any and all their damages.

Winona & St. Peter RR. Co., all of	S 1 – T 112 – R 39		
Unknown, east half	12	112	39
W & St P R R Co east half	13(18?)	112	39
Unknown east half	24	112	39
W & St P R R Co east half	25	112	39
Unknown east half	36	112	39
Unknown, sw-w of nw 6, w 18, and w		30	112 38
Winona Land Co, w 7, w 19, and w	31	112	38
W & St P R R Co, e 1, e 13 and 2	25	111	39
Unknown, e 12, e 24, e	36	111	39
Winona Land Co, w 7, w 19, and w	31 (34?)	111	38
Unknown w 6, w 18, w	30	111	38
W & St P R R Co e 1, ne & n-se 13 and e	1	110	39
A.S. Carlson s-se	13	110	39
Unknown e 12 and e	24	110	39
A.P. West ne	24	110	39
Lewis Johnson se	24	110	39
Unknown w 6, w 18, and w	30	110	38
Unknown ne 1, e 12, se	24	109	39
Jas Rice e-se	1	109	39
W.L. Breckenridge e 13 and ne	24	109	39
W.J. Masters se-ne and ne-se	25	109	39
H.J. Kenyon s-se	25	109	39
Andrew Cochran ne-ne	36	109	39
E. Bedal se-ne	36	109	39
C.E. Rice se	36	109	39
Joseph Smith nw	6	109	38
Unknown sw 6, sw 18, and sw	30	109	38
Winona Land Co. w 7 and w	19	109	38
Jas Keller nw 18	18	109	38 ←-- Ingalls former land

Laird & co.	sw-nw	30	109	38
Thos. Wilson	w	31	109	38

Adjourn until 1:30. [snip] Minutes of the Board were read and approved. Adjourned. Fred V. Hotchkiss, Chairman of County Com'rs. Attest: I.M. Van Schaack, County Auditor.

**May 5, 1881** [Brookings Co. D.T. PRESS] – [Front page is Brookings front paper with April 21, 1881 date. Is national news. Next page is local news with May 5 date.] --- **The Waters.** The floods of this season have been all over the United States the most disastrous known. The Missouri which commenced its career of destruction about April 1<sup>st</sup> is only just gone down after having for nearly a month continued carrying desolation to everything within its reach. The rise was so great at one time that the water stood twenty-five feet above low water mark at Omaha. All along its banks the people are homeless and suffering. The government is furnishing them with rations and clothing and relief is coming is from all sources. It is estimated that \$2,500,000 worth of damage has been done between Pierre and Sioux City (Iowa). Council Bluffs which has never before known a flood, has been nearly all submerged.

Along the Sioux we are unable to find out anything about the towns except Sioux Falls, where the streets were badly flooded and about \$140,000 worth of damage is done. No suffering or loss of life has been heard of among the inhabitants of the valley.

In Minnesota the river of that name has been doing a great deal of damage. Montevideo has been the heaviest sufferer but much damage has been done also at New Ulm and other places. The Mississippi has been away up and a large part of St. Paul has been under water. Hundreds of the inhabitants have been taken care of at the expense of the city. Much damage has been done but at last accounts the river was falling rapidly.

In Iowa the Des Moines river is overflowing its banks and doing a great deal of damage. The Mississippi has not done much damage so far but a further rise is feared.

St. Louis is beginning to get the effect of the late floods and will probably be overflowed. East St. Louis is overflowed already.

--- **The Pioneer's Opinion.** We clip the following from the Chicago TRIBUNE which is the result of an interview between a reporter of that paper and Judge W.W. Brookings, after whom our county was named:

“What kind of a winter have you had in your section of Dakota?” – The longest and most severe in my experience, having lived in the Territory for the last twenty-four years. I think more snow has fallen in southern Dakota since the 15<sup>th</sup> of October last than in the entire ten years previous.

“Has there been much suffering and loss of stock?” – In isolated places where parties had recently settled in the country there must have been suffering for want of fuel and perhaps food, but generally our people had sufficient food and by rigid economy in the use of fuel would have enough to prevent suffering. In the southern and eastern portions of the territory where stock is provided with shelter and hay but few have died; in the western part, however, where stock grazes through the year and are not provided with hay there has been a heavy loss, although I am informed that around and in the Black Hills but little loss of stock has been sustained, the winter has been much milder than in the eastern part of the territory, and that spring was sufficiently advanced the middle of March to sow grain.

“Will the past winter have a tendency to retard the growth of the territory?” –No. I look upon the deep snowfall as beneficial. The heavy fall of snow during the winter of 1856-'57, and the seven years following it were years of abundant crops, plentiful falls of rain and no grasshoppers or other injurious insects. Glorious crops followed, and with the vast increase of settlers now populating our territory a repetition of such, harvests will more than compensate for all the losses of the past winter. We have many shallow lakes—some of which have partially, others entirely, dried out in the past few years—all of these will be again filled, and will be of the utmost benefit to our country. Dakota rarely suffers from too much wet, but rather the reverse, consequently these reservoirs of water increase our rain-fall, and with sufficient moisture no country on the globe can surpass Dakota in the immense yield of crops. There is no better stock country.

“What are the prospects of Sioux Falls?” – Remarkably good! A party of New York and English capitalists are improving the water-power to its full extent. They are building one of the finest flouring-mills in the United States and the third in capacity. The amount of \$85,000 will be expended for Government buildings there this season. [another half column of questions]

--- A private letter from a friend in Iowa says the suffering in that God forsaken country almost passes belief.— The following is an extract from the letter. It was not intended for publication, but as it gives so clearly the condition of things there, we have concluded to give our readers a part of it:

“The snow has been about ten feet deep on an average. Many of our people have been without any fuel, except such furniture and fences as they could get hold of, for weeks at a time, which corn and wheat, ground in a coffee mill and eaten raw with milk (fire being too scarce to be used for cooking frequently) has constituted the principal part of our living. Those who had hogs have been in luck, as they have had meat to use whenever they could get sufficient coals together to roast it on.—Several parties have killed their last cow in order to live. Had we been no better prepared for winter than the people of your territory were when I was there in November we should have all perished certain. One trouble here is that the farmers do not make enough off of their farms in the summer to keep them over winter in the best of seasons and are consequently obliged to work for others at such work as they can get during the winter in order to make both ends meet. This winter has of course put a stop to that and the consequence is that we shall not be much better off when it breaks up.—Hundreds of people are going to leave just as soon as that time comes for Dakota. Frank Wilson who was with me on my Dakota trip last fall, has sold his place which he paid sixty dollars an acre for, a few years ago, for seven dollars per acre, and he and I will start for the Golden Northwest, as you call it, as soon as possible. I don’t think there will be any trouble in store for the people who remain in Iowa another winter for it is said that providence watches over idiots, and they surely will all be of that class to remain here another winter.”

--- (May 5, 1881) [Brookings Co. D.T. PRESS] The. Blockade. Is badly busted. --- Brookings is incorporated. --- We have got coal in town again. --- Farm machinery is now plenty. --- All our merchants are happy again. --- Ham and eggs are on the turf now. --- The grass is starting on the prairie. --- The Southern Minnesota R.R. is now open. --- A carload of flour came in, Wednesday. --- Pitching quoits has been quite popular lately. --- The first freight train ran into Huron this morning. --- A large crowd gathered at the depot Monday evening. --- Wheat buyer Williams has gone to De Smet to see about his farm. --- Sheldon & Dillingham have a car load of good farm horses for sale here. --- Lots of freight is standing on the side tracks here for points farther west. --- The way the groceries went which first came in was a caution to snakes. --- Cigars in town once more gladdens the hearts of the users of the Flora de Krouts. --- The first day of May was up to the usual average of that day for clouds and rain. -- - Jake Hopp of the De Smet NEWS is in town to-day. He reports everything all right at his place. --- Iowa and Wisconsin papers of as late date as April 25<sup>th</sup> are growling because spring has made no appearance. --- By the aid of providence and other volunteers from Brookings we are again permitted to hear the whistle of locomotive. --- The number of freight cars being rolled over the road now looks like business. Emigrant cars are prominent among them. --- Mail is all we can get, hear, see or dream of now. We have had enough mail in the last few days to run any other place a year. --- The pay car was at this place on Wednesday. It gladdened the hearts of the railroad boys exceedingly, as it was its first appearance since last November. --- Telegraph photograph has been successful operated for a distance of one hundred miles. Sending your photograph by telegraph will soon be a common thing. -- - Seeding is getting well along—many of the farmers having finished. The cool cloudy weather we are having now days is going to be the making of the crop. The ground is in splendid condition. --- We issue this week in our regular form which we hope to be able to continue from this to the crack of doom. The old PRESS, like all other business has had a hard time trying to keep up its regular order during the winter. We have spend an immense amount of money this winter is trying to keep running and are very glad to see the dawn of the era of prosperity. --- One of the noticeable feature of the flood has been the filling up of the dry lakes. When Mr. Inish went through the country on the first survey of the C. & N. W. he took up the theory that this country was drying up and built the road in accordance with it, and the consequence is that the road runs through several dry lakes and in its construction it was neglected to put in a sufficient number of culverts. This spring has shown them the error of their ways. All the dry lakes have filled up full and seem determined to stay so, and on all low grounds the washouts have been bad. Dakota isn’t on the dry-up very bad and anyone who thinks so is liable to get drowned. Another fact in connection with the filling of the lakes is that it insures us a big rain fall this year as there is so much more water in the country to be taken up by evaporation. The railroad company are preparing to remedy many of the defects in the road. --- The following letter is a lately discovered document and is a valuable addition to our list of autographs of great men. It was written by Adam to Eve after they had left the Garden of Eden and Adam had gone west to hunt up a new ranch. It gives the opinion of the oldest inhabitant concerning the great west. – June 21<sup>st</sup>, 1. Dear Eve: I am sitting on the banks of a river I have named the Big Suit (since corrupted to Big Sioux. Ed.) because everything around here just suits me. I am pretty tired after my long tramp, but I have caught on at last and don’t you forget it. I was almost afraid at one time that I wouldn’t find anything which would compare with the old place, but I have struck it at last. I wouldn’t go back into the old Garden for any amount of wealth. This is the place for me. Everything grows here and we are allowed to eat everything we want. You know I had some hard feelings against you on account of that apple business you coaxed me into, but I am glad now that you did it, for if you hadn’t I should never have seen this country. I am going to start back after you and the children just as soon as I can file on a claim here. Kiss the

children for me and tell Cainey to be a good boy and I will bring him something nice. Your loving husband, Adam.

--- The blockade is among the things that were. After four months of blizzards and wash-outs Minnesota at last let up and on last Monday afternoon we were again permitted to see a train.—The construction train reached Aurora Saturday night and worked all day Sunday with a small force on the track between here and there. On Monday the largest portion of the crew deserted and volunteers were obliged to go out from town in order to get the train in that day. The construction train arrived about four o'clock and was soon followed by a freight, the first since Dec. 24<sup>th</sup>, and also a passenger, the first since Jan. 19<sup>th</sup>. When we think that this was all caused by Minnesota, and that three day's work would have cleared the track of snow from Minnesota to Pierre at any time this winter we are inclined to lay up a grudge against the "hay twisters," but as it is all past now we will let by-gones be by-gones and forgive them. At present, freight and passengers are rolling into town by the car-load. Hotels are jam full, and the stores are getting to be likewise.—Everybody has been waiting for the train and now that they have got it all are working like beavers to make up for lost time. No loafers are to be seen.—The mails are again running regularly every day and questions as to when there will be another mail has ceased. The land seeker who has been waiting a couple of months for the old clerk of the weather to get home and kick out the one appointed for Minnesota, is now happy and he is rushing to this country in hot haste. Farm machinery has arrived in abundance.—Provisions are plenty. In fact we now all feel that we have lived through the hardest winter ever known and we heave a huge sigh of relief as we see that its troubles are now done with, although none of us were cold, naked, or hungry while it hung on. A large force is now working west and the prospects are that trains will be running to Pierre in a few days.

**May 5, 1881. The Worthington (Minnesota) ADVANCE.** The Floods at Sioux Falls. Our neighboring city of Sioux Falls has come in for a large share of the loss and distress caused by the floods. We have had no papers from there for weeks, although the town is only 65 miles distant, but from the Sioux City Journal, which by some mysterious dispensation of Providence, wandered into Worthington in these days when postal officials and railroads are paying no attention to mails, we glean the following facts concerning the havoc made by the raging Sioux: Sioux Falls, April 26.—After the ice broke up last Wednesday morning the Sioux fall some, but on Friday night commenced rising, and by Saturday evening attained fifteen and a half feet above low water, as high as ever was known. A torrent a third of a mile wide ran through the town, flooding the basements of all the buildings on the west side of Phillips avenue from the postoffice north, compelling almost everybody from Van Epps block north to remove their goods, and making a lake of the region for over four blocks south of the island and two blocks west of the river. On the east side it reached to the bluffs, east of the St. Paul depot, and thirty-three buildings of various kinds were washed away. The loss estimated by the Pantagraph at \$140,000 as follows: Milwaukee company, loss of bridge and damage to track and yard, \$27,000. St. Paul company, damage to track, grade, yard, etc., \$20,000. (etc. list of buildings and amounts). April 27.—Mr. Kent says that the damage at Sioux Falls and thereabouts by the overflow of the Sioux river is simply immense, and he thinks the actual loss to the town cannot be less than \$200,000. A detailed list of the principal sufferers was given in a special published yesterday, and need not be repeated here, sufficing it to say that according to Mr. Kent the damage by the flood was underestimated if anything, and certainly not exaggerated. / It was a thrilling sight when the bridges went out, three of them going in fifteen minutes. The upper wagon bridge, a new iron structure, was swept away as though it were a cobweb, and whirling down the river it struck the lower wagon bridge, also iron, and threw it right up in the air like a chip, and then the two together charged upon the Pembina railroad bridge and tore it from its supports, and the three went off down the river. / The valley for miles is strewn with the wrecks of lumber yards, buildings and other floatable property. The big bottom just west of Sioux Falls resembled a vast lake, and the water covering it probably averaged ten feet deep. All the low lands in that section were under water and the people had to abandon everything and flee for their lives. Many farmers who considered themselves well off a week ago lost all but their land and their lives in the rushing flood which swept away houses, barns, fences, stock, grain, implements, and in fact everything movable. Standing on a bluff houses could be seen with just the comb of the roof out of the water, while others were floating about amid the debris of numberless farms. The people have fled from these low lands to the high grounds and into the town, and Mr. Kent says there is actual distress on account of the scarcity of supplies. In Sioux Falls the supply of staple articles of life is wholly exhausted. The merchants are out of sugar, coffee, syrup, oils, candles, and there was hardly any flour and no vegetables. Stores are doing nothing in the way of trade, because they have little that people want to buy. Mr. Kent thought that there was not a family in town that had over twenty-five pounds of flour, and many had none at all. However, there was said to be flour in the Cascade mill, but it could not be got at until the water went down, as the mill stands, or did stand, in the middle of a raging torrent. Some poor families have literally nothing to eat, and have to depend on the charity of the more fortunate. A bad feature of the situation is that from the deplorable condition of the tracks it is not thought that railroad connections with the outside world can be restored



under six weeks or two months. Between Sioux Falls and Sioux City there is but one bridge left, and that the one at Westfield, and for stretches of miles and miles the road bed is entirely washed out. Mr. Kent thinks that full half of the road bed between this city and Canton is so badly damaged that it will have to be practically rebuilt. The Worthington line is said to be in no better shape, all the bridges and culverts having been taken out. --- There was a heavy frost on Sunday night, May 1. --- The strong wind on Saturday last broke up the ice in Okabena Lake and drifted it over along the west shore. It disappeared rapidly and was about all gone by May 1. --- An eastern mail got in on Monday from the west, having been sent around via of Ackley and Lemars. This was the first sign of a letter mail for eleven days. We suppose the trouble is about over now and it is too late to complain, but the greatest nuisance and annoyance of this Blockade winter and spring, has been the want of mails. Whether the railroad or the postal officials or both are to blame, we hardly know, but we do know that less red tape and a little more disposition to do something, would have brought us our mails more frequently. --- The snow has almost disappeared, nothing being seen now but the largest drifts, and these are fast disappearing. --- JACK FROST. Epsom salts, or sulphate of magnesia, dissolved in beer, together with a small quantity of dextrine, or artificial gum, applied to a pane of glass with a brush, will, on crystallizing, produce the identical designs formed on glass by frost in cold weather, with this improvement, that the liquid may receive any color whatever at the option of the operator.

**May 6, 1881, Friday evening. - Winona (Minn.) Daily Republican. - 52 (1 am), 52 (7 am), 84 (1 pm), 80 (6 pm). Clear.**

[history of the Northern Pacific Railroad on page 1] --- The water is steadily falling. Lawn mowers are on the move. It was very generally remarked to-day that Summer had appeared in all her glory. --- Winona millers bought 31,000 bushels of wheat of a St. Peter dealer, the other day, and it is being shipped as rapidly as cars can be obtained. --- The high water washed away the only ice house they had in New Ulm. The query now is how to keep the beer cool during the long summer months.

Application was recently made on the general land office at Washington by Congressman Washburn of this State (Minnesota) to have the act of March 3, giving settlers on government lands twelve months to establish residence instead of six, under certain circumstances, made general for the Northwest this season, on account of the snow and water embargo on travel. The Commissioner was disposed to grant the request, and laid the matter before the Secretary of the Interior. Mr. Kirkwood, however, while wishing to do all in his power to accommodate the settlers, felt obliged to rule that the act did not admit of such a construction. The settlers, therefore, will not be given a general permission to have twelve months to establish a residence, but each one under the act can go to the land office with proof that, for climatic reasons, it was impossible to comply with the law, and he will be allowed the extra time desired.

It is comforting to know that there have been worse seasons than this one. Twenty-eight years ago last Saturday, Maj. B.H. Randall landed at Fort Ridgely. He says that between St. Peter and that place, at that time, there was no grass—not even signs of grass. He says that on the 12<sup>th</sup> of May they had a big snow storm, and that on the 4<sup>th</sup> of July they found enough snow in the ravines remaining from the drifts of the Winter to make Roman punch with. The 1<sup>st</sup> of May in early times was not considered late to sow wheat. It is only in the last few years that people have got the idea that they must sow their wheat in March.

THE LINE OPEN. THE SNOW AND WATER BLOCKADE RAISED. The long blockade caused by the snow and floods of this memorable and unprecedented season has been raised on the Winona and St. Peter road, the first train reaching Watertown on Thursday evening, doubtless causing much rejoicing to the people who have been so long cut off from railway communication.

A circular has been issued by the Chicago and Northwestern Railway Company, announcing that the blockade is raised and all embargoes against the sale of tickets to points on the line are removed. The Deadwood line via Pierre is again in active operation, and passengers for that, as well as for other points on the line of road, are assured of a satisfactory journey without detention.

A letter received from Mr. John Burrows, dated Huron, May 2, states that they had not yet found the body of his brother Robert, whose death by drowning was recently noted in THE REPUBLICAN. Mr. Burrows writes: "The ravine has been dragged, but to no avail. The water is going down rapidly and it is thought it will not be long until the body is found. No one was with him at the time. All his wearing apparel was found. It seems as if he had intended to wade

where the water was about 300 feet wide. He had evidently put his clothes on a raft, composed of three boards fastened together. He probably intended to wade and push the raft ahead of him. He very likely lost his footing and then his raft, and so lost his life.”

**May 6, 1881.** *from* HISTORY OF BADGER TOWNSHIP by P.R. Crothers, 1925. 4’oclock afternoon of May 6, 1881. First freight train since blockade, came as far west as Volga. 2 engines and about a dozen freight cars. Carload of machinery, a barrel of sugar and 2 barrels of whiskey.

**May 7, 1881, Saturday evening. - Winona (Minn.) Daily Republican.** – 64 (1 am), 66 (7 am), 88 (1 pm), 74 (6 pm Sunday). Clear.

The food at St. Louis has reached its height, and on Friday the river receded two inches. The amount of damage done to farm property on the river bottoms is immense.

A dealer at Marshall, on the western end of the Winona and St. Peter railroad, sold about three thousand pounds of tobacco during the long snow blockade. And yet there are people out there who grumbled because they were “out of supplies.”

There is no change in the attitude of the railroad strikers at Milwaukee, except that some of the Chicago and Northwestern men went to work at the slight advance offered by the company. The Chicago, Milwaukee, and St. Paul will not compromise.

As the flood recedes at St. Paul the low grounds opposite the city present a dreary and desolate appearance. In West St. Paul the yards are more or less free from water, and logs, fences and miscellaneous debris brought down by the current are strewn around in the greatest profusion, while the houses themselves have a general washed-out look. Those that are accessible are generally inhabited again, but those on the lower ground, where the water is too shallow to admit of boats or the mud and water prevents the passing on foot, are still deserted.

The *Marshall News* suggests that the Chicago and Northwestern management should give Superintendent Sanborn of the Winona and St. Peter road a summer vacation and a trip to Europe, as a reward for his extraordinary labors during the period of snow blockade. We second the motion, and call upon the presiding officer to put the question to vote.

Farmers in Dodge and adjoining counties—says the *Mantorville Express*—are generally about all done covering their small grain, and are preparing to plant corn. The weather has continued exceedingly favorable for farm operations and for germinating the newly grown seed. There has been just moisture enough, and a large portion of the grain is already out of the ground.

The railroad was demoralized from the 23<sup>rd</sup> of December until the 3d of May, at Marshall. Stick a pin there. The *News*, announcing the arrival of the first train, says: “On Tuesday night a heavy freight train arrived, and on Wednesday the regular passenger train from the east made its appearance here at about four o’clock, or three hours late, owing to the necessity of going slowly over the reconstructed railroad. In the evening two or three heavy freights of between thirty and forty cars arrived. Wednesday a freight arrived at three o’clock, and the passenger came an hour later. With something of reserve, we can intimate that the daily running of passenger and freight trains has been renewed, and there is good feeling throughout the community. Since Tuesday our stores have all been taking in large stocks of new goods, our grocers are getting well supplied, and the restricted diet of Marshallities can be enlarged *ad libitum*.”

SPRING WHEAT PROSPECTS. Chicago, May 7. The *Times* has two pages of reports of the Spring wheat prospects. In its analysis it says: “The situation of affairs is satisfactory, indeed it may be said to be highly encouraging, for the best reports come from localities where the most Spring wheat is raised, and for the most part the least encouraging reports from stations where Winter wheat has been found the most profitable. In Minnesota, Nebraska and Dakota, which are almost wholly given up to Spring wheat, there is a largely increased acreage and the prospect is thoroughly good.

MINNESOTA. In Minnesota, which raised over 40,000,000 bushels of wheat last year, the reports are uniformly of the most flattering character. In some of the newer counties the acreage has doubled and the average increase for the State is twenty to twenty-five per cent. At the same time the condition is usually stated to have never been better and the prospects for an increased yield per acre are good.

DAKOTA. In Dakota, also, the acreage devoted to Spring wheat is much increased; and indications are all favorable for a generous yield.

Lake City has passed an ordinance preventing any screens being placed at the doors and windows at saloons, and those who desire to drink will take their bitters in view of the world.

Railroad Notes. Superintendent Sanborn and Chief Engineer Blunt arrived home this morning from Watertown, Dakota, rejoicing in the final triumph over the long siege with the elements. They describe the rush of immigration as being very great. One hundred car loads of immigrants and their effects were in Watertown on Thursday, unloading for various places in Dakota. Six trains a day leave Sleepy Eye for the west, carrying immigrants and their effects.

**May 9, 1881, Monday evening. - Winona (Minn.) Daily Republican.** — 58 (1 am), 60 (7 am), 64 (1 pm), 60 (6 pm). Clear.

The rain of yesterday and to-day has been very general throughout Minnesota and Dakota, and will be worth millions to the new wheat crop. --- The first through train from the East since the late blockade reached Pierre Saturday. The first through train from Pierre, is expected in Winona tonight at 1:20. --- Sunday's record of the rush of immigration into Dakota was illustrated by the arrival of 150 car loads of immigrants and their effects at Sleepy Eye.

THE JAMES RIVER VALLEY. THE INDUCEMENTS IT HOLDS OUT TO HOME SEEKERS. Correspondence of The Winona Republican. Redfield, Dakota, May 1, 1881.

As it is about the time of the year when thousands of persons are making up their minds to leave the more densely populated portions of the East, and go West, and as thousands are seeking for information from every quarter of our western frontier as to where they had better go, and what they can find when they get there, and what it will cost them when there to obtain land, by your permission through your ever wide awake paper I will undertake to tell them from personal knowledge and observation of one place and its advantages as an agricultural country that has no superior and but few equals. The James river valley seems to offer sufficient natural advantages to make it the garden of the northwest. A good climate, a rich soil, level or undulating surface, timber on river banks, and the certain indications of coal combine to make one of the finest farming countries in the world. The railroad companies seem to have been almost the first to discover and appreciate the wonderful valley and they are rapidly opening the way to make emigration there exceedingly easy and profitable.

The Chicago and Northwestern Railroad Company have graded a road from Huron, in Beadle county, running north through Redfield, Spink county, and terminating at Ordway, Brown county, on the Elm river.

Spink county is one of the best counties in the James river valley, and there is a large amount of land there to be entered. It has the best railroad facilities of any county along the river, of which we wish more particularly to speak.

Spink is the banner county of the James river valley. It has three lines of railroads surveyed, one graded, and the remaining two will be graded this upcoming season. The Chicago and Northwestern running directly north through the county on the north side of the James river is all ready for the ties, which will be laid as soon as work begins.

The same company have a line surveyed from Watertown, Dakota, running east and west, which forms a junction with the above mentioned line eight miles west from the James river at Redfield, Dakota. In addition to this the Chicago, Milwaukee and St. Paul Company have a line surveyed running north from Mitchell, Dakota, into Brown county, on the west side of the river, which is partly graded and will be finished this season.

The soil in Spink county is a rich, black loam, from eighteen inches to three feet deep, with clay subsoil. Good crops of different kinds having been raised upon sod the same year that it was first broken in May yielded the same year of wheat twenty bushels per acre. Vegetables of nearly all kinds have been raised with success, and do equally as well as any we ever saw. Wheat is the great crop. It yields from twenty to thirty-five bushels per acre of No. 1 grain. Corn has been, as yet, but little planted. The few fields that have been planted were new breaking and did well accordingly. Without doubt it will be a good crop and a sure one.

These figures are all taken from crops actually grown and are not exaggerated. Without doubt Spink county, on the James river, can not be excelled as a grain-producing region, not even by the Red river valley.

Now as to the cost of a seat in this modern Paradise. You will have to sacrifice old acquaintances for new ones; in many instances you will have to leave the old homestead that in the flush of times you mortgaged for what seemed to you but a mere trifle at the time, but which, alas! In too many cases is now nearly the entire value, leaving you with a very small equity, but remember that you are coming to a country known as the poor man's friend. Where taxes are merely nominal and forever will be light, as your neighbor will own just as good a farm as you and will contribute equally to the support of the local government. When you arrive here do not be in a hurry, but look around you a day or two—it will give you better satisfaction. After mature reflection go to one of the numerous land agents, employ one to show you the country, make a selection of 320 acres of land—a homestead and a tree claim—for which you give fourteen dollars each to pay the government fee, and about ten or fifteen dollars to the agent. This will be what your 320 acres of land will cost you.

Now to all of you who want farms come to eastern Dakota; make Huron or Watertown your objective point; from there you can radiate. The place to start for when leaving Huron or Watertown is Redfield, in the center of the finest farming country in Dakota Territory. The future prospects of Redfield are very favorable and are so pronounced by all who have visited the place. It is located on an elevated rise of land from which you can overlook thousands of acres and obtain a splendid view of the country. It is surrounded by very choice land which is rapidly being settled by a very good class of people. The Congregational and Methodists have organized churches, and each will build a house of worship this coming season. In conclusion I will say that here is as pretty a country as there is in the northwest. ---A.T. Dikeman.

**May 10, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. -** 52 (1 am), 46 (7 am), 80 (1 pm), 76 (6 pm). Clear.

Calls continue to come from the drowned-out people of the Missouri river valley for assistance. Hundreds of families are utterly destitute. --- The supposition that the strike of the railroad switchmen at Milwaukee would end with the close of last week was a mistake. The strike is still in progress, to the serious embarrassment of the freight business of some of the roads. --- All the lakes, canals, and other water channels of transportation are now open, and the grain carrying trade is being pushed vigorously.

Articles of incorporation were sent to Yankton on Saturday for the Lead City, Central and Custer railroad. The directors are all largely interested in the Homestake mine. The road will be 100 miles in length, narrow gauge, connecting all the cities in the Black Hills and the coal fields. Grading has commenced, and work will begin in a few days on the Central City end. For the Deadwood and Eastern road the engineers are now at Deadwood. The road is to be forty miles long, and will be constructed this year.

**May 11, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. -** 61 (1 am), 74 (7 am), 87 (1 pm), 84 (6 pm). Clear.

The southwestern counties of Minnesota report seeding about finished, with a very slight or no increase in acreage.

**Dakota.** The railroad bridge over the Vermillion river was but little damaged by the flood. --- There are railroad ties and rails lodged in the trees on the banks of the Vermillion river.

**May 11, 1881, Wednesday. [New Ulm MN Weekly Review] -** Mr. O. Carney, living near Amiret was in town yesterday. He reports that he is engaged in threshing his wheat that has stood in the stack all winter; that it is coming out in first rate condition, at the rate of thirty bushels to the acre, and will grade No. 1. [Marshall Messenger] --- It is claimed that Minnesota does not raise more than 60 percent enough oats to supply home demand and the balance has to be imported. Farmers should make a note of this and raise more oats and less wheat. --- The leaves on the trees, the grass, wheat and other vegetation is coming out nicely, and during the warm days of last week you could almost hear it grow. --- During the recent flood season the public schools of Marshall had to be suspended on account of too much water in the streets, two-thirds of the children being unable to reach the school-house. --- The Lake Benton News expresses its joy at the opening of the railroad as follows: "The suspense is over—'Rah! The blockade has been raised—Tiger!! Through trains and daily mails—Whoop!!! An invoice of tobacco stuck the town

yesterday—let the eagle scream!!!!” --- When the Minnesota was at its best a report was circulated in Mankato that Schell’s brick brewery from New Ulm was coming down the river, and the thirsty politicians rushed pell mell to the river. The *Review* and *Free Press* are now quarrelling as to whether the Democrats or Republicans got there first, but as both parties brought up at the river bank so nearly even it is doubtful if the question will ever be satisfactorily settled. --- The westward emigration has already assumed such proportions that the Winona & St. Peter railroad has found it necessary on several occasions of late to run double-header passenger trains; in fact they have found their rolling stock almost insufficient to accommodate the vast number of emigrants now pouring into this State and Dakota. Freight trains made up wholly of cars containing emigrants and their stock and household effects pass this station daily. --- Here are Vennor’s predictions for the balance of May: After the 10<sup>th</sup> of May hot weather may be expected, and after the 15<sup>th</sup> bush-fires will probably break out in certain districts, although thunder-storms are also probable on the 13<sup>th</sup> and 15<sup>th</sup>. Between the 20<sup>th</sup> and 25<sup>th</sup> there will probably be cloudy weather with rains, and vegetation will have advanced considerable by the 24<sup>th</sup> of the month. Between the 20<sup>th</sup> and 25<sup>th</sup> weather will probably be cool. The month will end hot and sultry. ---

From Bashaw, April 28, 1881. About the 18<sup>th</sup> inst. we again saw land, since which time the hills of Bashaw have appeared once more. We had for about one week great rivers in place of creek, and creeks on high land. She snow has now about all gone except a bank, now and then in some sheltered place; the flood has also subsided, and I hear of no damage done in our town except the flooding of some cellars and wells. The ground is as yet very wet. The buzz of the thresher and rattle of the seeders are again heard in the land and we think seeding will be fairly under way by the 2d of May. Our school was put back one month and a half on account of the deep snow and the inclemency of the weather, but has finally commenced and we hope to have a successful term as it has been closed so long. —Timothy Finegan.

THE LONG BLOCKADE CAUSED BY THE SNOW AND FLOODS of this memorable and unprecedented season has been raised on the Winona & St. Peter road, the first train reaching Watertown last Thursday evening, doubtless causing much rejoicing to the people who have been so long cut off from railway communication. A circular has been issued by the Chicago and Northwestern railway Company, announcing that the blockade is raised and all embargoes against the sale of tickets to points on the line are removed. The Deadwood line via Pierre is again in active operation, and passengers for that, as well as for other points on the line of road, are assured of a satisfactory journey without detention.

The merchants and business men of Mankato do not relish the advance in freights made by the Chicago & Northwestern and the Milwaukee and St. Paul Companies, and at the Board of Trade meeting, on Monday of last week, a movement was inaugurated looking to utilizing the Minnesota river for transportation purposes, and also to enlist other river towns in the undertaking. The *Review* says the advance in freight is about \$30 per car, which if maintained for a year, will amount to more, over and above former rates, to pay all the bonuses pledged to railroads, or buy half a dozen steam boats adapted to the Minnesota river trade. Every merchant in the Minnesota valley is directly and every citizen is indirectly interested in this movement.

**May 12, 1881, Thursday evening. - Winona (Minn.) Daily Republican. — 60 (1 am), 62 (7 am), 73 (1 pm), 70 (6 pm). Clear.**

Some 400 hogs in Watertown have died from diphtheria. --- The Chicago and Northwestern has issued a new freight tariff, in effect from May 5, from Chicago, Milwaukee, Racine and Kenosha to all points in the Black Hills, including the wagon and stage transportation from the Missouri river to the mines. The rates from Chicago will be: Deadwood, \$3.25 per hundred pounds; Central City \$3.35; Lead City \$3.40; Rapid City \$3; Fort Meade \$3.10; Sturgis City \$3.10. --- Strawberries in market at 25 cents per quart.

Merchants and shippers throughout the West are beginning to complain very seriously of the delay of their goods in transit, owing to the railroad switchmen’s strike in Chicago. It will be necessary for the railroad companies to either concede the demand of the strikers at once or put on new men, else they will seriously discommode the general business public while crippling themselves.

The strike of the switchmen on the Chicago, Milwaukee and St. Paul railroad has at last assumed an ugly shape.... [lots more, but this isn’t the line through De Smet. See page 2]

**Dakota.** Elk Point citizens complain of the stench arising from the carcasses of dead animals. --- The first bull-train of the season arrived in Deadwood on the 1<sup>st</sup> with 125,000 pounds of freight, being the clean-up of last year's shipments via Pierre.

**May 12, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Potatoes are scarce, and one of our exchanges says that a St. Paul dealer offered 75 cents a bushel for them at Glencoe. Mr. Ackmann was selling some last week which had been dug this spring, having laid out all winter under the snow. And yet some people talk as though Minnesota winters were cold! --- Farmers make no complaint about the weather of the past few weeks, which has been altogether favorable for seeding. One farmer told us that he sowed some soft wheat and next day it had sprouted. --- Delhi Items. The wolves have become very bold of late. Regardless of the high bounty paid for their scalps, they enter among flocks of sheep in day time, and carry off lambs. Messrs. Stewart, McLean and Cumming have lost some lately. The last-named had a lamb taken out of his flock while his young son who herds was within a few feet of the wolf, but could not drive him off without his prey. --- In every part of Northern Dakota seeding had been in active progress for the ten days preceding the 3d, and the acreage was the largest ever sown in the new Northwest. --- A girl in one of those poke bonnets looks as though she was sitting at the rear end of a Kansas wagon. [Burlington *Hawkeye*] --- The Chicago *Times* concludes an article on the wheat outlook by saying that the prospects for spring wheat in Minnesota, Nebraska and Dakota are all that can be desired. --- Theodore Tilton was at Windom while the flood in the Des Moines river was at its height, and with the thirst for novel experiences that is a well-known characteristic of the man, he went on the bridge about the time that it was apparent that it must be soon swept away, in order to feel the sensation of the final shock of great masses of ice against the structure. When the terrific collision took place, and the bridge yielded to the immense force brought to bear on it, the famous Brooklynite retreated from his standpoint of observation with all possible haste, and afterwards said that he had had enough of that kind of experience to last him the remainder of his days. --- Later advices from the stock ranges state that nearly all the sheep in the Black Hills section of the country have died. Stock along the Pierre route is dying off with great rapidity. The cattle are so weak from hunger that they cannot range far enough away to get good grazing. The prairie is covered with water and melting snow, and the cattle, which are almost dead from hunger fall down from exhaustion, are unable to rise, and die where they fall. The semi-annual round-up of stock will occur May 15<sup>th</sup>, and then the exact loss will be known.

The Winona & St. Peter railroad, together with all its branches, is now open through to Watertown and Huron. The Black Hills division will be open to Fort Pierre this week. All the rolling stock of the road is employed carrying out immigrants and their effects. Five trains, loaded with passengers, household goods, stock, etc. Started out from Winona on Tuesday. There is also a lively movement of merchandise along the line. At nearly all the principal stations from Winona westward, freight has been accumulating during the winter, and is not being hastened forward to its various destinations as fast as cars can be obtained for that purpose.

**May 12, 1881, Thursday. The Worthington (Minnesota) Advance.** – The Winter Weather Record. In our issue of March 17 we published a weather record of the winter up to that time. Below we give the complete record before and since that date. Henceforth we can count on regular trains, with the exception of an occasional mishap which may occur in the best regulated families: Friday, October 15<sup>th</sup>, winter set in with a blizzard of rain, hail and snow. County Fair spoiled. No trains or mails until Tuesday following. Friday, November 19<sup>th</sup>, cold snap begins, mercury getting down to 19 below zero on the night of the 20<sup>th</sup>. Friday, December 24<sup>th</sup>, storm brews. No eastern trains on Saturday. Gets in Sunday night. Monday and Tuesday, December 27<sup>th</sup> and 28<sup>th</sup>, cold snap. Mercury down to 30 and 34 below. Tuesday blizzard sets in. No trains after Wednesday. Advance on a half sheet. Tuesday, January 4, some rain. Friday night, January 7, freight train breaks through Bigelow bridge, ditching stock cars and killing some cattle. Friday, January 21, snow storm, blocking the road until Sunday. Wednesday, January 26, another blizzard stopping trains. Advance on a half sheet. Tuesday, February 1, 3, longest snow storm of the winter sets in. Comes from the southeast continues four days. Friday, February 11, another blizzard sets in, continuing two days. Wednesday night, February 16, first train from the east for 15 days. Friday, February 18, another blizzard and a snow storm on Tuesday, Feb. 22<sup>nd</sup>. Friday, Feb 18, last eastern train in. Friday, March 4, blizzard all day. Saturday March 5, fair weahter sets in and continues until Thursday. Road open except strip between St. James and Windom. Friday, March 11, terrific blizzard of snow continuing through Saturday. Road blockaded worse than ever. March 30<sup>th</sup>, road shoveled out again and train got in from the East. April 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup>, trains got in fromSioux City. Thursday night, April 7<sup>th</sup>, a train got in from the East. Friday (the fateful fay of this winter) April

8<sup>th</sup>, snowed again and stopped trains. Saturday night, April 16<sup>th</sup>, train in from the East. Sunday, the 17<sup>th</sup>, first freight train for eleven weeks, bringing supplies. Sunday night, April 17<sup>th</sup>, first train out on the branch for nine weeks. Got as far as Luverne. Wednesday, April 20<sup>th</sup>, trains suspended again on account of floods, after four days of pretty regular arrivals. Monday, May 2d, first train through from St. Paul after eleven days suspension. Trains running regularly since. --- Farmers have been busy for two weeks night and day seeding. --- The grass is shooting up like the aurora borealis. Young cattle were turned out to grass a week ago, and are getting no other feed now. --- From 100 to 150 freight cars are daily passing over our road from St. Paul to Sioux City. The gorge is thus being rapidly relieved.

**May 13, 1881, Friday evening. - Winona (Minn.) Daily Republican. -** 54 (1 am), 56 (7 am), 76 (1 pm), 70 (6 pm). Cloudy.

Sioux Falls protests that it has plenty to eat and declines to be represented by Gov. Ordway as in the extremes of beggary and starvation. --- Trees by hundreds of thousands in Southern Wisconsin were destroyed by ground mice during the snow blockade.

**May 14, 1881, Saturday evening. - Winona (Minn.) Daily Republican. -** 60 (1 am), 63 (7 am), 74 (1 pm), 74 (6 pm Sunday). Clear.

A copy of the Moody County Enterprise, published at Flandrau, Dakota, illustrates the straits to which publishers were brought during the recent blockade. The copy before us is on common wrapping paper about the size of commercial note, two columns on each page.

It isn't so bad, after all, at New Ulm. The Review says that only a part of the ice supply of that town was destroyed by the flood. The kitchens will have to do without, but there is enough left to cool the beer.

Supt. C.H. Prior is at or beyond Millbank on the Hastings and Dakota, pushing with might and main the road to the James river and Aberdeen. The old grade on the Hastings and Dakota will be raised three feet to make it clear the possible floods of coming seasons.

**May 14, 1881** [Brookings Co. D.T. PRESS] - Nice showers. --- Wheat is growing finely. --- How does it seem to have a mail every day? --- The gravel train is busy filling holes in the road bed. --- The newspapers of Pierre have commenced operation again. --- Emigrant cars are going west with every freight train that passes. --- Freight and passengers still have to be transferred at the lake west of Volga. --- The butchers are having quite a time to find cattle enough to supply the demand. --- Not less than three hundred persons now come into Dakota every day over this line of the C. & N. W. The trains going west are crowded. --- A new railway engine called the Fountain has been built. It out runs the kind now in use twenty miles per hour. Sixty miles per hour is a very easy gait for it to go. --- Six passenger coaches, all completely loaded, are what the railroad company now haul to Tracy. Three of them then come this way and three go to Watertown. --- Old Strike, an Indian chief, says that he has lived on the Missouri for eighty years and never before saw such a winter as the previous one or the river within several feet of as high as it has been this spring.

**May 16, 1881, Monday evening. - Winona (Minn.) Daily Republican. -** 50 (1 am), 54 (7 am), 82 (1 pm), 70 (6 pm). Clear.

The wheat situation is thus reviewed by a Milwaukee house on Saturday:

The weather has been variable, with heavy showers early in the week, followed by very warm weather for a few days, changing to cool and dry during the last day or two. Vegetation has taken a very sudden start and Spring wheat shows a rapid growth, to which the cooler atmosphere now prevailing will give a seasonable check. A late sown Spring wheat crop requires a cool May to develop a healthy and vigorous plant. It is generally estimated that there will be no increase of acreage in Spring wheat this year, the new lands in Dakota, etc., being offset by the larger area planted in barley, oats, etc., in the older States. There is nothing specially new in regard to Winter wheat, which is now growing steadily, and more definite estimates must be deferred until harvest approaches. With fair shipments and moderate receipts our stock of wheat is steadily decreasing and is to-day 2,600,000 bushels of all grades, as compared with 3,760,000 a year ago and 2,088,000 in 1879. The quantity on passage to the United Kingdom is unchanged; to the Continent has increased 320,000 bushels, while the visible supply, in the United

States has decreased 870,000 bushels, leaving the whole quantity in sight in this country and on passage to Europe 41,169,000 as compared with 41,719,000 last week and 42,062,000 a year ago.

The market has been irregular, this week, without violent fluctuations, the tone being on the whole dull and the tendency downward, but the decline for the week is not two cents. Foreign advices have been of the most depressing character, and the daily quotations steadily lower, but the effect on our market has been partially checked by a fair shipping demand here, and by a stubborn local feeling of confidence. This feeling is largely based upon the belief that our wheat crops, so far as they now show, do not promise as well as they did for the past two years. Ohio, Kansas, Nebraska, Dakota and Minnesota may be called quite promising in outlook, but every other State is at least doubtful. At the same time stocks in sight are moderate, and mainly concentrated in Milwaukee and Chicago.— There is no indication of large reserves in farmers' hands anywhere, and while they certainly exist to some extent and will come out later on, it is doubtful if the volume will be too heavy. Stocks in Europe must now be at a very low point, and while trade there continues indifferent, with no disposition to anticipate actual needs, still it is evident that they must have large supplies, steadily until next harvest. It may well be questioned whether the present range of values is too high, taking the whole question into consideration.

**Dakota.** As the reports from the flooded districts are subjected to close examination it is discovered that the loss of life has been very slight. Not more than a dozen people have been known to perish between Pierre and Sioux City. Capt. D. Wheeler, United States Quartermaster for the district embracing Yankton, Bon Homme, Smutty Bear, Green Island, Jim River bottom, Gayville, Meckling, Vermillion, Elk Point, Herrick and Sioux City, says that the first estimate placed the number of needy persons temporarily reduced to privation at 8,000 souls. By careful computation and comparison of reports from the different distressed points he found the number of needy ones reduced to 3,000, and finally to 1,950 persons, to whom it has been issued up to date 34,190 rations, at a cost of \$2,330. The greatest losses were in houses, cattle, and household goods. Their wheat has been ruined, and most of them suffered by the washing away of the soil. From Pierre to Bon Homme the suffering has been comparatively slight, but around Niobrara there are a great many cases of distress. The worst, however, has been in the vicinity of Yankton, and especially at Green Island, Meckling and Vermillion.

A reversal of the order of climate in Dakota and Montana is admitted to have been the main cause of the great disaster on the bottom-lands of the Missouri river and tributary streams this spring. In all previous years the "ice melt" began at the southern end of the river, thus making a natural highway for the increased flow of water, which rarely burst the banks to an extent fatal to life or property. By a freak of nature, however, the sun came out warm in the northern country about the last week of March, and the current thus let loose soon broke the ice on the surface of the Missouri, lower down, piling it up in such masses that "gorges" were formed, particularly at the abrupt bends of the river, and the water thus dammed up bursting through all natural and artificial bounds, inundated the low lands, cut through every obstacle that opposed its progress, and, from the town of Pierre all the way to Sioux City, spread desolation in its course.

The *Sleepy Eye Herald* says: "Some parties express the opinion that farms out west can be bought for a song this Spring owing to the recent hard winter and its discouragement to settlers. Now we know a man who is looking out for some of those very cheap farms. He has cash to invest in them and he says he has not found a single one of those wonderful bargains yet."

#### **Notes from Pierre. The Town Again on the Boom.**

A representative of one of the prominent Winona lumber firms [Charles Ely?] writes that Pierre is booming again. He quotes some of the prices that prevailed during the blockade: Beans, 10@12 cents per pound; beef, 20@25 cents; pork and bacon, 18@26 cents; potatoes, 6 cents; sugar, 20@25 cents; butter, \$1.00; eggs, \$1.00 per dozen; wood, \$5.00@8.00 per load. Concerning the flood, he says: "In three hours time the town was flooded. Three families of us lived in the roundhouse for eight days. The water three feet eight inches in the office. The lumber piles falling over and we commenced the pleasant job of booming the whole thing, office and all, to the railroad. Not a boat could be found, for they were used by a lot of thieves to ransack houses. On the night of the high water lines were stolen, houses were broken into, men stabbed, and in fact we had a first class circus. It was the revival of last Fall's excitement. For two or three days things were somewhat endways. The county officers not attending to their duty it was found needful to take the law in our own hands and order the cut-throats to leave town. So twenty-six men filed out into the streets armed with the best the country afforded and drove fifteen across the river."



Where the railroads run through the dead lakes found in the western part of this State and in Dakota the embankments were built up of soft ground, which is not very substantial now that the lakes are filled with water. Under these circumstances it is found necessary to “kick” trains across, that is, an engine gives the train a start and sends it over to the other side, where another locomotive receives it. As an effective “kicker” it would be hard to beat a steam engine.

**May 17, 1881, Tuesday evening. - Winona (Minn.) Daily Republican. — 52 (1 am), 58 (7 am), 76 (1 pm), 74 (6 pm). Clear.**

The railroad strike in Chicago ended this morning. Three-fourths of the switchmen reported at their yards this morning. The men returned to work at the companies’ terms. --- [Report of the new saw mill of the Winona Lumber Company, officers include William Laird and James Norton, M.G. Norton.]

**May 18, 1881, Wednesday evening. - Winona (Minn.) Daily Republican. — 54 (1 am), 62 (7 am), 82 (1 pm), 74 (6 pm). Clear.**

Farmers are complaining of the scarcity of seed corn. --- Farmers who were unable to complete their threshing last Fall, owing to the early setting in of Winter, are doing so now, and the quality of the wheat is pretty good, where it was properly stacked.

**May 18, 1881. Wednesday. [New Ulm MN Weekly Review] —** There is considerable demand for good working cattle at Marshall. As high as \$140 is being paid for cattle that sold last fall for eighty dollars. --- Husking corn in May in the field is probably something that few people ever saw done before. Fully half the farmers in Cottonwood Co. were doing that last week. --- Lake City has passed an ordinance preventing any screens being placed at the doors and windows of saloons, and those who desire to drink will take their bitters in the view of the world. --- Kiesling, Keller & Co. shipped several car loads of potatoes yesterday to Fort Pierre and other Dakota towns on the Dakota Central road. --- By act of the last legislature the State bounty on wolves was reduced to \$3.00. The law went into effect on May 1<sup>st</sup>. --- Mr. Davis, in charge of Van Dusen & Co.’s elevator in this city, has bought and shipped 30,000 bushels of oats to Ft. Pierre, within the past week. --- The Redstone ferry was put in motion last Saturday and during the day several prairie schooners were ferried across to this side. Although yet a little muddy, farmers with a light load will experience but little or no trouble in crossing the bottom between the ferry and the city. --- On May 5<sup>th</sup> a new freight tariff went into effect on the Chicago & Northwestern from Chicago, Milwaukee, Racine and Kenosha to all points in the Black Hills, including the wagon and stage transportation from the Missouri river to the mines. The rates from Chicago will be: Deadwood, \$3.25 per hundred pounds; Central City, \$3.35; Lead City, \$3.40; Rapid City, \$3; Fort Meade, \$3.10; Sturgis City, \$3.10. --- The recent trip of the steamer Mary Barnes to Mankato did not pay very well, and Capt. Beany has disposed of her to the Government, the purchase being made by Lieut. Maguire, of the U.S. Engineer Corps. The steamer is to be repainted and otherwise improved before leaving St. Paul, and will then be employed on the upper Missouri in improvement work there. --- Parties indebted for seed grain will save expense by applying to the Co. Auditor for an extension of time for payment. Affidavits of inability to pay cannot be made after June 1<sup>st</sup>, 1881, and according to Chapter 79, General Laws of 1881, penalty and interest will attach on and after June 1<sup>st</sup>, where extension is not sought and granted. --- It isn’t so bad, after all, at New Ulm. The *Review* says that only part of the ice supply of that city was destroyed by the flood. The kitchens will have to do without, but there is enough left to cool the beer. In view of this fact Major Bobleter’s invitation is accepted—to take effect when we can get away. [Winona *Republican*] --- The Cottonwood river during its rampage almost ruined the meadow land near the railroad bridge at Redstone. Where the wild torrent was the strongest a wild, deep hole has been eaten in the meadow, and the whole ground for a quarter of a mile around is covered with gravel and sand to the depth of from six inches to two feet. Huge trees are also scattered promiscuously over the bottom, and for grazing or hay purposes the land is completely ruined. --- H.C. Garvin, for a number of years telegraph operator at this place but since the early part of last winter in the train dispatcher’s office at Winona, has been appointed station agent at Tracy. He passed west to his new post of duty last Thursday. Garvin is a first rate good fellow and it gives us pleasure to hear of his well merited promotion. --- From Sleepy Eye. Our village is exceedingly healthy and in consequence our M.D.’s are taking the world easy.

John Bush, the oldest white settler in Minnesota, informs the St. Peter *Times* that in the year 1829 the flood of the Minnesota river was five feet higher than in the year 1881. He says: “Traverse, (Crossing of the Sioux), then not a

trading post, was wholly submerged. Mendota was a trading post in 1826, and the size of the town at that time may be appreciated when I say it amounted to one shanty, which was not only used for trading purposes but it was the headquarters of the Northwestern Fur Co. At Fort Snelling, in 1829, the army officers thought a flood has surely come and prepared for the emergency.”

Lake Benton *Times*. It was generally supposed that the first freight shipments would be provisions. Yesterday we saw a railroader uncarting a lot of forks, rakes, etc., and remarking to himself, “This is a dashed blanked pretty looking lot of stuff to eat!”

**May 19, 1881, Thursday evening. - Winona (Minn.) Daily Republican. -** 58 (1 am), 64 (7 am), 72 (1 pm), 70 (6 pm). Light clouds.

Waseca charges \$225 for liquor licenses to saloons and \$25 to druggists. --- The switchmen employed in the yards of the Chicago railroads, after a strike of two weeks, have returned to work on the terms offered by the companies.

Two hundred cars loaded with immigrants arrived at Watertown, Dakota, over the Winona and St. Peter road, last week. There is a perfect rush of land-seekers going west. From four to six car loads of immigrants accompany every train on the Winona road to the west. Freight trains all carry more or less families with their goods. They are generally well equipped with household goods, farming implements and stock.

The St. James *Journal* says that tree claims are receiving more than usual attention this Spring. Large numbers of trees are being set out. That traces of the heavy snow drifts of last Winter have not entirely disappeared. That land for the English colonists has been reserved in Watonwan, Martin and Jackson counties. Also that several families of Tennessee negroes are on their way to St. James; for whose accommodation a frame building one hundred feet in length is being erected.

#### **Railroad Notes. Tracklaying Resumed on the James River Branch.**

The beautiful weather of the past few days is fast obliterating all marks of the late severe winter along the line of the Winona and St. Peter railroad and its Dakota extensions. From Mr. J.E. Blent, engineer of the road, who has just returned from a western trip, it is learned that tracklaying has been resumed on the James river branch and it is proposed to lay about a mile a day, at which rate the iron horse will soon make his appearance along the beautiful and promising valley of the James.

There is a strong movement of immigration into that section, 130 cars of immigrants going into Sleepy Eye on Monday of the present week.

Mr. C.W. Irish, the engineer who has been in charge of the locating party of the Chicago and Northwestern Company on the Black Hills route west of Pierre during the Winter, is in town for a few days. Although the Winter was unusually severe, their party, he says, had a very good time, varying the monotony of camp life with occasional sorties for game. The antelopes have suffered severely, the poor animals having died by the score from starvation. They were frequently found reduced to such a state of weakness that they were unable to run when approached by the hunters.

Pierre is rapidly recovering from the effects of the recent flood. The streets are being graded and building operations are lively. Property is held at what should seem to be fancy prices. Mr. Blunt heard of one business lot being sold for a thousand dollars. The prosperity of this western country is Winona's opportunity, and the business men here are showing a commendable appreciation of the fact.

**May 19, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota -** A beautiful white frost spread itself over the earth's surface, in this vicinity last Saturday night. Thank heaven, it wasn't heavy enough to drift and stop the trains. [Tracy *Gazette*] --- Seeding weather could not be better. All small grain is up and coming on nicely. --- From the 16<sup>th</sup> of May to the 16<sup>th</sup> of August there must be no killing of prairie chickens, ducks, geese or any kind of game. So says the law. --- The lumber has arrived for quite a large coal house which Van Dusen & Co. are to build here. We understood Mr. Peavler to say that the building would be 40x100 feet in dimensions, and fitted up with improved scales and other conveniences. Now if the firm will sell at a reasonable profit, coal will be extensively used here this winter.

**May 20, 1881, Friday evening. - Winona (Minn.) Daily Republican. -** 55 (1 am), 54 (7 am), 76 (1 pm), 74 (6 pm). Clear.

Five million bushels of grain are aboard of the first fleet which is sailing from the port of Chicago. --- Wheat has left the stereotyped figure of 95 cents which it has held so long, and now commands \$1.00 per bushel in the local market. --- The Winona Tree Claim Association are preparing for active operations in the James river valley. Over twenty members have deposited their money for the requisite amount of breaking and the committee have entered into a contract with Mr. John Hart to do the work. --- From all sources come reports of the activity in the inviting fields of Western Minnesota and Dakota. Dr. D.A. Steward arrived home last night from the flourishing station of Stewart on the line of the Hastings and Dakota railroad. He says the country is looking beautiful all through that section. People have already forgotten the hard winter and are busy seeding, while new settlers are pouring in by every train. --- Farmers are jubilant over the promising outlook for good crops, although the copious rains have delayed work to some extent. --- The chinch and potato bugs have already made their appearance in many places. The past severe Winter only served to sharpen their appetites.

**May 21, 1881, Saturday evening. - Winona (Minn.) Daily Republican. -** 54 (1 am), 56 (7 am), 80 (1 pm), 74 (6 pm Sunday). Clear.

During the first three months of 1881 there were double the number of failures in the United States than occurred during the corresponding period of 1880. This difference is attributed by Dun's commercial agency to the greatly increased rents demanded by the landlords, and it has resulted disastrously to both landlords and tenants. --- The local wheat buyers pushed prices up to \$1.02 today. ---

**May 21, 1881** [Brookings Co. D.T. PRESS] - Cheap Fuel is the first great material need of Dakota. Not that fuel for ordinary purposes is extravagantly costly now, as compared with other new sections, but a thousand manufacturing enterprises depend for success on abundant and cheap fuel. With cheap fuel we may have cheap brick in endless quantities. With cheap fuel will come flourishing mills, and other manufactories, as they are needed in the development of the State. This fuel can be had through the proper development of our vast coal fields, which development must of course, include means of ready and cheap transportation. The Black Hills population is turning its attention to this matter in behalf of its own section, and it is not too soon for the people of Central Dakota to be thinking of this matter, and agitating it as opportunity opens. Railroad enterprise has inspired a grand and a wonderfully swift development for this Territory, and railroad building has just begun here. The next enterprise, which will give the next great boom and the boom that will last for centuries, is that through which a fair quality of coal is laid down at our railroad depots, throughout the Territory, at a cost not exceeding three to four dollars a ton. And plenty of us will live to see that accomplishment. --- The face of Brookings county presents an inspiring sight just now. Blockades and floods have crowded the spring work into close quarters, so that the prairie farms are now fairly alive with busy workers. The present week will about close up the seeding. Considerable of it, on the high grounds, was done two weeks ago, and the wheat is up and growing as the oldest inhabitant never knew it to grow before. The young trees have everywhere lived through the winter well and are looking finely, where they had any reasonable sort of care last season. The breaking plow has hardly started yet, but shanties are beginning to appear on the new claims; teams are being got together, and the promise is that the sod will fly this season even faster than last. We regard it safe to predict that two thousand people will be added to the population of Brookings county before the snow flies again, provided, always, that it didn't fly before harvest. Parties seeking homes in Dakota should bear in mind that Brookings county has been thoroughly tested by several years of actual cropping and has proved surprisingly productive; that every crop is raised here to perfection, that is ordinarily cultivated in any of the northwestern states; that good schools, good churches and good society are already well established here, and at the same time the most beautiful lands are very cheap. --- Seeding is finished and some of the grain is already up more than two inches. --- Losses of Stock. Captain Spaid's who arrived from the Black Hills, via Pierre, a few days ago, gives us some points regarding cattle losses along the river and on the Pierre route by the severe winter. He says that of Woodworth's herd of 2800 cattle in Big Bend, only 500 or 800 are left. Joe Reed's herd of 800 is almost a total loss. The following are the cattle losses among the freighters on the Pierre and Black Hills line: LaPlatte, of 200 lost 45; Buford, of 128 lost 13; Jobson, of 32 lost 5; Israel Violin, of 66 lost 14; Eloford, of 16 lost 1; Padgbet, of 90 lost 5; Rosseau, of 48 lost 15; John Smith, of 32 lost 6; Al Ayers, of 50 lost 19. Heath Brothers and McManns suffered small losses and the Northwestern Stage Co. saved all its stock. This company has hay at the Cheyenne crossing

which cost fifty dollars per ton, and was otherwise prepared, regardless of expenses for the long severe winter. Its stables are first class and its stock in excellent working condition. The company has placed substantial bridges over all the streams and is now prepared to run two daily coaches between Pierre and the Black Hills. (Yankton PRESS.)

Jake Walker is at De Smet. --- Prairie pigeons are numerous. --- Kerosene once more enlightens the gloom. --- A car load of wood was among the freight received Monday. --- The railroad boys are putting in eight days per week now. --- Emigrant cars continue to pass west in countless numbers. --- The R.R. Co. is now loading its gravel train by a steam shovel. --- This Sioux River took a rise of about four feet after the hard rain last week. --- Rubber coats and umbrellas have been in great demand for the past few days. --- Gravel has been hauled out to the dry (?) lake at a lively rate for the past week. --- The time of the passenger train is a little irregular in consequence of the bad places in the road. --- The creeks raised so much last week as to make it very unpleasant traveling for a few day. --  
- Steps are being taken to secure the burial of the hundreds of dead horses and cattle along the Missouri. --- Lumber is still scarce. Numerous parties are waiting for the arrival of more before they commence to build. --- Good oxen can be sold for almost any price this spring. Fabulous sums have been paid for some choice yokes. --- Jake Hopp of the De Smet NEWS started for Chicago on Monday. He will buy a lot of new material for his office. --  
- The wheat is all in and most of it is up several inches. No better prospect for a big crop was ever seen this time of year. --- A law was passed by the last Dakota legislature, making willful neglect or habitual intemperance for one year cause for divorce. --- Vermillion is being rebuilt on the bluffs. This is a much better site than the old one and a fine town will probably be built there. --- Miss Belle Mitchell, a niece of the president of the M. & St. P. railroad, was badly injured by being thrown from a horse, May 14<sup>th</sup>. --- Hopp left for Chicago on Monday to finish buying material for the Huron TRIBUNE. He will also select some new material for the PRESS. --- The country is beginning to look fine. When the prairies all get green and the grain is all up, the scenery in Dakota is well worth coming to see. --- They have been having a big time at Fort Pierre lately. The coy-boys and the citizens have been having a little fun. Fifty stand of arms were ordered from Fort Sully. --- One "runner" who was here the other day said that in his last three days travel in this section he had sold more goods than he ever sold in any one week before in his life, and he has been "on the road" several years. --- We are now receiving all our exchanges again regularly and all contain accounts of how the people managed to get along during the blockade. Not one of them report the least real suffering although it is evident that in some regions the people were compelled to put up with much inconvenience. --- An underground stable with accommodations for a large number of horses has been discovered in the Wessington Hills. It is supposed to be the work of the gang of horse thieves who used to infest Dakota and Wyoming. Civilization has nearly broken up the gang but some of the bolder members still frequent their old haunts.

**May 23, 1881, Monday evening. - Winona (Minn.) Daily Republican. - 60 (1 am), 64 (7 am), 84 (1 pm), 80 (6 pm). Clear.**

The victims of the mine disaster at Deadwood number three killed and five slightly injured. All those inside have been removed, and the tunnel is rapidly being cleared out.

The Chicago and Northwestern will this summer build from the Iowa division of the Chicago, Toledo and Northwestern road, a line with lateral branches to the Minnesota boundary. Branches of the Dakota Central road, 100 miles of which were left unfinished last Fall, are being vigorously pushed. The equipment of the road will be increased by 2,000 freight cars and about forty locomotives.

The following excellent review of the wheat situation is furnished in the weekly circular of W.P. McLaren & Co., of Milwaukee:

This past week has given us exceptionally fine weather in every respect. With clear, bright days and cool nights vegetation has been coming forward rapidly, while wheat has not been forced too rapidly by excessive heat. It will soon be felt that showers would be seasonable, but for the present there is nothing to be desired. There is no new feature in the Winter wheat outlook and the crop is now progressing well. Shipments of wheat have been free and have reduced our stock here to 2,271,000 bushels, as compared with 3,451,000 bushels at the same time last year, and 2,203,000 bushels in 1879. Our receipts of wheat are quite light, and there is no immediate prospect of improvement. There is a fair amount of wheat yet in farmer's hands and on some of the lines of road in Minnesota and this State, but this aggregate is not so large as was generally believed during the Winter, and interior millers are competing sharply for all the good wheat left. The quantity on passage to the United Kingdom has increased 800,000 bushels, while the visible supply in the United States has decreased 1,878,000, leaving the whole amount in sight and on passage 40,271,000, as compared with 41,169,000 a week ago, and 43,278,000 a year ago. There is a

very moderate quantity of coarse grains moving, and the condition of the corn coming in is so unsatisfactory that supplies will probably be small for the present. The wheat market opened at the beginning of the week steady and firm, in the face of dull cable advices and favorable weather for growing crops. There has been a steady decrease of stocks at the lake ports, with no prospect of increasing supplies coming in. As the week progressed foreign markets turned upward again, and at the same time inland freight gave way, both on lake and canal, and prices of wheat here advanced somewhat sharply, June selling up to \$1.05-3/8 on Friday and \$1.06-3/8. The continued steady export demand is now being filled from the stocks in Chicago and Milwaukee, while there is no increase to the movement from the interior, such as might now be naturally expected, and the question may be seriously considered whether the reserves of the crop, either winter or spring, are as large as has been generally supposed. It is true that the interior milling demand is taking a large share of the spring wheat, and it thus goes out in the shape of flour; but with all due allowance for this the wheat movement from the country at all points is disappointing, and there are no immediate indications of much increase. There is little doing in any grade but No. 2, there being no stocks of higher grade, while No. 3 is scarce at about 8-3/4 cents under No. 2.

**May 24, 1881, Tuesday evening. - Winona (Minn.) Daily Republican.** — 62 (1 am), 67 (7 am), 84 (1 pm), 80 (6 pm). Clear.

Mr. N.G. Graham, who is finishing up the contracts for railroad construction on the Dakota extensions of the Northwestern road, is in the city to-day. --- People care a great deal more for keeping up appearances than for keeping up realities.

**May 25, 1881, Wednesday evening. - Winona (Minn.) Daily Republican.** — 62 (1 am), 68 (7 am), 85 (1 pm), 84 (6 pm). Clear.

It is not alone in southeastern Minnesota that the pestilent chinch-bug has made its appearance. Farmers in central Illinois report Winter wheat suffering from the chinch-bug and Hessian fly. Thousands of acres are being plowed up to plant corn. Similar reports come from some sections of Missouri and also from Wisconsin. --- On Friday the contracts for the new railroad eating house at Tracy were let. Mr. Mather of Mankato gets the contract for the foundation work, and Messrs. Bragdon & Welch have the wood work. The building will be a frame, with stone basement, somewhat larger than the present Kasota eating house, and to be finished by the first of July. --- A car on a freight train going west on the Winona and St. Peter Road caught fire on Tuesday night when near St. Charles. The cars in the rear were uncoupled and the forward part of the train was run with all speed to St. Charles, but too late to save the car. It was totally destroyed, together with a lot of emigrants' effects, including eleven head of cattle and three horses.

**May 25, 1881, Wednesday. [New Ulm MN Weekly Review]** — The estimated loss of the Chicago and Northwestern railroad company last winter by the cost of snow shoveling and contingent expenses growing out of the snow-blockade, was not less than two million dollars. --- It is reported that in a recent storm near Worthington, the barn of J. Pitman, containing six horses, was lifted and carried a distance of half a mile without injuring the horses. Also that two barns belonging to Mr. Baker were blown a distance of two miles. No lives lost. --- We have found out what became of the hundreds of people frozen to death here last winter, according to the eastern papers. They state by authority, not safe to dispute, the frozen ones were eaten, by those not frozen, which explains why the latter came out so fat this spring. [Gary Interstate] --- It is a curious fact, remarks an exchange, that the hotel keepers of Springfield, the home of the lamented Lincoln, on the occasion of a recent visit of a company of negro jubilee singers to that city, posted up in their offices placards bearing this inscription: "Plenty of room for white folks but no room for niggers." --- During a recent rain and hail storm, lightning struck the Preston Lake school house, in Renville Co., burning it completely, together with a \$200 cabinet organ belonging to Miss Rosser. The school-house was new, finished last Summer at an expense of about \$800. So much hail fell that some remained in drifts until nine o'clock the next morning. It will take several days for wheat fields to look as well as they did before the storm. --- Trees by hundreds of thousands in Southern Wisconsin were destroyed by ground mice during the snow blockade. --- Annie Myrtle, a young miss of Racine, died from the effects of skipping a rope over 100 times consecutively. --- The fifty-fourth annual meeting of the Home Missionary Society was held last week in New York. Yearly receipts, \$290,953; expenses, \$284,414. There are 1,032 ministers in the employ of the society. Rev. Theodore Woolsey was re-elected President. --- A four year old son of O. Carney fell into a well and was drowned, at Marshall, one day last week. --- 139 cars of immigrants passed this station one day last week for points in

Dakota, and still they come. --- It is rumored that the Winona & St. Peter R'y will issue free passes to all the unfortunate settlers along the line who were only successful in getting enough snow fence to build a barn 86x100 and a supply of cedar posts to last four years for fire wood. [Tracy *Gazette*] --- Kiestling, Keller & Co. shipped several car loads of oats and potatoes to points in Dakota last week, and during the latter part of the week they paid as high as 50 cents per bushel for the latter. On Monday of this week the market price for potatoes was 35 and 40 cents. --- The bird's eye view of New Ulm, drawn by Mr. Brosius and published by J.J. Stoner, Madison, Wis., was delivered to the subscribers in this city last week. The work is handsomely lithographed and is really the best view of New Ulm that has ever been published. --- A western railroad man recently wrote to Charley Heideman, our accommodating depot agent, as follows: "Will you please get me a bbl. of mess pork and send it through as fast as possible. We have been living on boiled hay and cedar fence posts all winter. We are too thin to make a shadow." It is hardly necessary to say that Charley lost no time in having the order filled, and our western friend is no doubt by this time able again to "make a shadow." ---

A correspondent which the Chicago *Tribune* dispatched to the flooded regions of the Upper Missouri river sends to that journal a graphic description of the ruin wrought by the high water in Dakota. The bulk of the suffering from the flood, he reports, is confined to the territory between Yankton and Elk Point. In the river bottom, between these points, hundreds of once fertile farms are now covered with five feet of sand. In addition to their present mournful condition the unhappy dwellers in the inundated districts have to face the distressing prospect of wholesale malaria, resulting from the decomposition of thousands of dead animals, and of future want, because it has been necessary to eat up all the grain and vegetable seed saved for this year's crops in order to save life. The situation of these people is one that cries aloud for immediate relief in the way of donations of money and articles of food. --The Quartermaster at Yankton has issued nearly 50,000 rations to the sufferers by the flood. Capt. Clagne, who was sent by Gen. Terry on a tour of investigation, reports that the officers at Fort Randall saved 700 persons from possible starvation.

**May 26, 1881, Thursday evening. - Winona (Minn.) Daily Republican. - 68 (1 am), 72 (7 am), 94 (1 pm), 88 (6 pm). Light clouds.**

The Winona and St. Peter round house at Mankato, recently burned, will be rebuilt in a substantial form. -- - Of the people who are filling up Minnesota, Consul Grinnel of Bremen says: "The emigrants are this year, without exception, of the best agricultural and industrial classes, taking money with them, the savings of years, the proceeds of their little tenements sold here, etc. My own inquiry and observation confirm the truth of the statements of the German journals that Germany has never before lost such numbers of worthy and industrious people as are this year emigrating to the United States, and that the loss of the German Empire can scarcely be overestimated." --- It is thought that trains will be running through to Mitchell and Running Water on the Milwaukee and St. Paul road this week, and to Yankton in two weeks. The new grade between Yankton and Gayville would have been ironed by this time had not the floods interfered.

SONG OF THE WINDS. Watertown (Dakota) NEWS.

This is the song which you hear every Eastern opponent of this prairie country singing just now. All the possibilities of the musical characters have been well nigh exhausted, to accommodate the use of this song to the multitude types of humanity, and shades of interest, prejudice, ignorance, and assininity in the East, from the clerical Pharisee to the banker, and down along the line to the drunken buffoon in the corner grocery, each of whom at the utterance of the word Dakota, strikes the attitude which his relative proximity to Darwin's missing link inspires, and shouts the song of

"The winds, the winds, the winds,  
Oh! those terrible, terrible winds."

There are one thousand and one verses of this song all just alike except the chorus, which is  
"Blockades, blockades, blockades."

Now if all the people East who are thus howling themselves hoarse in their vain attempts to stay the tide of emigration to Dakota were actuated by an honest Christian interest in their fellow men, if it were because they love their neighbors as themselves and are doing unto others as they would have others do to them, they would deserve our most sincere commendation even though, as is the fact, we know them to be in error; but we don't take any stock in the purity of purpose of such men; unless human nature and human history is all a lie, self interest and nothing else moves the men of the East who are to-day seizing upon the circumstance of a Dakota winter, not as hard as their own, and using it to frighten their neighbors and friends and discourage them if possible from coming

to Dakota. The drain upon the population of the States adjacent to Dakota is becoming immense. The business men of the small towns are feeling it very sensibly, and the large farmers are finding themselves having to pay five to eight dollars a month more for farm labor than they did four years ago. The laboring men are coming West and taking farms for themselves and labor is becoming scarce. Mechanics of all kinds are coming West to meet the demand for their labor here, getting higher wages here, and enabling those that remain behind to command better wages. This annoys capital in whatever form it is invested. The army of less fortunate farmers with mortgaged farms, tired of earning five per cent. from their worn out farms, and paying ten per cent. for money, are selling out for what they can get, and fleeing from the miserly jaws of capital; and the misers, who have been sucking the blood of their fellows like vampyres, are peerind out over the top of their burglar-proof safes for more customers; but they are scarce at six per cent. as hen's teeth, and the army of money loaners are cursing this promised land, which is their evil genius. All these classes, together with the, for any reason, can't-get-aways, join in the song of

“The winds, the winds, the winds,  
Oh! those terrible, terrible winds.”

The residents on the sea coast boast of the constant sea breeze every day, and of its health-giving and preserving qualities, and people who can afford it rush there to improve their health. They do right; there is renewed health and prolonged life in the constant breeze that carries away with it the poisonous vapors and malaria that hover over less fortunate localities, breeding disease and epidemics of every kind. The East may tremble at the healthful winds that play over our prairies, and hug her malarial districts to her bosom. She may continue to recruit from year to year her army of invalids from asthma, bronchitis, consumption, rheumatism, and ague and fevers, that are generated by the malarial atmosphere of the localities protected from the winds they abhor so much, by hills and mountains and forest trees. But we of Dakota, who have tried both sides of the question, prefer the pure health-giving, health-restoring winds—yes, winds of these prairies in the Summer, and dry, pure air of Winter, to any climate we have known in the East. There is a vigor of health and elasticity of spirits enjoyed in this climate, and at this altitude above the sea, that is unknown to the States and countries of the East, and it is a country where industrious men and women of every laudable occupation or profession will prosper except doctors of medicine. We have less use for them than any other country in the world.

Full reports from Iowa represent the condition and prospects of the wheat crop as being very favorable. In some localities the lack of moisture begins to make itself felt. In Wisconsin, in addition to the decreased acreage owing to the unfavorable weather which prevented seeding at the usual time, the crop is beginning to suffer for the lack of rain. Reports from all sections in our own State are favorable, although here, also, some apprehension is felt on account of the continued hot weather and absence of rain. A few light showers fell in portions of Winona and Wabasha counties on Wednesday, but not sufficient to do much good.

Concerning the sharp advance in wheat which occurred on Tuesday, the *Milwaukee Republican* of yesterday says:

There are a number of different theories in explanation of the advance in wheat. Decreased acreage in Minnesota, late seeding in Iowa, partial failure of the Winter wheat crop, unusually large shipping orders, are among the very good reasons assigned. All of the above given conditions combine to make wheat “as good as the gold,” but they do not, after all, satisfactorily explain the recent excitement and rapid advance. The true reason for the present movement might be discovered by examination of Phil. Armour's accounts, were that possible. It is a secret, but now and open one, that the great operator is engaged in a deal by which comparison dwarfs Jim Keene's operations into insignificance. It is stated on good authority that Mr. Armour has got new York fifteen million bushels short, and that he will run a July corner which will make the boys think that it never rained in Minnesota and that it never will. The deal seems a large one, but it must be remembered that Phil. Armour plays things pretty high, and that his profits in his great pork deal were counted by millions. It is pretty certain that Mr. Armour is running a deal, and the only question is, “How much is Chicago short, and what is the situation in this market?” Mr. C.J. Kershaw is understood to be running the Milwaukee branch of the big deal.

**May 26, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** — Franklin Ensign returned from his farm Saturday. He reports that his neighbors are sowing flax quite extensively, one of them seeding as many as 100 acres. --- Messrs. Brown and Lamberton, of Winona, were in Redwood yesterday. These gentlemen are connected with the W. & St. P. Land Co., and the latter is a son of H.W. Lamberton. --- The switchmen employed in the yards of the Chicago railroads, after a strike of two weeks, returned to work on the 17<sup>th</sup> on the terms offered by the companies.

**May 27, 1881, Friday evening. - Winona (Minn.) Daily Republican.** – 72 (1 am), 74 (7 am), 76 (1 pm), 72 (6 pm). Light rain.

It is rumored in Chicago that Mr. Marvin Hughitt is to be promoted to the presidency of the Chicago and Northwestern railroad company, vice Mr. Keep, and that Mr. J.D. Layng, who has just resigned the position of general manager of the Pittsburg and Fort Wayne road, will succeed Mr. Hughitt in the office he now holds. --- A severe storm prevailed along the western portion of the Winona and St. Peter railroad on Tuesday. At Sleepy Eye a man was killed by lightning. --- There was so much electricity in the air last night and north that telegraphic communication was completely cut off.

**May 28, 1881, Saturday. - Winona (Minn.) Daily Republican.** – 68 (1 am), 70 (7 am), 80 (1 pm), 80 (6 pm Sunday). Rainy.

The much needed rain has come. --- At Sleepy Eye, on the 26<sup>th</sup>, George Stevenhoffer, while in an out-house, was struck by lightning and instantly killed. --- Mr. Layng, it is now understood, will take the vacant place of general superintendent of the Chicago and Northwestern road, Mr. Hughitt and Mr. Keep each retaining the place now occupied by him. --- The annual report of the Chicago and Northwestern railroad will be submitted at a meeting of the stockholders next week. It will show gross earnings of nineteen to twenty millions. The increase over last year will be about two millions.

**May 28, 1881** [Brookings Co. D.T. PRESS] --- The boys who went east last winter to find better two-thirds, have come back without them. They report that the eastern girls kept them in mittens all winter and were very good generally, but they have concluded to marry Dakota girls, whose equals they claim they have not met in their travels. --- The Yankton PRESS again appears on white paper. --- Seed corn has been a very scarce article this spring. --- The R. R. Co. are laying a track around the dry (?) lake. --- Breaking has commenced. Lots of it is going to be done this year. --- Immense quantities of farm machinery pass west nearly every day now. --- The amount of flour which is being sold by our merchants is something enormous. --- The steam shovel in the gravel pit between here and Aurora is a matter of great interest to many of our people. --- It is reported that a large number of cars are loaded with iron to be used in building the extensions of this line. --- We are having a genuine Dakota drought now. It hasn't rained more than once in twenty-four hours all the spring. --- It is rumored that Irish, the engineer who located this line of the C. & N. W. R.R. is about to be discharged by the company. --- Thomas Hopp, a brother of G.W. arrived in Brookings Wednesday night. He is very much pleased with the country and will settle down in it somewhere. --- A freight train and several cars were ditched near Nordland on Monday. The passenger train going east was delayed several hours in consequence of the smash up. --- Jake Hopp passed through here on his way home from his Chicago trip, on Friday evening. He purchased a fine jobbing outfit for the De Smet NEWS, while in the city. --- It is a pity that seed corn has been as scarce this spring as it has. Nearly every farmer in the county intended to plant more or less corn had it not been for the scarcity of seed. --- Manager Hughitt's special train passed over the road early this week. It is reported that he will soon send out men and engines from headquarters to assist in repairing the damaged track. --- It will be well for persons who hear big stories about the winter we had in Dakota to remember that while, for several days at a time, not a train rolled in Iowa, Wisconsin and northern Illinois, there was not a day last winter but what seven hundred miles of railroad was in full and complete operation in Dakota. ---

--- There is entirely wrong impression in the east concerning the burning of hay for fuel. It is considered there that it is only used as a last resort, and consequently when they hear that a man burned hay all winter they consider that he was in a suffering condition. This is an entirely wrong idea. Many of our farmers would have burned nothing else but hay last winter had not a flake of snow fallen. Parties who have never tried hay can scarcely believe that it really makes good fuel and is far better than green elm or any of the green soft woods. Timber here is of course scarce, few farmers being so fortunate as to possess any of it. People ask why anyone should burn hay when they can get coal? We answer because it pays and to make money is what we are all here for. Hay costs the farmer nothing only his time putting it up and what little time it takes to get it ready for the stove, and of course in a country where so little stock is raised, as yet, the farmer's time is not at all occupied during the winter months and he has plenty of time to twist hay up in shape to burn. One farmer tells us that he can just about save the price of a good cow every winter by burning hay and that he intends to continue it as long as he can make that out of it. Hay when well twisted makes a fire much like dry basswood or pine and were it not for the litter, which burning it in a common stove necessitates, it would be fully equal to either of them.



**Dakota Homesteaders.** Mention has been made in dispatches of an effort made by Mr. Washburn of Minnesota to have the act of March 3<sup>rd</sup> giving settlers on government lands twelve months to establish residence instead of six, under certain circumstances, made general for the northwest this season, on account of the snow and water embargo on travel.—The commissioner was disposed to grant the request, and laid the matter before the secretary of the interior.—Mr. Kirkwood, while wishing to do all in his power to accommodate the settlers, felt obliged to rule that the act did not admit of such a construction.—The settlers therefore will not be given a general permission to have twelve months to establish a residence, but each one under the act can go to the land office with proof that, for climatic reasons it was impossible to comply with the law, and he will be allowed the extra time desired.

**Suffering in Dakota!** – The terrible flood of falsehoods about Dakota still continues in the east. Nearly every stranger who comes here says that he certainly expected to find that some people had starved or frozen to death. How in the world any man can tell such stories as are circulated in the east, and keep a straight face, is a puzzle to us, but that any one can believe them is the strangest part of it all. nearly every eastern paper is ready to lend its aid in the work of defaming the most prosperous region of the country, but very few are willing to do what is right and publish the true side of the matter after they find out they are in the wrong. The people in some parts of the territory have had many inconveniences to put up with but none have suffered. We don't use the word inconvenience in any broader sense than Webster defines it or than it is used anywhere else. As to fuel we have not heard of anyone suffering for want of it and we do not believe from all we have seen and heard that there were any such cases. As to food we do not consider that because some persons were obliged to live on graham bread for a short time that they suffered any in so doing.

**May 30, 1881, Monday evening.** - Winona (Minn.) Daily Republican. – 66 (1 am), 70 (7 am), 84 (1 pm), 72 (6 pm). Light clouds.

**May 31, 1881, Tuesday evening.** - Winona (Minn.) Daily Republican. – 62 (1 am), 64 (7 am), 74 (1 pm), xx (6 pm). Rainy.

**June 4, 1881** [Brookings Co. D.T. PRESS] – The foreign immigration to this country in the year 1880 was the largest ever known. It was nearly 140 per cent greater than for the previous year and 35 per cent greater than for 1872, which was the busiest year on the record previous to 1880. The aggregate was 593,703, or upwards of 70,000 more than the aggregate population of seven, a majority, of the states when the Union was formed! Of the total Great Britain and Ireland contributed the greatest number of any one country—164,458. Germany comes next with 134,040. The immigration during the present year promises to exceed that of 1880. --- Clark County [just north of Kingsbury] was organized May 23<sup>rd</sup>, 1881. --- The track around the lake west of Volga is now completed. --- Judge Barnes of De Smet spent a few moments in Brookings on Tuesday. Several hundred bushels of wheat were taken in by the buyers at this place last Friday. The wheat market is as follows: No. 1, 90 cents; No. 2, 87; wet wheat from nothing to 60. --- Brookings has a tailor shop. Our people can now get clothed in something besides righteousness. --- It is reported on good authority that the C. & N. W. will build no road west of the Missouri this season. --- J. W. Shannon went out to Huron Monday evening to take charge of the TRIBUNE, which will be issued this week. --- The mosquito is just now very busy presenting his bill. Like the human race, he gets more curses than anything else for his troubles --- The terrible Dakota drought [rain] which we have been suffering from lately, put a stop to the dance which was to have come off last Friday night. --- On Monday last seven freight cars were ditched between Iriquois [Iroquois] and Fairview [Manchester]. The wreck was got out of the way in the course of a few hours. --- All our farmers should take care to set out trees along the roads passing their farms. If all will attend to this, in a few years out county will be famed, the world over, for its beauty. Every person should take an interest in making out county as famous for its beauty as it is for its fertility. --- Thompson & Odegard have so far received five cars of farm machinery, all of which has been retailed out. A car load of sample Wood's harvesters and binders will arrive in a day or two, and will be sold here and at Nordland, and also a car load for Lake Preston. We are glad to note that this firm is meeting with great success. --- John Fox of Sherman informs us that Mr. McVey, of Indiana who has been traveling around the west for some time, looking for a place to locate, has decided to buy a section of railroad land near that place and will have one hundred acres broke this season and move his family out here this fall. Mr. McVey is wealthy, has traveled all over the United States and says that this is the finest county he ever saw. He is a gentleman of education and a close observer, and has made a study of the characteristics of different soils.

He gives, as his opinion, that our soil will improve consistently with use for the next ten years owing to the fact that the lime which is found so plentiful in the subsoil will become more and more decomposed, of course adding strength to the soil. [note: the McVeys lived near Boast and Cooley in Kingsbury County]

**June 8, 1881** [Brookings Co. D.T. PRESS] – Salt Lake City TRIBUNE. A Dakota Winter. Described by a Man Who Was There, and Knows All About It. [Correspondence Chicago Tribune] --- On the 6<sup>th</sup> of May the first passenger train and the first freight train on the Dakota Central railway reached us from the East since about January 18<sup>th</sup>. The first mail by cars came May 1<sup>st</sup>. On February 16<sup>th</sup> some letters were brought, but no papers, by six men who were sent out with a hand-sled from Tracy to Pierre—about 250 miles. They had a hard trip. The next mail came to De Smet March 4<sup>th</sup>, and was bought by team and sled. Papers and letters came then. March 6<sup>th</sup> was the pleasantest day we had had in three months. It thawed a little. March 15<sup>th</sup> I found snow over the top of my barn on two sides, and the horses snowed in, with seven feet of snow against the stable door. Notwithstanding the weather, hens then commenced laying. We have gritty chickens out here. Mail arrived again by horse and sled at this date, and continued to arrive in the same way about once in two weeks till May 1<sup>st</sup>. No mail was taken out from January 18<sup>th</sup> until March 19<sup>th</sup>. Why our letters were not allowed to go out by the same teams which went East for the mail nobody knows. There was a reason for it, probably, but we can only surmise. In my diary of April 13<sup>th</sup> (and it is correct is the memorandum) “Took, as it has twice a week for three months, till noon to feed and water two horses. Drifts this morning at barn above top of door; snow still flying some.” On April 15<sup>th</sup> wild geese appeared in large flocks. April 16<sup>th</sup> I had my last sleigh-ride of seven miles; snow very soft and deep. From that date it thawed fast, and in a week the snow was all gone, except here and there a drift, and out dry lakes which abound, in Kingsbury and adjoining counties were suddenly filled with water, and every time the wind blows the white-caps roll to the shore on the waves where last July we were all running mowers and cutting from two to six tons to the acre of the choicest round-stem hay; which, with no grain, has kept horses and cattle fat, all through the dreary winter. We shall have to cut blue-joint and fine hay on the higher land this year, and cannot get in such an overflowing abundance either, but shall probably have enough.

On April 25<sup>th</sup>, prairie fires were to be seen all about us. Ten days before the snow was twenty inches deep, or nearly that, on a level. The rapid change to dry prairie grass and fires seemed marvelous. We are now (May 6<sup>th</sup>) in the middle of sowing wheat, oats and planting potatoes.

The supply of flour on this road was exhausted about February 18<sup>th</sup>, and from that time till today everybody, nearly, had to grind wheat in coffee-mills for bread. Meat and sugar were long ago exhausted, except fresh beef, which disappeared only two weeks since. Soft coal has been \$20 a ton, the last flour was \$5 a hundred, and potatoes 75 cents a bushel and very scarce.

Until March the snow was so soft as to be impassable for horses, and the only way any one could go any where to any distance was to follow the railroad grade, which could generally be found, and on which one could not get lost even where the road could not be recognized, for the telegraph poles were a guide to the general location of the track.

On April 13<sup>th</sup> the writer found a man who had a little yellow sugar, which he would not sell for money. He was shown eighteen fresh-laid eggs, and told that money would not buy them, but that three pounds of that sugar could. We traded. From the middle of March to the middle of April we drove horses and loaded sleighs on the crust of snow. We had the best of roads over drifts from six to ten feet deep. Prior to that time we could hardly go anywhere.

The timber-claim wheat has stood between us and starvation the past winter. The timber Culture law provides that five acres of each timber claim (one claim in every square mile) must be broken the first year and cultivated the next, and many of the settlers who came in a year ago—and nearly all of us did—were glad to put in a little wheat on these five-acre patches. They sowed better than they knew. The price of wheat has been almost uniformly \$1 a bushel.

The weather is now delightful—88 in the shade to-day—but the ever-present southwest winds cool one off so pleasantly that he is surprised to learn that it is in fact a hot day.

**June 9, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Supt. Sanborn and Jno. E. Blunt, of the Winona & St. Peter R.R. Co., were in attendance on court Tuesday. --- Heavy hail storm at Renville did considerable damage, beating down crops, destroying gardens, breaking windows, destroying young trees. Eastern railroad owners are quarrelling, and freight rates are being reduced in consequence. Let ‘em fight. --- The annual meeting of the Chicago & Northwestern road was held in Chicago June 4. A quarterly dividend of one and three-

fourths per cent. in preferred stock and a semi-annual dividend of three per cent. in common stock was declared. The total earnings for the year were \$18,604,965.

**June 11, 1881** [Brookings Co. D.T. PRESS] – **Another Convert.** The following is an extract from a communication written to the Elkander (Ia.) JOURNAL, by Charles Knecht, who is now located in Iroquois. Now, Charley is a first-class fellow, but always would believe all the terrible yarns told of Dakota. He was induced by acquaintances here to come and look at us, at least, and one look was sufficient: “We expected to find every one here looking thin and disappointed, for we had heard so much about the suffering in Dakota that we came to the conclusion that we would see disappointment written on every face. We had been told so much that we thought as soon as we crossed over the Minnesota and Dakota line we should be in a second Great American Desert. But we were happily disappointed—the further we advanced into Dakota the better we were pleased. The birds sang just as sweetly, the sun shines just as brightly, and the people are just as happy in Dakota as in any other State; and what is better than all, the soil is the very best, and that is what is wanted to raise large crops. Here one can raise a crop the first year. We hear and read a great deal about Dakota, but to know something about this country is to come here and see it.”

--- According to the Huron TRIBUNE, building is going on at a rapid rate in that town. --- Hail-stones measuring eight inches in circumference fell in the vicinity of Bridgewater last week. --- Laird, Norton & Co. have moved their lumber yard directly south of Youmans Bros. & Hodgins. --- The bridges across Six Mile Creek, north of town, have been completed, Crossing at that point is now passably good. --- New arrivals every day. Trains are loaded with people seeing homes on our beautiful prairies and in our growing towns. --- The Beadle County SETTLER has changed its form, and also its name to that which is more appropriate, the Huron TIMES. It has added a new hand press and a lot of new type, and makes a good appearance. Glad to note your prosperity, Bro. Cain. --- Young man, dare to do right! No matter what others may think or how much they may sneer, listen to conscience and obey its dictates. The right always wins in the long run. The wrong can only triumph for a time, and will bring with it sorrow and punishment. --- Pierre will celebrate the glorious Fourth, and the celebration will be a grand success, as the list of vice presidents from this county insures: “A.S. Mitchell, Maj. Hopp, and Dr. Kelsey.” “Major” is good. Come up and smoke on that, Bro. Dyke, but hereafter be a little careful how you distribute your honors. Our shoulders are broad, but we can’t stand more than one such dose. --- **Crop Prospects.** The crop outlook is excellent. The weather has been unusually good, and wheat is from thee to ten inches in height. Double the acreage has been seeded this year over that of last, and breaking is being actively prosecuted in all directions. Although our crops were sown some days later this spring than last, it is thought by many farmers to be as far advanced as they were last year at this time. The indications are that the average will be one-third larger than the crop of 1880. But let it be remembered that the crop of 1880 is not to be treated lightly. The warehouse figures show that 275,000 bushels of wheat have been handled. The figures for 1881 will be double that amount, is our prediction.

**June 16, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Farmers complain of the bad condition of some of the roads leading into town. Road officers will make a note of this. --- The Winona and St. Peter railroad company are laying steel rails for the track between Winona and Tracy. This will give an all steel track from Chicago to Pierre. The Sleepy Eye Herald predicts that the time between Chicago and Pierre will be shortened about twelve hours when this work is completed. --- The rainy weather which has prevailed since seeding has been discouraging to the owners of unthreshed wheat hereabouts. Careful judges tell us that the stacks should have at least two weeks of drying weather prior to threshing, and that the grade can then be greatly improved, in many cases, by running the bundles at the top and bottom of the stacks through the machine separately from the dryer portion. --- A Chicago & Northwestern surveying party arrived here at the close of last week, and have been at work surveying a route for an extension of the branch which terminates here. Mr. Bohan, of the Pioneer Press, makes the guess that they are trying to head off the Minneapolis & St. Louis people, and that they are running their line to the center of Yellow Medicine county. Perhaps. The engineers have not yet gone into camp, but are boarding at the Commercial.

**June 16, 1881** [Brookings Co. D.T. PRESS] – Plenty of rain. Quite a sharp hail storm here last Sunday but being unaccompanied by wind no damage was done. [In other areas, wind and hail both were reported, and much damage.] --- Kingsbury County is well represented here this week. --- Dr. Dietz, of De Smet, called at this office while in the city attending court. --- Ninety degrees in the shade, Wednesday. A wide difference between the blizzard of last

winter. --- Quite a number of the citizens of De Smet, were down attending court, mostly as witnesses in the shooting case from that county. --- Among the attorneys attending court from other towns were Geo. Rice., Flandrau, John A. Owen, De Smet, Wm. T. Love, Huron, P.P. Cady, Volga. --- Hon. J. P. Kidder, judge, and Hon. J.W. Carter, prosecuting attorney for the Fourth Judicial District came in on Saturday's train from the east. --- The seventeen year locust have made their appearance in some portions of Wisconsin and are stripping the trees and shrubbery of their foliage.—The fruit crop will no doubt be a complete failure. --- The Lake Benton TIMES is no more. Messrs. Morse & Chapman, of the NEWS, have purchased the TIMES' outfit, and have consolidated the two offices. They intend enlarging the NEWS soon. Success to you, boys. --- Quite an extensive hail storm passed over the north and west portion of the county last Sunday afternoon. Crops were pretty badly demolished in the vicinity of Oakwood. The moral is—insure your crops. --- Jacob Hopp of the De Smet NEWS informs us by mail that the “mansion on my farm was blown to atoms yesterday, and today I have been trying to get the pieces together.” Rather bad. Ought to live in a county where they don't have wind. --- Quite a number of citizens from neighboring town especially Volga, have been with us during the week to help move the county seat but owing to the bad condition of the roads, and scarcity of teams during the breaking season, the attempt will probably be put off until a more convenient season. G.N. Breed, who made a trip west last week, reports every thing looking well. The towns along the line of railroad are growing very rapidly, the only difficulty being, lumber and workmen are scarce at present. He is very much pleased with Spink County and thinks as soon as the railroad is built through the county there will be a grand rush of emigration. Redfield is likely to be the leading point and already several merchants are located there and are building business houses. the N.W. railroad will be completed to Redfield by the 4<sup>th</sup> of July. --- A small sized breeze struck this part of the vine-yard Tuesday night, stirring things up lively,--tossing dry goods boxes, lumber and other loose articles around promiscuously, compelling many of our citizens to tumble out of bed and close windows and doors in an unceremonious manner. Quite a number of out buildings and sheds presented the appearance of having passed through a genuine hard blow. The most serious blow over was the lumber shed which was being erected for Laird, Norton & Co., which was only partly completed and not well braced. No hail accompanied the storm in this vicinity.

**June 23, 1881** [Brookings Co. D.T. PRESS] – It seems as if it would never stop raining. It is nothing but rain, rain, rain. Those who think it never rains in Dakota ought to be made to spend this summer here out of doors. --- A comet, plainly visible in the northwestern heavens, was noticed last evening by many of our citizens for the first time. It will appear about 9 o'clock tomorrow (Friday) evening. --- The city of Yankton has been without trains since the 26<sup>th</sup> of March, when the Missouri “got on a high” and demolished sixty miles of track. This has all been repaired now. June 17<sup>th</sup> witnessed the arrival of the first train over the re-built road. Of course, the people of that city are rejoicing.

**June 30, 1881** [Brookings Co. D.T. PRESS] – A single cottonwood seed, although smaller than a grain of mustard seed, can by intelligent cultivation be developed into a cord of wood within twenty years. --- Wheat 88 to 91 cents. --- Rather warm weather we are having now-a-days. 110 in the shade Tuesday. --- Yankton papers are advertising buffalo overcoats for sale. They are the blockaded goods.

**July 7, 1881** [Brookings Co. D.T. PRESS] – The festivities on the fourth were abandoned in many places, and instead of a joyous time a sorrowful one took its place. The shooting of the President is looked upon as a national calamity.

**July 14, 1881** [Brookings Co. D.T. PRESS] – We had potatoes on the fourth, which we consider was early for so late a spring.

**July 21, 1880** [Brookings Co. D.T. PRESS] – De Smet has a “county building.” --- Huron claims a population of 800; school population 200; first house built April 30<sup>th</sup>, 1880. --- Jack Frost left this country in May. He will return in September, to remain during the winter months. --- The storm of Thursday night blew down some eight or ten buildings in Pierre, also blew several cars off the track. --- 110 degrees in the shade, is what Dr. Higgins' self-acting, non-corrosive, patent-lever, back-action, double-barreled, hay-burner, smooth-bore thermometer indicated

last week, Friday afternoon. Whew! It's hot. --- The assessed value of Kingsbury county for 1881, as returned by the assessor, is \$115,000. In 1880 it was \$17,000, in 1879, \$2,000. The NEWS of that county, rises to remark that it is anxious to compare notes with adjoining counties. All right. In 1879 the assessed valuation of Brookings county was \$150,000, in 1880, \$253,000, and in 1881, \$563,000. Comparing notes of this kind is just in our hand Mr. News. Give us something harder.

**July 28, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The Northwestern road is carrying material for the rebuilding of New Ulm free of charge, and furnishing free passes to those engaged in that work.

A TORNADO. THE TOWN OF NEW ULM, MINN., WRECKED BY A CYCLONE—WEST NEWTON AND WELLINGTON ALSO DEVASTATED BY THE STORM—MANY LIVES LOST.

St. Paul, Minn., July 16. The Town of New Ulm was wrecked by a cyclone late yesterday afternoon. It seems that two currents of air swept the valley simultaneously, coming from different directions. The scene was appalling. Stone and brick buildings were razed to their foundations, and the air was full of debris. The town and its suburbs are now a mass of ruins. West Newton, in the neighboring County of Nicollet, was also visited by the Storm.

July 17. Eye witnesses give many strange and graphic accounts.

A child of Fritz Dickmyer was carried over half a mile and is still alive. Martin Frank, of West Newton, was found dead a mile from his house, but not a piece of his house or its contents has been found since the storm. Of the family of seven of Matthew Finley, of West Newton, but one remains alive, an infant, which was badly injured.

A family of five was buried in the ruins of a house near Fort Ridgely. Miss Anna Leach was carried out of the house. Her mother ran out after her, and she said, "Oh, mother, I must die," and immediately expired. Mrs. Leach was badly injured. One horse had a scantling driven clear through him. One man was standing talking to his wife, and the first thing he knew his wife was gone and he was in the air himself. His house was carried away. He found his wife several blocks distant when the storm was over.

All the trees, shrubbery and fences in the city were ruined, and fully one hundred buildings were completely demolished, splintered to kindling, or entirely disappeared.

One man who came from the country bought five coffins. Six lives were lost at West Newton and six at Wellington. Much damage was done to property at both places, the exact amount of which has not been learned. The damage to crops has necessarily been great, but cannot be estimated at this writing. The duration of the storm was less than half an hour. The loss in New Ulm and vicinity cannot be less than half a million dollars, to be borne largely by the poorer classes, who lost not only their houses, but clothing, furniture and everything. Their little gardens were rooted up and ruined.

A gentleman who was in New Ulm gives the following graphic description of the terrible scene: "About 4:35 yesterday afternoon a black cloud was seen approaching this city from the north—a cloud of such intense blackness as to shut out the light of day, and create an impression that the pall of night was falling upon the town before its due time. Men, women and children were affrighted, and, apprehending a severe storm, all set about securing their portable property out of doors. Shortly after five o'clock the storm-cloud burst, and, with the noise of a raging torrent, it burst upon the town in the form of a terrible hurricane from the west. Darkness enveloped everything in its sable mantle, and it was impossible for one to distinguish his most intimate friends at a distance of ten feet, while the large brick building on the opposite side of the street upon which your correspondent was located could scarcely be outlined against the inky sky. The first effects of the tornado were felt in the northern part of the town, among the modest residences of the laboring portion of the community. These were somewhat scattered, but in less than two minutes were all carried off bodily or leveled to the ground. Over a hundred dwellings were absolutely swept away on the wings of the wind, and several hundred persons rendered homeless in the twinkling of an eye. But the work of destruction was not to be confined to the outskirts of the town. On the ridge to the westward were situated the German Methodist and the German Lutheran Churches, both of which were hurled to the ground in an instant of time. Scarcely a vestige of the first mentioned building remained to mark its site. The latter was so badly wrecked as to be absolutely worthless. After demolishing the structures on the ridge, the tornado struck the business center of the town, and in a few moments the air was full of flying timbers and debris of every description. Fence-boards, fragments of roofing, wagons, window-sash, doors, and all conceivable articles were flying through the air, while above the roar of the tempest could be heard the frantic shouts of men, the piercing shrieks of women, and the agonizing wail of children. The darkness was intense, and, though some rushed hither and thither in blind frenzy, the more collected awaited their fate with calmness or sought refuge in the cellars of their buildings. The

noise was deafening. Roof after roof was torn from its fastenings and was carried away by the wind with a deafening crash against the wall of some building on the opposite side of the street. The crash of falling walls was heard on every side, while ever and anon the scene, one of terrible picturesqueness, was lit up by lurid flashes of lightning for several minutes—it seemed almost an age. The play of the lightning was almost incessant, and nearly a score of buildings were struck and more or less injured by the electric fluid. The terror of the scene could not be heightened by any appliances conceived by the most vivid imagination. It was a Hades of darkness and lurid lightning flashes—a babel of confusion of sounds. The tornado roared with terrible fury for the space of fifteen minutes, when a lull came, and the people of the doomed city drew a sigh of relief. The cessation was of very brief duration, however, for almost instantly a counter storm broke out, coming from the east, and raged with unabated fury for ten or fifteen minutes, nearly completing the work of ruin that had already progressed so far. Walls that had withstood the first onslaught of the wind succumbed to the latter blast. Huge timbers were carried hither and thither, now crushing through the fronts of stores, and anon breaking the roofs of houses or barns. Cattle, released from their corrals by the action of the wind, ran bellowing through the streets, and horses, tearing themselves from their fastenings, rushed wildly hither and thither. Men seemed to have lost their reason, and madly stampeded for places of refuge. Women with their children clinging to them vainly appealed for aid, while above all was the crash of falling timbers and the howling of the hurricane. It was an occasion never to be forgotten by any that were present. Some of the more superstitious believed that the end of the world had come of a surety, and their wailings were pitiful in the extreme. Others had only concern for the material losses they had sustained, and bemoaned their sad fate. When at last the storm passed away and the light of the waning day fell upon the doomed city there was a feeling of relief, and men and women calmed themselves sufficiently to take a view of the situation. A sorry spectacle presented itself. Where but an hour before there had been long rows of elegant business buildings, ample private residences for the wealthy, neat abodes for the poor, or manufactories teeming with industry, there was now but a mass of shapeless ruins.

“There was a perfect bedlam of confusion. Husbands were looking for their wives and children, mothers for those whom they had borne, children for their parents. It was almost impossible to ascertain results with any degree of definiteness.”

**July 28, 1881** [Brookings Co. D.T. PRESS] – During the thunder storm last Thursday the Slater House at Iroquois was stuck by lightning. A son of the proprietor was quite severely shocked and several other persons felt the stroke more or less but none were much injured. (Huron TRIBUNE) --- The cars arrived at Redfield, Spink Co., July 21<sup>st</sup>. -- Flour is now only \$3.00 per 50 pounds in the Black Hills. The price was \$10 a few months ago. --- Every body is busy haying and a large quantity is being made. Some pieces of barley are being cut and oats are taking on a golden color. Both oats and barley promise well.

**August 4, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Grasshoppers lit near Watertown and in Brookings county, D.T., about the 24<sup>th</sup> of last month. A private letter to Mr. J.C. Duncan stated that they had already stripped some fields. Mr. Chas. II. King was in Watertown a few days ago, and reports that the hoppers had done little or no damage as yet in that locality. We would strongly advise them to go West. What with the chinch bug east of us, the army worm in Iowa and Wisconsin, and the Hessian fly reported encamped to the south of us, there don't appear to be room to entertain any more visitors. --- Last week we spoke of a newly discovered enemy to wheat-raising reported by Mr. Heaney, of Renville county. Several neighboring newspapers mention similar signs in fields south and east of here. The insect works in the joints of the wheat, causing it to crinkle down. A correspondent of the Mankato Free Press says that the creature that has done this work in that locality is the Hessian fly. This authority says that burning the stubble is about the only way to check the reappearance of this pest next season, and also recommends early plowing and thorough harrowing. While we have seen no evidence that this insect is in our immediate vicinity, the conclusion of the communication above referred to is applicable everywhere: “It might be well for farmers to remember that the Hessian fly never hurts a calf, a sheep, a horse, or a hog, and that all these are profitable to keep on a farm.”

THE COAL SUPPLY. The Chicago, Milwaukee & St. Paul R.R. Company promises to do the handsome thing by the settlers along its lines in Western Minnesota and Iowa, and in Dakota. Beginning August 10<sup>th</sup> it will send out twenty car-loads of coal daily to these parts, which will be piled up in sheds prepared for the purpose, to hold a three months' supply. No coal is to be taken out of these sheds until December 15<sup>th</sup>. In this way a supply will be accumulated that will last beyond any possible blockade. If the company fulfills this promise, coal can be had of its agents this year at \$ and \$4.50 per ton, where in former years \$5 and \$6 have been paid to local dealers.

The above seems a much better plan than that adopted by the Northwestern, which road has evidently delegated to Van Dusen & Co. the work of providing for the needs of people dependent on the Winona & St. Peter road for fuel transportation. This firm has constructed the necessary sheds along the road for an adequate supply of coal, and if they are able to compete in price with the H. & D. stations, under the above arrangement, there need be no ground for complaint. Otherwise, comparisons will surely be made, as was the case last winter.

The Minneapolis & St. Louis R.R. Co. are pushing the extension of the road to the big coal fields belonging to the company below Fort Dodge. President Washburn feels confident that his road will be able to land 200 carloads of Iowa coal in Minneapolis by October 1<sup>st</sup>. We hope that by the first of another October this town and county can draw its fuel supplies from the same source, or at least enjoy the benefit of competing lines of transportation.

**August 4, 1881** [Brookings Co. D.T. PRESS] – Yesterday was a hot one. 100 in the shade, and still going! --- To avoid the drifts experienced last winter, the company have already sloped several cuts west of Sleepy Eye, but the wet weather has prevented a very general prosecution of the work. It will be done, however, before the winter sets in.

**August 11, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The new road up the James river valley, from Huron to Redfield, D.T., was opened for business last week. --- The Benton News says that the grasshoppers reported as flying in Dakota and Western Minnesota are not the red-legged scourge from the back districts, but are natives of the bluffs along the Missouri. --- The branch road of the Chicago & Northwestern running up the James river has been laid from Huron as far as Redfield, forty miles, but the company now appears to be throwing its weight on the extension west from Watertown, and have increased their working force on this line at the expense of the line running northward.

**August 11, 1881** [Brookings Co. D.T. PRESS] – The Bad Lands as they are called in Dakota are fast becoming a profitable section. Twenty years ago the regions west of the Sioux was called the Great American desert, and now, (where the ground was bare of grass or verdure of any kind) it is said joint and blue grass abound, and cattle fatten on the pastures all day. Truly Dakota will be the garden of Eden at a day not far distant --- Fine weather for harvesting. --- Farmers are busy harvesting. --- Old farmers put the average crop at fifteen bushels wheat and forty-five bushels oats per acre. --- Grasshoppers thick, but not alarmingly so. Don't think they are laying any eggs yet. --- The numerous large haystacks show that people are preparing for a hard winter. --- Duckers go ducking and get ducked. --- Our sportsmen are full of business. Ducks are plenty. --- The wheat market starts in pretty fair. No. 1 wheat bringing \$1.03, No. 2, \$1.00, and No. 3, 85 cents. --- Judge Kidder, while in St. Paul a few days ago, was offered a salary of \$5,000 annually, exclusive of all expenses, by one of the large railroad companies, to serve as counselor, he to go to St. Paul to reside. He declined the offer, preferring to live in Dakota. (Vermillion REPUBLICAN) --- An enemy of the grasshopper has made an appearance here in the form of a black spider, which puts in its work by mounting the hopper, stinging him, and then the hopper falls to the ground a dead cock in the pit. Pat O'Hara has one of these spiders bottled, and on exhibition for the curious. It is believed by those best versed in the matter that the new black spider will entirely eradicate the hopper, in time. (Lake Co. LEADER) --- While on his way to Chicago, Dox happened to come across our old friend L.S. Bunnell, who is running an engine on the Winona & St. Peter Division of the C. & N. W., between Sleepy Eye and Winona. Dox reports him as being slight as ever—thinks he won't weigh over 225—and that he has a good position, all of which his friends here will be glad to learn. He is a genial, good fellow and a good engineer and deserves a good position. --- Most of our farmers have finished harvesting. Now let the stacking be done. Do not wait, as many did last fall, to thresh out of the shock. By putting the grain in the stack and letting it stand a couple of weeks fully one-fourth is added to its value, so we are informed by the warehouse men.—Besides adding to its value the farmer takes no chances in having his crop damaged by rain if it is stacked. The crop, at best, is none too good, and if anything can be added to it by stacking it should be done.

**August 18, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – There was be plenty of hay this winter, without much magic. The lesson of last year was not in vain. --- The price of wheat has ruled remarkably high the past week, reaching \$1.16 one day last week, for No. 1. Today the market stands at \$1.13 for No. 1, and \$1.10 for No. 2. This is about the same as the Minneapolis quotations for yesterday, and it is scarcely probable that these prices can long be maintained here. --- The wheat crop of Nebraska is pronounced a failure.

Barley, oats, rye and flax will prove a fair crop. Owing to the excessively hot weather and the total absence of rain recently the corn crop will not be near an average. --- The last wheat crop of Illinois is rated the poorest in twenty years, both in quantity and quality. --- An Iowa estimate, founded on reports from ninety-seven counties, fixes the yield of wheat in the State at not to exceed six bushels per acre.

**August 18, 1881** [Brookings Co. D.T. PRESS] – Kingsbury county claims an average of 18 to 20 bushels of wheat per acre. --- Another comet is coming. This time it is one known as Schæberle's. It is only visible in the telescopic field as yet, but will soon be visible to the naked eye. It will make its appearance somewhere in the vicinity of the one now disappearing. This celestial visitor will be no nearer to us than fifty millions of miles.

**August 25, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The new comet is now visible to the naked eye. --- The W. & St. P. railroad company are rapidly pushing the work on an extension west from Watertown. The road will be finished this season to Clark Center, 33 miles west of Watertown. From Clark Center to Redfield, the present terminus of the branch from Huron north, the distance is about thirty miles. [Marshall Messenger]

WALNUT GROVE ITEMS. Miss Gussie E. Masters of Walnut Grove has gone to De Smet, D.T., on a visit of a few weeks to her brother at that place. Her brother accompanied her, intending to remain permanently.

A BOOM IN WHEAT. It is worthwhile to take account of the good prices offered for wheat all along the line of the Winona & St. Peter R. R., since harvest. This year we don't hear H. & D. prices quoted, for the sufficient reason that there was about fifteen cents per bushel difference in favor of our market. Last Thursday, when No. 2 brought \$1.10 in Redwood Falls, it was quoted at 92 cents at Bird Island and 97 cents at Glencoe. Whatever this motive for this extraordinary concession on the part of the railroad company, it enabled the lucky seller who had his wheat threshed early, to get within 11 or 12 cents of Chicago quotations here in Redwood Falls. As might be expected, these prices have taken somewhat of a tumble, and today No. 2 wheat is quoted at \$1.04. It is a fact, however, that the price in Chicago Tuesday was only a fraction of a cent less than it was a week ago, so that the difference must largely be attributed to the restoration of higher rates for carrying.

**August 25, 1881** [Brookings Co. D.T. PRESS] – [two column article about Brookings, from the Dakota ADVOCATE] --- The PRESS put on its prognosticating cap the other day and we are able to furnish the following bulletin for September: From the 1<sup>st</sup> to the 5<sup>th</sup> it will be cloudy unless it is clear; on the 6<sup>th</sup> guard your chicken roost; on the 7<sup>th</sup> order a stick with a lemonade in it; on the 8<sup>th</sup> and 9<sup>th</sup>, ditto without dangerous results; on the 10<sup>th</sup> look out for lightening if there is thunder; from the 11<sup>th</sup> to the 15<sup>th</sup>, lay in your winter supply of canned goods as there will be a raise in price of about 50 per cent about that time. From the 15<sup>th</sup> to the 18<sup>th</sup> the wind will be in the North if it blows from that direction. From the 18<sup>th</sup> to the 21<sup>st</sup>, it will be very warm if the mercury is above 92. From the 21<sup>st</sup> to 23<sup>rd</sup>, it will be wet if it rains hard on those days. 24<sup>th</sup> cut bias and ornament with yellow ribbon. On the night of the 25<sup>th</sup>, there will be a frost if it gets cold enough. On the 26<sup>th</sup>, it will be hot if the mercury gets above 110, and Sunday school picnics should carry an extra barrel of lemonade. On the 27<sup>th</sup>, fisherman will have their usual luck. On the 28<sup>th</sup>, lemons will be "going" at \$17 per box and lemon pie will be scarce. 29<sup>th</sup> and 30<sup>th</sup>, there will be a variety of weather, the month closing clear and beautiful with new potatoes and spring chickens down to 20 cents per bushel.

**September 1, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The gloomy statement of our Walnut Grove correspondent, last week, regarding the outcome of wheat-raising in that locality, makes it evident that the luck of wheat-growers down there was worse than in other parts of the country. We hear of an average yield of six to eight bushels, and other crops are coming along finely. --- Railroad brakemen find it difficult to get their lives insured, owing to the perils of their employment. It is said that five brakemen are accidentally killed on the average throughout the country every day. Freight trains are considered far more dangerous for employees than passenger trains, owing to the greater precautions taken in running the latter. --- An empty platform car weighs 18,000 pounds; an empty box car 20,000 pounds; a passenger car, 36,000 pounds and sometimes more; and an average locomotive, 80,000 pounds. A single pair of wheels weighs 500 pounds.



Under the heading, "Van Dusen's Monopolies," the Lyon County News gives an account of an interview relative to the operations of that firm. They are building elevators at Watertown, Aurora, Brookings and Volga, each having a capacity of 25,000 bushels, and costing \$5,000. Coal houses have been built at nearly every station west of New Ulm, 23 stations in all, with a capacity ranging from 75 to 250 tons each. The coal house at Watertown is 26x70 feet and holds 25 carloads; one of like size has been constructed at Redwood Falls. The cost of these structures is from \$400 to \$600 each.

**September 1, 1881** [Brookings Co. D.T. PRESS] – The most busy part of the season is over and the farmer has for a reward for his labor received about one-half crop of wheat, two-thirds crop of barley and nearly a full crop of oats. --- Prairie chickens are being slaughtered by the hundreds. --- Heavy rain Tuesday night. --- Attend to the fire breaks before the fire breaks you. --- Be thinking of a supply of coal or other fuel. You will secure it all the cheaper by getting in ahead of the grand rush. --- We hear of a number of farmers in the vicinity of Oak Lake and Bloom who have threshed, their crop averaging about eighteen bushels per acre, and one party getting as high as twenty-two bushels. A little better than the average in this vicinity. --- We took a run down into the United States one day last week, going as far as Tracy, Minn. From what we saw we don't believe we would like to live in that country—poor crops—poor soil—and—well, give us the pure air and the blessings of Dakota. --- The rain fell in torrents Wednesday morning and the display of electricity was a grand sight.

**September 8, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – We have been getting a good deal of rain lately. --- Haying is progressing slowly on account of the wet weather, but there is considerable haying done. --- Recent reports, said to be reliable, as to the yield of the Minnesota wheat crop are to the effect that the average yield per acre this year is about 11.40 bushels, and that the aggregate yield of the whole state will be about 33,771,511 bushels. This is 3,690,000 bushels less than the yield for the last year. The crop was best in the western counties of the State and poorest in the southern counties. --- It is estimated that 25,000 head of cattle will be shipped over the Northwestern road this season to Chicago, via Pierre.

**September 8, 1881** [Brookings Co. D.T. PRESS] – Wheat averaging 2 to 8 bushels per acre. --- The fall tide of Dakota visitors is evidently beginning to move. Let it roll right in. UNCLE SAM HAS LAND ENOUGH TO GIVE US ALL A FARM.

**September 15, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – It is none too soon to begin preparations for winter. Whether it be mild or severe, there is little hope that fuel will be cheaper than now, and the laggards who put off banking their houses and making them warm for winter will have to pay dearly for their neglect, as we did last winter, with an increased expenditure for fuel as well as unnecessary discomfort. The matter of winter employment is not looked to as it should be by a class who frequent our saloons and rail at short crops and hard times these days. It is to be noted that these citizens rarely attempt to economize in the matter of drinks, in their endeavor to get in shape for winter. In spite of the wheat grievance, we don't believe there is any downright necessity for remaining idle through the coming winter months, and supinely running down the country. There will undoubtedly be a demand for labor on the railroads, which we believe will certainly be laid out and carried forward in this vicinity, unless a severe winter prevents it altogether. Any labor, at any price and at any place, will be preferable to the detestable practice of loafing about stores and bar room between crops. --- A severe snow-storm occurred in the Black Hills on the 5<sup>th</sup> and 6<sup>th</sup>, prostrating all the telegraph wires. Two feet fell, and there were six inches on a level at Deadwood on the 6<sup>th</sup>. Two inches of snow also fell at Hastings, Neb., on the night of the 6<sup>th</sup>. --- The Winona & St. Peter R.R. report their earnings for the year ending June 30, 1881, as \$202,375 less than their expenses. This loss was owing to the snow blockade.

#### WALNUT GROVE ITEMS.

The C. & N. W. R. R. have succeeded in finding a plentiful supply of water at this place, at the depth of thirty-five feet. When they penetrated through the strata of blue clay, which underlies this whole county, they struck a bed of quicksand with water which flows so plentifully as to almost entirely prevent sinking it to a further depth.

**September 15, 1881** [Brookings Co. D.T. PRESS] – Up to this 15<sup>th</sup> of September there has been no frost to nip even the most tender vines. --- Nobody expects a repetition of last winter, but it is easy to see that prudent people are preparing for the worst that can happen. Should the winter set in just as it did last season there would be such preparation for it as would prevent the greater share of last season's inconvenience and suffering.

THE BROOKINGS BOOM! Not Immense but Steady, Healthy and Strong. Nearly \$40,000 Already, and Plenty More to Follow. Town and Country Pushing Along Together.

The winter was a bad one. It was so throughout the northwest. Dakota's unfortunate railroad situation tended to discourage thousands who had thought to make their homes here last spring.—It was even prophesized that many here would desert when spring opened. The desertion business failed to pan out.—When the Minnesota and Iowa snow ridges melted down, so that we could look over and see the old field, we found we had wintered about as well as anybody in the United States. The cold, the snow, the blizzard, the blockade, the short rations, the dull business had been almost universal. Not a plucky man here had any care to get away, while thousands who had given up coming, were inspired with a new purpose to get here early in the spring. Just here came the floods and utterly overwhelmed large districts to the east and south of us, hindering the trains a full month longer. It was full middle of May before trains began to bring supplies, without which sowing and planting could not go on. Thousands upon thousands turned back—were fairly driven back—after starting, and thousands upon thousands more, whose goods were packed, postponed the starting until another season. And yet, in spite of all this, the country has made good progress. It has raised a good crop.—It has greatly improved the homes heretofore established. It has broken up a large amount of new soil, and, in every way, made good preparation for a healthy boom another season.— Among the great difficulties was the getting of lumber and other building material. At one time it looked as if building must be confined to very small operations. But, despite all the difficulties and drawbacks Brookings has been having a healthy building boom, and one which, as we write now, seems decidedly on the increase. [follows is a column of value of residences for named persons, value of store buildings, etc., totaling \$34, 410.]

It is quite likely that this total will be pushed up to fifty thousand dollars before the beginning of the new year, and this will be a pretty fair showing for the second year of a wild prairie town. One very suggestive thing may be said of Brookings, and that is that it is not growing faster than the development of the county tributary to it.— Twenty-five or thirty schoolhouses have been erected in the county, in the various districts, this season, and farm improvements generally around us, have outstripped those of the town.—We are evidently building upon a firm foundation, and in such a way as to be able to reasonably expect a constant and rapid increase of growth in the future.

--- Warmer again this week. Sort of a Manitoba wave that struck us last week. --- We are going to have a reasonably good winter, but keep fuel in mind all the same. --- It is better to be ready for winter and not have any than to have a hard one and not be ready. --- A little fire should be lighted in living rooms, night and mornings, now. Fire is cheaper than doctors. --- Jack Frost laid his white hand on us lightly Saturday night last. Hardly sufficient though to make the pumpkin vines turn up their little toes. --- An immense vegetation has ripened and is beginning to decay upon the prairies. Dakota breezes will sweep away the malaria, for the most part, but it is just as well to exercise a little, extra care in the family about now until a sharp frost sort o'clears things up. --- The Dak. Central occupies the west half of the south angle of the building and here is shown specimens of grain, fruit, grasses and vegetables grown in what used to be termed the "Great American Desert." The show is very creditable, and when the fact becomes known that most of the products seen here were grown upon the "sod," it becomes perfectly astonishing. Maj. Cotlin exhibits a box of the soil of the region which is capable of doing such astonishing things on such short notice. (Rochester State Fair Post).

**September 22, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – President Garfield is dead. He would have been fifty years old, had he lived until next November 21. --- The heavy rains have retarded business in the Big Woods, and will affect the price of fuel unfavorably. Wood is reported in brisk demand at Mankato, at \$5 per cord. --- Vennor continues to deal out the worst possible weather prospects, and consoles us with the promise that wet weather is likely to continue through the latter half of the present month and into October. During this latter month the outcry is likely to be, "Too much rain;" and sleet and snow will fall early in the northern section, with sharp frosts in November. Then the frosts will disappear for a time and some very fine and balmy weather is likely to form a feature in this month. --- Sleepy Eye Herald. Rumor is still building a branch of the Northwestern road from Redwood to Marshall. It is claimed by railroad men that the distance from this place to Marshall is shorter by the way of Redwood Falls than by the way of Tracy, and also that the grade is much easier.

Heavy freight trains could be run over the proposed branch at very much lower expense than is now expended in running them via Tracy.

ANNO CALAMITAS. About the most philosophical way of accepting the situation in which our people generally find themselves just now is to consider this an 'off year' in business and agriculture, and trim close to the wind in expenditures and expectations. Since the first of January, and before that, everywhere in the United States, and particularly in the West, the courage of the people has been severely tested. Beginning with snow blockades, the late spring followed with unparalleled floods. And although a fair average crop has been produced the past season, the unusual rainfall of the last few weeks, which still continues, has dashed the hopes of many who thought to pull through with the help of higher prices and auxiliary crops, notwithstanding the small yield of wheat. It is a doubtful consolation to know that we are not alone in our discouragements, but that over a wide scope of territory as drouth has prevailed for the past few months which has been more disastrous than these untimely rains have been to us. Snow blockades, floods, tornadoes, drouths, forest fires, and to crown all, the assassination of our beloved chief magistrate, have made this a year to be long remembered. But we should remember that the ten preceding years have been prosperous throughout the country at large, though unhappily not always so here. The law of compensations and average must operate for us sooner or later, however, and we may yet find out with how little we can secure contentment and security, so long as health and hope endure.

**September 22, 1881** [Brookings Co. D.T. PRESS] – President James A. Garfield died September 19, 1881, at 10:35 p.m. --- Raise Stock. (Press & Dakotaian). The wonderful impetus given the stock growing interests of this section since the opening of spring is one of the most encouraging signs of future prosperity for southern Dakota. New comers and old residents are purring their capital into the business and great herds of cattle, sheep, and hogs are being brought into this favored section. The success of this industry means permanent wealth to our people. A region adapted to stock growing improves as the years go on. The soil is enriched, the grasses grow richer and more profusely and the stock adapts itself to the climatic conditions to which it is exposed. On the contrary, a strictly wheat growing country becomes less productive the longer it is tilled. Wheat raised year after year exhausts the soil and renders each succeeding crop more scant than its predecessor. This is demonstrated even in the famous Red river valley and the rule will hold good in all countries. There it is the new land which produces the abundant yield, and it is accounts of the yield of new land only which find their way into the newspapers. The Dalrymple farm, through its wonderful early productiveness, gave to the Red river valley its fame. Nothing is now every heard of the Dalrymple farm. It is wearing itself out and its yield is steadily decreasing. This is an illustration from the best wheat growing section in all the world and it proves that the constant use of the land for the productive qualities [something must be missing here]. But in stock raising progression goes the other way. Each year's experience renders it possible to do better another year. It is therefore a source of great encouragement to know that the stock and dairying interests are becoming the leading interests of southern Dakota. Our resources will be at their best, when the wheat fields of the north shall have become almost barren tracts of exhausted land. --- There was a slight flurry of snow in Brookings County yesterday. (Huron TIMES). Now, see here Bro. Cain, we've been right here all the time and the said "flurry" failed to turn up in our presence. We understand however that in the Jim Valley there was quite a storm. --- The Watertown NEWS says it has always admitted the superiority of Dakota soil and climate for producing large potatoes, turnips and beets, and now thinks our territory need not take a "back seat" when it comes to furnishing pumpkin heads.

**September 29, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Heavy frost Tuesday night. --- Capt. Irish, surveyor on the C. & N. W. R. R. has decided to build a house at Lake Benton, and live there next summer. --- The grasses of the plains are mainly of three kinds, the gamma grass, growing about ten inches high, in a single round stock, with two oblong heads at the top of it; then comes the buffalo grass, which is curly in its character and lies close to the ground; then there is what is called bunch grass, which keeps green at the roots nearly all winter. On these the cattle and sheep subsist the year round, and grow fat.

**MISSING ISSUES – October 6, 1881 – November 3, 1881. The Redwood Gazette, Redwood Falls, Minnesota.**

**September 29, 1881** [Brookings Co. D.T. PRESS] – The Timber Culture act requires that the claimant shall plant not less than 2,700 trees, tree seeds or cuttings, on each of the ten acres to be cultivated in trees, and that at the time of making final proof on the land there shall be no less than 675 trees alive and growing on each acre. The law then

requires four trees, tree seeds or cuttings to be planted for every one expected to be living and growing when the final proof is made.

**October 6, 1881** [Brookings Co. D.T. PRESS] – The Fair is a thing of the past. It is estimated that one thousand people attended our fair on Saturday. Pretty good attendance for so new a country. --- Wheat jumped to \$1.19 on Thursday and on Friday fell to \$1.14. The highest point reached yet this fall. The wheat market is as follows, as we go to press: No. 1, \$1.18, No. 2., \$1.15. Oats bring 28 to 30 cents on the street. --- Stock Farming in Dakota. The Kingsbury County NEWS, referring to the fact that the wheat producing farms of Dakota, have made money again this year by raising their favorite produce, says: Well, they have made money for the past several years, and probably may do so for several years to come, but by raising stock there is no contingency in the business. It is save and sure. We often have heard the expression, in speaking of the operations on our stock farms, “We hay it the year round,” but we have the satisfaction of knowing that while we may be hauling hay all the summer and feeding it out all the winter to the stock, the farm is growing yearly richer, the stock accumulating in number and value, and he is indifferent as to what wheat rings may chose to do to produce a corner or control the price of wheat. The stock grower can sleep at night, trusting to providence for the morrow. Had we a stock farm we would not exchange our peace of mind for the worried and anxious mind of the wheat raiser.

**October 13, 1881** [Brookings Co. D.T. PRESS] – Look out for the blizzard tomorrow and next day. If it don't come then you will have to try to be patient and wait for it. Meantime get a little coal and wood in store, and push the plowing.

**October 20, 1881** [Brookings Co. D.T. PRESS] – The railroad company are setting out trees at all their stations on the Dakota Central division. --- The weather is just beautiful as we write. If it changes for the worse before going to press we will let you know. --- Charley Starling expects to issue his Lake Preston TIMES this week. It will be a 6 col. folio, and you may bet your last “nick” it will boom all over for Preston. --- The Kingsbury County NEWS comes to us this week with the name of Hopp & Whiting at its head as editors and proprietors, Mr. Whiting being the new member of the firm, a young man of more than ordinary capacity, integrity and industry, having had some considerable experience in the newspaper business. Mr. W. is the present Register of Deeds of that county. We predict for the new firm success and plenty of glory. --- Wheat. The wheat market this week has been very active, prices ranging from the regular market to \$1.55 per bushel, or about 30 cents more than it is worth in Chicago. As we go to press, about 20 loads were taken in by Lawshe at \$1.43. The average for the week has been about \$1.37. -- - County Convention. The Brookings County Republican Convention was held at Olds & Fishbeck's hall on Saturday, October 15<sup>th</sup>, at 2 o'clock p.m., pursuant to call. G.W. Hopp was chairman.

**October 27, 1881** [Brookings Co. D.T. PRESS] – The weather reminds us of the fall of '79.

**November 3, 1881** [Brookings Co. D.T. PRESS] – The wild geese made themselves scarce Saturday, flying south. --- Hurry the plow while there is no frost. Old Jack will soon come to spend the winter. --- Corn sells on our streets from 45 to 50 cents per bushel. Oats 35 to 40 cents. Potatoes 45 to 50 cents. --- The Chicago & Northwestern railway company has given an order for two hundred and fifty new coal cars, twenty locomotives, twenty passenger coaches, and six dining cars. --- Last week we were so foolish as to take a meal at the starvation eating house at Tracy depot and paid the ghoul who pretends to run it 75 cents for the privilege. (Journal) Tut! tut! Another darned old “defamer of hotel tables ‘turned up? --- Quite a number of our sports went to Kingsbury county in pursuit of game. The said game got “wind” that great preparations were being made in Brookings for their slaughter, and flew south before the boys put in appearance. --- Charley Starling's Lake Preston Times made its appearance at these head quarters Monday. It is a 6 column quarto, neatly printed ably edited, and the people of that rising young city should see that Charley does not starve. It is a credit to the place. --- J.A. Owen is officer from Kingsbury County of the Dakota Central Sunday School Association. Kingsbury County has 10 Sunday schools, 29 teachers, 265 scholars, and 2 libraries.

**November 10, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Yearling Cottonwood Trees for Sale at \$2.50 per thousand. Address John Ilett, Redwood Falls. --- The lawful season for killing deer opens November 1. They are reported to be very scarce. Their entire extermination is apparently near at hand. --- Another very heavy rain on Monday gave the farmers and business men hereabouts a set back. For the most part the weather has been of the pleasantest the remainder of the week. --- Six inches of snow fell at Rushford, on the morning of the 5<sup>th</sup>. --- MUSKRATS ARE BUILDING THEIR TABERNACLES IN A LIGHT, AIRY FASHION, WITHOUT PAINT OR VARNISH. THE OLD HOUSES EVEN HAVE THE RAGS PULLED OUT OF THE WINDOWS AND THE RATS WALKING AROUND IN THEIR SHIRTSLEEVES. --- Although early in the season, we announce, at the request of Mr. Vennor, that during the coming winter water will as usual freeze with its slippery side up. [Chronicle-Herald]

**November 10, 1881** [Brookings Co. D.T. PRESS] – Cuttings set last spring are 99 out of each 100 of these living and in a thrifty condition and from 2 to 7 feet high. A good many are being set on tree claims this fall. --- Farmers here are no better prepared for a blizzard than a year ago the 15<sup>th</sup>, of October. --- Relinquishments are being sold for \$600 to over \$1,000. --- J.W. Hopp of De Smet was in town Friday of last week. --- A man named Schmidt who has been employed in the coal yard at Huron was run over by the freight train near Fairview [Manchester] on Saturday last. The coroner's jury returned a verdict of "killed by accident."

**November 17, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Winter begun in earnest with a snow storm last Friday, followed by a freeze up. --- Has anybody any potatoes to dig now? At seventy-five cents a bushel, it will pay to dig them with a crow-bar. --- The Chicago & Northwestern Railroad company will pay off about \$5,000,000 of its bonds this winter, from the surplus in its treasury. --- It is alleged that muskrats, corn husks, wild ducks and geese, and wild animals generally, all indicate by their movements a comparatively mild, open winter. --- Trains on the W. & St. P. are reported crowded. A good many land explorers are being dumped off at Canby, Marshall, Watertown and various other western points, but very few of them appear to reach this place.

We are indebted to Mr. Ensign for the following items relating to affairs in his part of the county:

Very little plowing has been done in the southern part of the county. The continuous rains of September and October rendered most of the plowed lands so wet and miry that teams could only with difficulty be got to work.

A large area was sown in flax in the southwestern part of the county, but very little was harvested, it being impossible to get machinery onto the land to cut it.

Most of the threshing is done. The wheat crop was a failure, not averaging two bushels to the acre. Oats light and yielding from ten to twenty-five bushels to the acre. Corn is a good crop, but less ground was planted than usual. A large part of the potato crop is rotted in the ground.

**November 17, 1881** [Brookings Co. D.T. PRESS] –  
FARMING IN DAKOTA (from the Brooklyn N.Y. EAGLE)

"Yes, sir," assumed the Dakota man as the crowd of agriculturists drew back from the bar and seated themselves around a little table. "Yes, sir," we do things on rather a sizeable scale. I've seen a man on one of our big farms start out in the spring and plow a straight furrow until fall. Then he turned around and harvested back."

"Carry his grub with him?" asked a Brooklyn farmer, who raised cabbage on the outskirts.

"No, sir. They follow him up with a steam hotel and have relays of men to change plows for him. We have some big farms up here, gentlemen. A friend of mine owned one on which he had to give a mortgage, and I pledge you my word, the mortgage was due on one end before they could get it recorded on the other. You see it was laid out in counties."

There was a murmur of astonishment, and the Dakota man continued: "I got a letter from a man who lives in my orchard, just before I left home, and it had been three weeks getting to the dwelling house, though it had traveled day and night."

"Distances are pretty wide up there, ain't they?" inquired a New Utrecht agriculturist.

"Reasonably, reasonably," replied the Dakota man. "And the worst of it is, it breaks up families so. Two years ago I saw a whole family prostrate with grief. Women yelling, children howling and dogs barking. One of my men had his camp truck packed on seven four mule teams and he was around bidding everybody good-bye."

"Where was he going?" inquired a Gravesend man.

"He was going half way across the farm to feed the pigs," replied the Dakota man.

“Did he ever get back to his family?”

“It isn’t time for him yet,” returned the Dakota gentleman. “Up there we send young married couples to milk the cows, and the children bring home the milk.”

“I understand you have fine mines up that way,” ventured a Jamaica turnip planter.

“Yes, but we only use the quartz for fencing,” said the Dakota man, testing the blade of his knife with his thumb, preparatory to whetting it on his boot. “It wouldn’t pay to crush it because we can make more money on wheat. I put in 8,900 townships of wheat last spring.”

“How many acres would that be?”

“We don’t count by acres. We count by township and counties. My yield was \$68,000,000 on wheat alone, and I’m thinking of breaking up from eight to a hundred more counties next season.”

“How do you get help for such extensive operations?” asked the New Utrecht man.

“Oh, labor is cheap,” replied the Dakota man. “You can get all you want for from \$29 to \$47 a day. In fact, I never paid over \$38.”

“Is land cheap?”

“No, land is high. Not that it costs anything, for it don’t; but under the laws of the Territory you have got to take so much or none. I was in luck. Had a friend in Yankton who got a bill through the legislature, allowing me to take 420,000 square miles, which is the smallest farm there, though it is—s”

“Look here,” said the bar keeper, as the eastern husbandmen strolled out in a bunch to consider the last settlement. Is all this thing you’ve been telling true?”

“Certainly,” responded the western man; “at elast it is a modification of what I saw in a Dakota paper that was wrapped around a pair of shoes last night. You can slate that last round of drinks and I’ll pay in the morning. I live right here on Myrtle avenue.”

--- [More from Nov. 17] [Brookings Co. D.T. PRESS] – The weather took a decidedly wintery change on Saturday last. --- It is reported that the thermometer indicated 3 degrees above zero Monday morning. --- To gain knowledge, work for it; to gain food, work for it; to gain pleasure, work for it. --- Several of our young bloods took advantage of the snow on Sunday last and had a nice sleigh-ride. --- The first snow for the winter came on Friday, but the weather warmed up on Monday and the whiteness nearly all disappeared. To-day the weather has “taken tack” and a slight amount of snow has fallen, but not enough to cover the ground. --- If the PRESS is prospered another six months we shall print the whole of it at home, this enabling us to make a better paper than ever. This is a point we have endeavored to reach ever since the paper was started. We promised improvements at the start and we have kept our promise even in advance of the demands of the times and when it entailed actual loss of many dollars to make them. The highest grade a county newspaper can hope to reach is the one of publishing a clean sheet all at home. Nothing speaks better or with more telling effect for the town in which it is printed. We hope to reach this point in six months. --- Lots of people are going east to spend the winter.

**November 24, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The recent freeze-up has made it possible for farmers to bring in considerable grain this week. Wheat buyers report more business than at any time since harvest. --- One hundred thousand feet of snow fencing was shipped westward from Winona, one week recently; for use on the W. & St. P.

**December 1, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – The New Ulm *Review* says that if snow fences and huge snow plows go for anything, the Winona & St. Peter road will be kept free from snow this winter from one of the road to the other. Twenty-five or thirty miles of fencing has been shipped from Winona and past fourteen days to the cuts west of here, and an enormous snow plow is only waiting the coming of snow. --- Twelve cases of scarlet fever in Marshall, two of them fatal. --- The newspapers out west are paying the Tracy eating house compliments (?) like the following which we clip from the Watertown *Courier*: “We had the pleasure of waiting at the starvation camp fifteen of the allotted twenty minutes for a piece of steak—Goodyear patent—and a piece of lemon pie that suggested strongly the high price of lemons and a decline in the price of stale eggs. The cheek of the landlord has no equal in the annals of American history.” --- Muskrat skins and those of other small animals are dressed as follows: If they are dry they are soaked in water, and the following mixture is thickly sprinkled over them, viz.: four ounces of salt, two ounces of alum, and one ounce of copperas, all finely powdered. The skins are then doubled, the flesh side together, and rolled up tightly and put away in a safe place for two weeks. They are then opened, shaken out, scraped, and, if necessary, wetted, and a fresh supply is sprinkled over them as

before. After one week the skins are stretched and rubbed with chalk and pumice-stone until dry and soft. [N.Y. *Times*] --- [Multi-column article about smallpox vaccinations.]

WALNUT GROVE ITEMS. S.O. Masters and family leave on Wednesday of this week for De Smet, D.T., to take up their residence at that place.

PANCAKES. Beat up three eggs and a quart of milk; make it up into a batter with flour, a little salt, a spoonful of ground ginger, and a little grated lemon peel; let it be of a fine thickness and perfectly smooth. Clean your frying pan thoroughly, and put into it a good lump of dripping or butter; when it is hot pour in a cupful of batter, and let it run all over of an equal thickness; shake the pan frequently that the batter may not stick, and when you think it is done on one side, toss it over; if you cannot, turn it with a slice, and when both sides are a nice light brown, lay it on a dish before the fire; strew sugar over it, and so do the rest. They should be eaten directly, or they will become heavy.

**December 1, 1881** [Brookings Co. D.T. PRESS] – A question, which, by the way is getting to be an important one, is to agitate the people of this county, and that is “why Brady is kept here and boarded by the county?” Every time the Board meets a bill of from \$50 to \$150 is allowed for his care and board. He was sentenced to the penitentiary for four years, and why he isn’t taken is past our comprehension. We understand that the Kingsbury officials will object to paying any part of the bill for keeping him here. He should be either taken to the proper place for safe keeping or turned loose, as this county cannot afford such an expensive luxury. Let the Board object to these bills and he will soon be put in the proper place. --- The good weather continues up to the time of writing this item. --- A scientific guesser can come pretty near the mark in Dakota. Sergeant Glenn, in charge of the U.S. Signal station at Huron, began his work July 1<sup>st</sup> this year. He telegraphs to Washington his weather predictions for the next day on each evening. A recent report shows that ninety-five per cent of his predictions have been verified. --- “Col.” McVey and family left this city last Monday morning for their new home in Dakota. Mr. McVey has just completed a very commodious house, and has everything in order so that if Dakota is to have another such a winter, he will be prepared and his family will be comfortably provided for. The “Col.,” Mrs. McVey and Miss Direie leave behind them hosts of friends who will visit with them in spirit around their hearth on many a winter’s night this winter, in their new home upon the broad prairies of Dakota, and next summer when chicken get ripe, some of those friends will make the Colonel’s home head quarters and be around there in person. (Alma, Wis., JOURNAL). The above relates to a late acquisition of Brookings County. Mr. McVey has located in the Sherman neighborhood, Bro. *Journal*, if you have any more such people you want to get rid of, send ‘em along. They are desirable.

**December 8, 1881** [Brookings Co. D.T. PRESS] – The mill at Nordland [Arlington] is nearly ready for business.

**December 15, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – Good enough! The Chicago & Northwestern Railway Company have at last thought it worthwhile to have a substantial road-bed on their branch line between here and Sleepy Eye, and a gravel train is now at work on the same. --- Ninety-nine deaths from small-pox in Chicago during November. The disease is alarmingly prevalent in many sections of the country.

**December 22, 1881. Thursday. The Redwood Gazette, Redwood Falls, Minnesota** – [Last issue on reel.] --- The fast trains between Chicago and New York now make an average run of about thirty-five miles per hour. --- BEAUTIFUL, MORE BEAUTIFUL, MOST BEAUTIFUL, IS THE GENERAL EXPRESSION REGARDING THE WEATHER.

It yearly takes 200,000 acres of forest to supply cross-ties for the railroads of the United States. It takes 15,000,000 ties to supply the demand, for which on an average the contractors get thirty-five cents apiece, making in the aggregate \$5,250,000. In building a new road the contractors figure on 2,700 ties to the mile, while it takes 300 ties to the mile to keep a constructed road in repair. The average of a good piece of timber land is 200 trees to the acre and 12 ties to the tree. White or burr oak is considered the best timber for the purpose, although cherry, maple, ash, and even locust have been used. The business gives employment to an army of choppers, who are paid ten cents

apiece for each tie. A single man has been known to get out thirty-five ties in a day, yet the average is only ten, while an expert will probably get out twenty.

**December 22, 1881** [Brookings Co. D.T. PRESS] – Pleasant weather is abundant. --- Pretty much everybody in Brookings is being vaccinated against small pox. A very proper precaution. --- In 1875 there were just eleven news papers in all of Dakota; nine in the southeastern portion and two on the Northern Pacific. Now there are over one hundred, seventy in the southern portion and something over thirty in the north. This is some indication of the rapid development which is going in this “barren, rainless desert.”

**December 29, 1881** [Brookings Co. D.T. PRESS] – Freight trains were suspended Monday. --- Nordland [Arlington] has its grist mill in running order now and soon will have a newspaper. That town is coming to the front rapidly. --- Venor predicted a cold stormy wave on the 28<sup>th</sup>—it struck on the 29<sup>th</sup>. Just getting down to business as we go to press. --- T.R. Qualey has noticed of late that his cows were failing in their milk and could not account for it until the other morning he found Dox’s [hardware man] hay twisting machine in the cow stable. That explained the whole mystery. The machine is now put into Morehouse’s time lock safe every night, and a feeling of relief has come over the cows of the village. --- Christmas eve a “wild” freight train passed this station with dangerous speed—in fact they were unable to halt until they had gone half-way to the bridge across the Sioux; then they “backed up” to this station. As they passed the fire-box was opened and sparks were thrown into the grass near the wood-yard. Had it not been for the night watch, who extinguished the flames, which were fast nearing the wood pile, much damage would have been done.

## 1-8-8-2

**January 5, 1882** [Brookings Co. D.T. PRESS] – The De Smet NEWS makes complaint against the Dakota Central route agents, we believe very unjustly. The agents are over-worked, not having only all the local mail to handle, but all of the Black Hills mail to make up and pouch in the time it takes to run from Tracy to Huron. To give an idea of the amount of the Black Hills mail so handled, we are told it is from fifteen to twenty-five sacks daily. The NEWS should not lay the blame of occasional mistakes to the over-taxed route agents, but to the railway service department, or rather to the Democratic House of Representatives for their miserly appropriations for this branch of the service. --- The Weather. Look at this record of the weather for December 31<sup>st</sup>, ult. The further you go north and west the warmer it is: Bismarck – Zero; northwest wind, light snow. Ft. Stevenson – Zero, clear. Ft. Buford – 3 above, northwest wind, clear. Ft. Keogh – 22 above, northwest wind, clear. Helena – 36 above, northwest wind, clear. Ft. Benton – 21 above, northwest wind, clear. --- Dakota built 430 miles of railroad in 1881; Dakota is third in railroad building for 1881, and it is well known by every one that last year was an “off year” for railroad building in Dakota—the companies getting ready for 1882. We predict that seven hundred miles will be built during the coming year, at any rate the dirt will fly right lively in Southern Dakota. --- As Others See Us. We find the following kind words in a correspondence written to the Rochester (Minn.) Post. The correspondent evidently got things a little mixed on the hay business, as Kelsey Bros. are running one hay press:

I arrived at Brookings 6:30 and found it to be a thriving little town of about eight hundred inhabitants, pleasantly situated on the Chicago and N.W.R.R. in about the center of Brookings county. It dates back its birth only one year and seven months, and it seems almost impossible that a town of this size could be build in so short a time, but such is the history of nearly all the towns in this territory. The railroad buildings here are good ones. There are two lumber sheds here owned by the Youmans and Hodgins and Laird, Norton & Co., that are the largest west of Winona. They are doing an extensive business here and at other places also. There seems to be plenty of business in this line, and they are full most of the time. There are two large churches here that show by their large congregations that their members, as well as pastor, have an interest in the welfare of their souls as well as finances. Olds & Fishback, sons of the firm of the same name in Rochester, are doing a good business here in the dry goods and grocery line; they employ four clerks and keep them all busy. The firm of Odegard & Thompson are running two [sic] hay presses here, which makes the demand for hay good. This suits the farmers, as the wheat-crop, on account of the late spring, was very poor. I counted twenty-three loads of hay, at one time, waiting to be weighed. The price paid for good hay is \$4.50 and for burning purposes two and three dollars. Carpenter work has nearly all stopped with the exception of Wheeler & Gaston who are finishing off the Baptist church.



**January 12, 1882** [Brookings Co. D.T. PRESS] – Poem “Our Railroad Boys” by J.W. Shannon. --- A slight flurry of the beautiful Tuesday. Nothing serious—all gone now. --- The general opinion is that the present winter has so far been the finest any person ever saw in any country. --- Ed. Smith, living near the Hamlin county line, killed two elk last week, one of them weighing 185 pounds dressed. These animals are very scarce in this country, and Mr. Smith may congratulate himself on his good fortune in securing two of them. (De Smet NEWS) --- Grand Huron Re-union. The Dakota Central Railroad Boys have a big time. The employees of the C&N.W. railroad had a grand re-union at the well-known Wright house in Huron last Thursday night. One hundred and fifty of them sat down to a grand banquet. Speeches were made by Superintendent T.J. Nichols, John E. Blunt, J.W. Shannon and others. The HURONITE, of that city, issued an Extra, containing the full proceedings, at 4 o'clock the next morning. The occasional poem was by Mr. Shannon, editor of the HURONITE. We give it in full elsewhere.

**January 26, 1882** [Brookings Co. D.T. PRESS] --- Land. The price of land about Huron is going up higher than the aspirations of Gumbo Flat. Every day or so we hear of some one selling a quarter section for an amount that would have seemed fabulous had it been paid for the same land last spring. There are plenty of men here now who came to Huron last may and took claims which cost them nothing and are to-day saleable at from \$700 to \$2000. Don't you fellows in the east wish you had come out and “caught on”? You probably thought last spring that the assertions of Dakota newspapers in regard to the value of lands here were a little exaggerated to say the least. Time has shown that they were far below what they ought to have been. There will be just as much money in land this year as there was last, and the best thing that persons who missed it last year can do is to come out and locate here in the spring. (THE HURONITE) - Same here. In fact it is just the same all over Dakota. We have heard parties remark that they could not be induced to take whole townships of our land as a gift. They'd rather sneak back and put another mortgage on the old farm and be buried where they have died. --- The weather during the past few days is a gentle reminder of what we had last winter. --- Monday's passenger east was about four hours late from some cause not known to the boss. --- The thermometer stood 14 degrees below zero in the shade Monday. The coldest of the season. --- Nineteen different newspapers have been started in the Black Hills since 1876, and the major part of them have “climbed the golden stair,” we learn from the PIONEER. --- Mr. and Mrs. L.S. Bunnell, of Winona, Minn., have been visiting friends and relatives in this county during the past week or two, returning home Saturday morning last. Mr. B is one of the best engineers in the employ of the C&NW road, who how has a “run” between Sleepy Eye and Winona. Brookings people are always glad to “shake” with him.

**February 2, 1881** [Brookings Co. D.T. PRESS] – The month of January is gone and no winter yet! --- The days are growing longer at the lower end. --- Remember the New England Supper at the Methodist church to night. --- J. W. Hopp and C.W. Starling [Lake Preston], the two Kingsbury county editors, were visitors here lately. --- The snow has all disappeared and the orange trees are commencing to bloom. --- The doors of many of our business places were thrown open last Monday, the weather being such as to allow it with comfort. That's the kind of winter we are having. --- We are indebted to J.H. Carroll, clerk of courts of Kingsbury county and postmaster at De Smet, for a short but pleasant call last Saturday. Always glad to see him. --- Huron, D. T., is a town on the Northwestern railway line. A year ago such a town was not in existence. To-day, it has over a thousand inhabitants, and is on the road toward becoming the metropolis of that section. It is probably that it will become the capital of the state eventually. Messrs. Davis, Shannon & Hopp, a newspaper firm that publishes the HURONITE and several other Dakota journals, have just ordered from Chicago a large steam-power printing press, a six-horse steam engine, paper cutters, stereotype machine, an immense amount of body, advertising and job type, etc., in all, a bill of several thousand dollars' worth, and it is safe to say that the “power of the press” will soon make itself felt in that territory as it never was before. There is some enterprise in a firm of newspaper publishers like that. (Chicago HOTEL WORLD) --- The Fargo ARGUS is offering premiums to subscribers, one of which is a new cook book full of valuable receipts; the following is an example: Brown Bread—This interesting vegetable takes its name from Osawatomie Brown, whose soul is said to be marching on. It is composed of equal parts of clay, flour, coffee-grounds and Butler's boot-blackening, shortened with wagon-grease and tar, and flavored with straw out of an old mattress. It is grown in the same way as other kinds, and harvested with a cross-eyed steam baby-jumper. When baked to a gentle orange tint, turn out and serve in a buttered stovepipe hat with warm mustard-plasters and rancid butter. It will be found very palatable and nourishing for invalids wrapped in woolen comforters with an old stocking round their throats. The early york or flat-dutch is the best variety for February planting. --- Dakota

Editors. L.P. McClarren, PRESS & DAKOTAIAN, Yankton; Fred. Bowman, INTER-STATE, Gary; J.W. Shannon, TRIBUNE, Huron, and Scobey, PRESS, Brookings, all four happened in town last Friday and dined at the Commercial hotel, at the festal board of one table. They seemed to be at peace with one another, for there was no kicking shins under the table; no calling back a ragged past to taunt its flatters. About Dakota they talked like Highland pipers. Bowman asked McClarren if he'd ever farmed any in Dakota? McClarren replied, no, only in an indirect way. He had one dropped a mangel wurzel plant in his printing office sink and it took root and commenced to develop rapidly and throw out branches like a tree. It soon filled the sink; then a wagon box was secured and the end board taken out to give the young mangel unlimited freedom. It was daily fed with rich alluvial, Dakota soil, thrown in the window. It grew on in silence, filled the office and bursted, and threw chunks all over the territory as big as a state capitol. As McClarren concluded the company remarked how, how, how, and said they would take cream pie and cracker pudding for dessert, which they got. (Tracy GAZETTE) [mangel-wurzel is a root plant in the beet family] --- Primer.—See the Girl. She is a Nice Girl. She wears a Seal-skin Sacque. It cost 300 Dollars. She could not Live without it. They have Very little Furniture in the House. Her papa will Fail next week. --- Mills. During the past week, several parties have been in town looking after the prospects of a mill. One party proposes building a mill down by the Sioux, near the railroad bridge, running it by water power. He has had the land surveyed and thinks he can obtain a fall of nine feet. He proposes to invest \$10,000 in the scheme. Another party from Nebraska, thinks there is sufficient water power at Renshaw, three miles above this place, and proposes putting in a mill there. One of the largest milling firms in Minnesota have decided to put in a mill at some point along the Dakota Central and an agent of the firm has been in Volga the past week. This firm proposes to build a mill second to none in southeastern Dakota and the citizens of Volga cannot well afford to let them go elsewhere. But out of three schemes mentioned, we are pretty sure of obtaining at least one mill within a short distance of town, the coming season. (Volga GAZETTE).

**February 9, 1882** [Brookings Co. D.T. PRESS] – No trouble about the fuel supply this year. --- Five or six of the “boys” took a trip to Volga on the hand-car Saturday. --- If this weather continues for a few days farmers can commence plowing, harrowing, etc. --- Everybody and their neighbors were out enjoying the fine weather Sunday. --- The “Big Two” minstrels are billed for a performance in Olds & Fishback’s hall this evening. --- Last Sunday was a regular spring day and our people took advantage of it. Livery rigs were not to be had for love or money. --- The east is still enjoying the bracing blizzard, while the farmers of the northwest are selecting their seed wheat and preparing the soil for the spring sowing. --- The indications are now that two new land districts will be carved out of territory lying along and west of the James river and south of the 46<sup>th</sup> parallel, and that Huron will secure the location of the land office for the district in which it will be located.—Good selection, and the only changes for the better we could suggest would be to place Brookings and Kingsbury counties in the same district. --- One week from next Tuesday will be the 14<sup>th</sup>, of February, and in consequence St. Valentine’s day. It is the duty of every youth to go broke against daubs of immodest little angels and hearts skewered together and toasting before a cheerful blaze. This is the occasion when the poor printer receives from his admiring friends beautiful chromos representing devils with cloven feet and long tails pointed with darts, and the editor receives intimation through a dozen gorgeous prints that he is a blockhead. (Black Hills JOURNAL). --- The Supper. The ladies of the Baptist and Methodist societies of Brookings did them selves proud in the manner in which they got up and managed the New England supper given last Thursday evening at the M. E. Church. It was a grand success financially, socially and edibly. everybody present enjoyed themselves hugely and pretty much everybody was hugely present—after supper! The way the ladies were dressed reminded us very forcibly of our great grandmother’s days, when she used to lay us gently across her motherly lap, face down, and play “Yankee Doodle” for our benefit with her slipper. The mayor and Mrs. Hadley as “George” and “Marsha,” preserved the dignity of the occasion in just the right style. Everything moved off pleasantly and smoothly, to the satisfaction of everyone, and the general expression was—“let’s have another.” The receipts amounted to about \$35.

**February 16, 1882** [Brookings Co. D.T. PRESS] – Begin to set out trees this spring. --- Dakota against the world on climate. --- Emigrants are beginning to went their way Dakota-wards. --- Brookings county has sixty-five organized school districts. --- Spooner & Starling are now joint proprietors of the Lake Preston TIMES. [Spooner was a doctor.] --- A couple of large wolves were seen, one day last week, a few miles north of Fountain. --- It was so warm last week that Dr. Higgins had to put up his cloth awning to keep the sun from shining into his store. All the business places in town and many of the residences had their doors thrown wide open. --- Many of those who went east last fall to avoid a hard winter are returning disgusted with themselves for leaving. All are

agreeing that the climate is much more congenial and they will never be caught going away again. --- [Long column about the PRESS being three years old.] ... When the Press began to advertise the glories of Dakota to the outside world there were only ten newspapers in the whole territory... When it first began to advocate the interests of Brookings county there were not to exceed three hundred people within its borders. Brookings was unknown and undreamed of. So were Elkton and Aurora and Volga and Nordland and all the thriving towns whose depots and mills and elevators and business houses and school houses and church spires pass like a panorama before the eyes of the passenger upon trains that now sweep across the State from the eastern border to the Missouri. From Firesteel north, the great James River Valley had scarcely a white resident.

**February 23, 1882** [Brookings Co. D.T. PRESS] – The recent snow will prove of great advantage to the lumbermen in the pineries. --- It will be seen under the new emigrant tariff rates just issued by the Chicago & Northwestern Railway a car loaded with settlers goods can be shipped from Chicago to Pierre for \$50, which is certainly a very reasonable rate when compared with that given to other points between here and Winona. --- Thermometer 20 degs. below zero Wednesday morning. --- Old “Boreas” commenced operations in old-fashioned style last Saturday. --- It has come at last—that blizzard—and now what are you going to do about it! --- Almost every morning we witness a peculiar phenomenon of the nature of a mirage. The Northern hills, some thirty miles distant, and ordinarily beyond the range of our optics, are plainly visible, rising like a grand wall of mountains. (Hand County PRESS).

**March 2, 1882** [Brookings Co. D.T. PRESS] – Indications of spring – a buckboard. --- Every gully in Brookings county was a rushing torrent, Sunday. --- Brookings county has room for a few more people, but they must come with money. The land is all taken. --- Saturday the beautiful weather commenced again, and Sunday evening all signs of the late blizzard had disappeared. --- Guiteau, a cousin of the celebrated assassin (he shot President Garfield), is soon to engage in the banking business in Huron. A big advertisement to open up with. --- W.H. Frisbit, artist, of the Manitoba, has made sketches of twenty-two towns in the west along the line of the road, within three weeks past. The sketches are for the use of the road in their papers and pamphlets. (Fargo Republican). Our people will remember Mr. Frisbie, as having been a blockade prisoner for a long time last winter. --- On Thursday morning Nordland, 20 miles away, was plainly mirrored in the clouds. She loomed up like a forest of cottonwoods, and was really a beautiful sight. --- The News claims that several emigrant wagons passed through with the following inscription painted on one of them: “Good bye, Kansas, we bid you adieu. We may emigrate to hell, but never back to you.” --- The Brookings PRESS entered upon its 4<sup>th</sup> volume last week. It is said to be the 11<sup>th</sup> successful newspaper started in that portion of the Territory which will comprise the new State. When the PRESS started there were not to exceed three hundred people in all of Brookings county. Now its people claim a population of nine thousand. Every crop that was ever raised in Iowa, Wisconsin, Minnesota or northern Illinois, has been experimented upon with surprising success, including corn, clover, timothy and other tame grasses. Last year the county marketed about 500,000 bushels of wheat, and this winter it has been shipping fine cattle to the east. Its unplowed prairies, which were originally covered with the buffalo grass are now matted with the richest blue grass, and its adaptability to a healthful, prosperous general agriculture has been abundantly demonstrated. Brookings county, and Kingsbury, and Beadle, and Hand, are in the same latitude, along the same line of railroad, with the same general climate and character of soil. While we claim some special advantages for the James River valley over that of the Sioux, it is certain there can be no material difference, to our disadvantage, in the natural agricultural resources of the two sections. A couple of years more of the development will but Beadle and Hand, Spink and other adjacent counties, in the front rank among the best agricultural sections of the whole northwest. (HURONITE) – The claim of “special advantages” in the above is read with a grain of allowance by the average Sioux Valleyite, and it is looked upon as being a “claim” open to “contest.”

**March 9, 1882** [Brookings Co. D.T. PRESS] – During 1881 the C.M. & St. P. transported over its lines an average of ten thousand passengers daily, Sundays not included, and the C.& N.W. as many more, making a total for both roads for the year of over 6,000,000. --- Wild geese have appeared. --- A hard thunder shower Saturday evening. --- The weather reminds us of the month of March very forcibly. --- G.H. Scofield, the live merchant of De Smet, held down one of our upholstered boot and show box sofas, last Friday. He is a man with whom it is a pleasure to visit and one we hope to visit again. --- Don’t suppose people living down east would hardly believe we can step out our back-door and plainly see towns twenty miles away. Such, however is a fact, and we could even see

one at a distance of thirty miles, if the town was there. --- Editor Hopp is in Huron, this week, which will account for any failings in this issue of the PRESS. --- While the north-west was enjoying the blizzard last week, the central states were deluged with a heavy rain fall, which overflowed the Ohio and Mississippi rivers, destroying much property and some lives. ---

**March 23, 1882** [Brookings Co. D.T. PRESS] – The west-bound passenger, Monday night, “blowed out” near De Smet. As a consequence we had no western mail Thursday. --- Hon. T.A. Thompson of De Smet, has been on a lecturing tour through the east, putting in a word now and then favorable to Kingsbury county. --- Our old-time friend, C.B. MacDonald, is now “city” editor of the Brookings PRESS, his “bow?” appearing in last issue. “Mac.” and the writer hereof, when boys, worked together in Iowa, and we are glad to welcome him to Dakota. He is a spicy writer and will give the people of Brookings a lively paper. Mac., if ever you come within twenty miles of us again and don’t call, just you speak to some undertaker. D’ye’hear? (Dell Rapids EXPONENT). --- Several wild freight trains going west daily. --- A rather vigorous spell of weather, Monday night. --- Land seekers, west of here, are thick as fleas in California. --- Iroquois. “Us” went out to Iroquois Saturday, after a timber claim, and froze on to one, a beauty. The hotel man there, Mr. Slater, did us proud in the way of entertainment; and while we’re chinning, the Slater House is one of the most delightful resorts for travelers. The citizens make a stranger welcome and help him all they can in securing a home. Charley Knecht and Henry Snedigar, friends of long ago, proudly showed us over their domain. The land in that section, especially in Beadle county, is going like hot cakes. The tree claims will all be gone within another week.

**March 23, 1882, Lake Preston Times: Kingsbury County.**

Kingsbury County is located on the C. & N.W. Railway, in the southeastern portion of Dakota, equi-distant between the Sioux and the James Rivers, in that strip of country which, according to the Reports in the Signal Service Office at Washington, is determined as having the greatest rainfall in Dakota, and also as being free from those destructive summer winds, known as cyclones.

Kingsbury County was organized in 1880. Three years ago this county did not contain a single foot of railroad; no survey had been made. Now the C. & N.W. Railway passes through the county from east to west. At that time no attempt had been made to locate a town within its borders. Now there are five thriving towns on the line of this road, namely: Nordland, Lake Preston, De Smet, Fairview, and Iroquois, with which the different settlements throughout the county, have increased the population from less than fifty, who wintered here in the winter of ’78 and ’79, to an estimated number of 4000.

**March 30, 1882** [Brookings Co. D.T. PRESS] – “Mack,” that fellow the PRESS AND DAKOTAIAN have sent out, was wandering around on our prairie the other day looking for ground cherries—said he wanted them to plant his tree claim, and he thought native cherries were better than those imported. We induced him to gather about TWO QUARTS OF “BUFFALO BERRIES,” WHICH HE WILL PLANT AND UNDERTAKE TO RAISE A HERD OF BUFFALO TO PUT IN THE DAKOTAIAN park at Yankton. “Mack” is a live chap, and writes as though he was inspired by “White Swan.” His drive at the Ashton P.M. and his postage stamps, has been the means of putting a detective at the depot to prevent mailing letters unless duly cancelled at the office. (Cor. Watertown COURIER). --- [Front page article with reasons to come to Dakota.] --- Whole trains composed of nothing but emigrants and emigrant moveables pass here bough for the great west, which begins at the Jim River. --- The ice in the lakes is disappearing and the geese and ducks are taking its place.

**April 6, 1882** [Brookings Co. D.T. PRESS] – Straw hats blossomed out last Saturday. --- Frost is gone-frogs, flies, and fleas are here. --- Mrs. C.B. MacDonald and “Dot” arrived Friday evening, and “Mac” is a family man again. --- Two more passenger coaches have been added to our trains this week for the convenience of western emigration. --- Jac. W. Hopp, De Smet NEWS, stuck his homely phiz into our sanctum last Friday. Jake is one of the “stayers,” and we’re glad to see him prospering. --- Mr. P. Mundahl, of Brookings, Dakota, a former resident of this county, was lost in a blizzard a few days ago, and froze his fingers of his right hand badly. he was brought to this city and is being tended by Dr. Mayo, who thinks he will save his fingers. (Rochester POST). We are pleased to know that the fingers will be saved, but his getting “lost” in a blizzard we don’t like, as it reflects on our climate, and is not true, Bro. Post. He was in the city during the time he was freezing, within 20 feet of a building.

Local Agriculture.  
No mirey roads.  
No waste lands.  
No ugly hillsides.  
No expensive fences.  
No hauling manure.  
No lack of stock range.  
No weevil or chinch bug.  
No expensive fertilizers.  
No lack of the best water.  
No worn out old clay fields.  
No stock diseases of any kind.  
No little corners and pieces and patches to putter around.  
No waiting until a fence can be built before cultivation.  
No killing of teams struggling up and down rocky ridges.  
No swamps for reapers and other machinery.  
No charge for a large tract of land to begin with.  
No country where everything is right, this side of heaven.  
No 40 per cent interest if you need a little money.  
No doubt of the wisdom of the young farmer who comes to Dakota.  
No sense and no safety in procrastination, if you want homes for nothing.  
No better road to heaven than that lying through a well-ordered Dakota farm.

**April 13, 1882** [Brookings Co. D.T. PRESS] – Land offices located. The commissioner of the general land office has decided to place the officers of the new land districts in Dakota at Huron and Aberdeen, respectfully. The matter will go to the president, and it is thought there will be little delay in appointing the registers and receivers in order to have the offices going in time for the spring emigration. --- Come and Sweat! “Shall I go West?” is the heading of an article in a leading Eastern journal. The answer is clear. Certainly, if you have the “sand,” that is, the brain and muscle and skill. The West is not in need of drones. It is no place to live easy. A man not willing to roll up his sleeves and sweat had better not come West. Everybody sweats out West; they don’t simply “perspire.” (Chicago INTER-OCEAN). --- Can We Better It? – An Egan correspondent writes to the St. Paul PIONEER PRESS: “Having lived in Dakota for six years and watched the working of the land laws I think there is room for improvement. As it is men take timber claims, work a while, get discouraged, and in turn relinquish to some one else. They think it too much trouble, and sell out. This will leave the country without the ten acres of trees required by law in each section. Now for the remedy. If the law was that there be no timber or preemption claims, but all homesteads, and a requirement be imposed upon every settler who takes a homestead to put out two and one half acres of trees he would not mind the trouble and in the end would be protected from the ever present zephyrs by a grove planted on two or four sides of his prairie home, and there would be less dissatisfaction with a home on our beautiful prairies.” --- Oxen in great demand. Selling as high as \$165.

--- Be on time, unless you own the train. --- The Huron building boom continues. --- The land-lookers and fortune seekers continue to roll in. --- Huron and Alexandria are to have land offices. --- Railroad iron is on the way to Yankton for the Scotland branch of the Milwaukee. --- The Northwestern track is to be laid at once from Watertown to Clark Center, and from Volga-Brookings junction north. --- The Dakota fever is creating quite a boom in the price of oxen. They are scarce at any money, and a decent yoke will bring from \$125 to \$130. --- Our territorial superintendent of public schools, Gen. Beadle is a vigorous worker. Our school laws are quite imperfect and confusing. In order to make matters more plain he has issued at his own expense a pamphlet of twenty-four pages, giving instructions to district officers. --- The Parker NEW ERA is glad to notice that nearly all the immigrants coming here not bring with them more or less cattle or other stock. Stock farming will be the farming of southeastern Dakota, and the men who are wise enough to see it and act accordingly will make money, and have reason to feel glad that they came here, but the man who tries to make money raising wheat is sure to bust. It is only a question of time. --- Never before has there been such an immigration to Dakota. It is almost impossible for the clerks in the different land offices to do the work. On the 14<sup>th</sup> of this month 150 filings were made at the Mitchell land office, amounting to 20,000 acres. At the rate of 20,000 acres per day at one office alone, how long will it be

before it will be impossible to obtain 160 acres of Uncle Sam's fine land in this territory? Those seeking homes should come at once. —Ex. --- Our farmers are now quite busy seeding, dragging, and plowing. The weather so far has been quite unfavorable, but with the usual industry of the Dakota farmer, there is yet plenty of time for one of our large crops. --- Wind Pudding. — The W. & St. P. road has run from two to three extra coaches on the trains west in order to accommodate the great rush of land seekers to Dakota. Last fall they had to run extra cars east to accommodate the rush of disgusted parties who were trying to get back to their former homes and it will be the same way next fall. It makes business for the railroad company all the same. (St. Peter TRIBUNE) — The *Tribune* is a little off its hooks! The citizens arriving in Dakota now, are those who went east last fall to spend the winter, make arrangements for bringing their families, etc., and could not be driven back again with a water-elm club. Dakota wind is “far previous” to Minnesota mud. --- Quite a hail-storm, last Saturday, but no damage done. It's better now than just before harvest. --- The Lake Benton *News* says enough car-loads of emigrants have passed over the Dakota Central the past month to populate two or three Rhode Islands. And Lake Benton has to stick her hands in her pockets and see 'em go by. This comes of not having your pretty little lake in Dakota—move it over here, boys. --- One of the most sorrowful occurrences which it becomes our duty to record took place this week, during the storm, resulting in the death of two brothers, named Swain, who had recently arrived from St. Louis. They, in company with their father, had built a small shanty on the claim about twelve miles south of town, and Monday morning the two brothers started for Mr. Mathews, living a short distance away but became bewildered, and wandered around until exhausted, when they at last laid down and died. Although the storm was a severe one, the temperature was so high that it seems incredible that any one should perish with the cold, and there was not snow enough on the ground to impede walking. But those men had passed all their lives in a warm climate, and were thinly clad, hence they succumbed much more easily than had they been accustomed to cold. One of the victims was a single man, and the other leaves a wife and two children. (De Smet NEWS) --- The weather—well, it's Dakota weather. --- All passenger trains from the east have been late, the past week, on account of the heavy load of emigrants. --- Gaylord left a Pantagraph pencil tablet on our table, yesterday. It's a nice thing—splendid for school purposes, etc. Price, 20c. --- Dakota. The poet was dreaming of Dakota when he sang: “I hear the tread of pioneers of nations yet to be-- / The first low wash of waves there soon shall roll a human sea. / The rudiments of empires here are plastic yet and warm-- / The chaos of a mighty world is rounding into form.” (Jamestown CAPITOL)

**April 20, 1882** [Brookings Co. D.T. PRESS] — Kingsbury County is said to be the only anti-license county in the territory. --- We see by a Chicago paper that one hundred and twenty land seekers were lost in a blizzard between here and Aberdeen. As land seekers go from here to Aberdeen by rail we don't see just how they got lost, unless the train left the track and wandered around on the prairie. But the report must be true. None but Dakota papers lie. (from Watertown) --- The railroad fee from Flandreau to Chicago is \$12.10. --- The road-bed has been pretty soft, of late, and trains have been generally behind time in consequence. --- Wet. Muddy. --- L.S. Bunnell, the biggest-hearted, biggest-bodied, iron-bound train-ditcher on the line, smoked some of our guilt-edged, XXX, ladies' favorite, Turkish Harem-Hours' Pet smoking tobacco, one day last week. Yank out your throttle and run in whenever you can, old friend. --- It don't lull a fellow to sleep—not very hard—to have a lot of dogs meet in democratic mass convention under his bedroom window, every night, as they've favored us lately. We've sent east for a carload of infernal machines and propose to start a sausage mill next week. --- M.A. Skinner, the widely celebrated type-sticker—the red-headed man from Nowhere—stopped off a day, last week, on his way from Elkader, Iowa, to De Smet. We begin to think old Clayton county must have unconsciously swallowed an emetic, and the final convulsion will probably disgorge and heave in among us Charley Grannis, or “him brudder,” Harry Oglesbee. “Pet” will make pi and wield the goose-quill on the Kingsbury County NEWS. His residence there will probably cause that beautiful pink color to fade out of his nose—his hair, though, is likely to get redder'n ever! --- Aurora Fire-Works. Beautiful, sublime, indescribable, was the heavenly display of electric light on last Sunday night. A crimson arc in mid-heaven surrounded by the flashing streaks and shimmering sheets of parti-colored and ever varying lights, reaching to the very earth, seemingly, was exhibited for several hours. And the very center of this gorgeous and wonderful display was directly above Brookings. ‘Spouse Huron won't like it, but she can't have everything! --- His Jackship. — It was Sunday. Main street was as quiet as a haunted house. Loafers, crunchers, mashers, ranchmen and citizens in general were cozily ensconced in bar-rooms, hotels, livery-stables, on the shady side of lumber piles, etc., with no relief for the shrill shriek of the wind and the rattle of the hard-heads, blown against the window panes. But, hark! an avalanche of conglomerate sounds and voices—a whirlwind, yea, a cyclone of rushing footsteps, and presto: Either side of the one long street is a swaying, surging mass of mixed humanity. At the extreme end of the line appears a white streak, followed, as it appears, by all the howling curs in Christendom. The streak pauses: it is a jack-rabbit; he evidently awaits the dogs, who arrive in about a minute—just in time to see

his jackship disappear over a hill, about nine miles to the northeast! Dogs, sho! nothing short of double-gear'd chain-lightning could keep within telescope distance of the little cuss, and even then chances would be in favor of the rabbit. ---

Railroads. Work Begun on Branches.

Last Monday work was commenced on the Sioux Valley branch of the Dakota Central, headed toward Watertown. They want all the men they can get, and are offering \$1.75 per day for laborers.

It has been understood all along that this work would not be begun until in June. And the question naturally arises to the curious, what has occasioned this sudden movement? The answer will probably be found in the report that the Chicago, Milwaukee & St. Paul company has commenced grading a line already surveyed from Egan north to Millbank. This branch on an air-line will cross the Dakota Central between Brookings and Aurora. When completed it will open a new and equally direct route from the east to all desirable points in Dakota. The Northwestern company sees and appreciates this fact, and is striving to head them off. This company is determined to hold its grip on this section of country, if possible.

The advent of this new line will not only revolutionize freight and passenger rates, but will greatly reduce the price of fuel and other necessities. It will be a blessing to this section, by its furnishing competition, and will receive a large share of patronage from this garden of the west.

And now let us consider a point or two: Supposing Brookings can secure the cross road; can you not see many benefits to the town besides additional routes of travel? If the junction is elsewhere, we lose thousands of dollars in trade, annually, that rightfully belongs to us; we lose the life infused into a town by every additional railroad; we receive only a partial advantage of the competitive rates, instead of their full benefit. In fact, we lose all, and gain nothing.

Would it not be well to call a public meeting, canvass the matter thoroughly, and at least make a struggle to secure this road? Come, friends, let us not sink into obscurity when the means are at hand for making a long stride towards opulence and celebrity.

EASTERN LIES.

If envy begets misrepresentation, and we think it does, the course of the eastern press toward Dakota in one particular instance is an evidence of the phase of injustice so common and inexcusable. We refer to the course taken by some editors relative to the small snow storms that visited this section the latter part of March. While it is true the storm was somewhat severe, yet it lacked every horror attributed to it; and the only object eastern editors must have had in picturing it as the most terrible, death-dealing combination of wind and snow on record, was unquestionably to keep people from coming here. The attempt to retard and frighten immigration, through the most flagrant misrepresentation, shows a narrowness and maliciousness only found in the localities and with the men where they emanate. The man who telegraphed the blood-curdling news was either drunk or loony—either a woman-minded booby or a rambling compiler of falsehoods. We have no desire to lie about the snow storm, as the truth is nothing against this locality. The severity of the storm, if severe it dare be called, was only so to those unprepared to meet it. That some found themselves in this unpleasant condition is too evident to dispute. During the month of March the Northwestern railroad brought to Dakota 568 car loads of immigrant goods and 2534 immigrants. Most of these, of course, went into common shanties on the prairies. Some may have had experiences less pleasant than in summer or autumn, but all that army of immigrants, not a person died from cold. In their condition a common spring shower would have been unpleasant and probably equally as disastrous in the wetting of goods they were unable to get under cover. To those with homes, the subject is referred to here in the west, there was no suffering or hardship a man may not reasonably expect in the east. To come down to facts and figures, but three deaths are reported during the March snow storm, and one was of a party who was dead-drunk when he left town, and his death may have been as much from the whisky as from the weather. All the blow about the storm boiled itself down to three deaths and one was a drunken man! Some papers charge that hundreds were frozen to death along the Winona & St. Peter railroad, but the returns show but three. The facts are against those who are against this booming Northwest. They will have to get something more substantial than our March zephyr to say against Dakota or cease misrepresentation as a business. We ask but the testimony of southern Dakota's two hundred thousand population to contradict the falsehoods that have gone broadcast through the east, to recommend this as the choicest atmosphere in the country.

**April 27, 1882** [Brookings Co. D.T. PRESS] — Excuse haste. Clean up your yards. Read all the ads. Keep your pigs at home. keep your horses at home. Keep your cattle at home. Keep your hens at home. --- Our Iroquois

correspondent relates that Jake Hopp, of the *News*, got into that village between two days, and left ditto. Bro. Jake is doing a good deal of evening—especially Sunday evening—business now. --- Mud is going fast.

**De Smet.**—A brief visit at De Smet, yesterday, convinced us that that town is keeping pace with the surrounding country and towns either side of it. The town is not having an extensive boom, but a steady, healthy growth, everything having the appearance of thriftiness. We of course looked in on the *News* boys, and found them busy. J. H. Carroll, Uncle Sam's agent in the postal service, seemed to be prosperous in a very large degree, not only his appearance indicating as much, but it was whispered to us that he was going to start a bank! That settled it. When anyone has made money enough in Dakota to start a bank he ought to be satisfied to retire and let some one else have a chance. Judge Barnes was as sociable and affable as ever and seemed to enjoy as much of the general prosperity as anyone. Saw Banker Ruth just long enough to "shake" him and let him ask the price of Brookings county warrants. Geo. Scofield was smiling and happy and seemed to be enjoying a good trade. Of course we hashed at the "Exchange" and paid Charley in hard cash the amount of this bill, which took the last nickel we had. The little town was all agog over the granting of licenses by the commissioners for the sale of intoxicating liquors. Kingsbury county was supposed to be the banner temperance county of the Territory, but liquor was being sold in nearly all its towns, and the commissioners propose hereafter to make the "beverage" dealers put up a bonus of \$500 each.

**Lake Preston.**—On our way down from Huron yesterday, we stopped off, between trains, to look over this one year old town of Tom Maquire's, and we can say that it is a strong, healthy child, with the indications of becoming *the* town of that county. It contains a dozen or fifteen business places, a \$2,500 school house in process of erection and a newspaper, of which Charley Starling is the boss, whom we found at his post, working at the case, his "print" having skipped out. Charley is doing a fair business. By invitation, we took a look at Maguire's "Dakota Chief," (for which animal he has been offered a clean \$1,000 bill) and "Nellie B." and any number of thoroughbred short-horns, thoroughbred fowls, etc., etc. Mr. Maguire is reputed to have the largest stock of thoroughbreds in the Territory, and certainly they are the largest and nicest we have seen.

**Drive a Spike Here.**—Quite a strip of grading is completed on the Watertown branch. Train load after train load of ties and supplies arrive here every day, for the use of the road builders. And—Brookings will have the round-house! Why, the first thing you know, we will be living in the metropolis of the territory, as we ought to. We possess every natural advantage, have live and wide-awake citizens, and the prettiest town on the D.C. Let us have but half a show and we will give old earth an extra revolution.

"K" Which is Kingsbury. A Trip up the Jim Valley by a Yankton Business Man of the Newspaper Persuasion. From the PRESS & DAKOTAIAN:

Huron. Dakota, April 11, '82.—I have been under a cloud for a week. It had rained at Yankton the night before I left (the 4<sup>th</sup>). It rained liberally the following day at Elk Point, it fairly poured all the way up the Sioux to Flandreau, and wherever I have been the people seem to feel satisfied that it can rain in Dakota. It would seem that all of the proposed new state has received a copious drenching, the beneficial effects of which will be apparent when the harvest comes. So much moisture, so generally and impartially distributed, and so opportune, is an event for general congratulation.

Though comparatively early in the season, indications of the growing prosperity of Dakota are quite evident. Any person may see them in the scores of new towns that are springing up along the railroad lines of central Dakota, surrounded by the primitive habitations of the pioneer farmers whose unpretentious buildings dot the prairies in every direction. It will be difficult for the people of southern Dakota to realize or fully appreciate the rapidity with which the central portion of the territory has been occupied. Two years ago and the van of actual settlement was along the Sioux valley. During the two intervening years the counties of Moody, Lake, McCook, Hanson, Davidson, Brookings and Kingsbury have grown in population from almost nothing until they count their settlers by thousands, with nearly all the government land in each county already absorbed by settlers. During the same period, Aurora, Miner, Beadle, Spink, Brown, Clark and Hughes have been organized, and are largely settled, while immigration is glowing into the territory over the railroad lines, penetrating these counties, at the rate of 1,000 per day at least. When we calculate how rapidly this number of new comers will occupy the public lands, and all come for the purpose of obtaining lands even if they do not design cultivating them, we find that the public domain in Dakota is growing rapidly less and very soon will be a thing of the past. It is a custom for each new settler to secure both a pre-emption and homestead, so that a fully occupied government township, for a time at least, will contain but sixty-eight families or those who are legally known as heads of a family. Settlement everywhere seems



to have passed the border of surveyed lands and the unsurveyed regions are being rapidly settled under the tenure of squatters' rights. New towns appear as settlement advances and older towns are keeping well up with the demands of their communities.

Huron has grown considerably in the two years of its existence and now numbers in the neighborhood of 1,000 permanent residents. Many of its buildings are of a substantial character, but are all composed of combustible material. Brick making will commence here this season. The transient population of Huron may be safely estimated at 250 souls—the new arrivals daily to the number of 100 at least, more than supplying the vacancies made by those who scatter out to neighboring points.

Huron's future seems to be assured from the fact that an excellent farming region surrounds it, the railway shops are located here and dispense \$18,000 per month to employees; it has an east and west, and one northern railroad connection and will soon have two, and it has just been made the seat of a new land district. It is a busy business town already and enjoys a profitable wholesale trade at this early day in its career.

The principal region now inviting the attention of our new population is unquestionably the broad acre lying contiguous to the valley of the James. People up here call all of central Dakota extending north an south the Jim valley, and it is a question whether in all the broad domain of Uncle Sam there is a counterpart of this remarkable region, so extensive and inviting in its general features, with so much promise of fertility and productiveness when cultivated. When you have seen it you cease to wonder that there is such a rush to occupy it—the wonder is rather that the rush has so long been delayed. That it is destined to be densely populated would seem to be a matter of course. Every acre seems capable of tillage and will sustain its man, and as there is every prospect and a daily increasing promise that this entire valley will be rapidly occupied, we who inhabit the southern slope may be permitted to behold this vast region when it has become carved into productive farms, sustaining each its groves and orchards, presenting to the eye a picture of natural beauty, unsurpassed in the whole land.

Aberdeen, where I spent Easter Sunday, is a prominent station on the Chicago, Milwaukee & St. Paul railway, and has been one of the favorite children of this giant corporation. It was laid out last June and already contains hotels, stores, shops and offices sufficient for a town of 1,000 people. Its location is well chosen in the midst of as fine a section as one can imagine. An artesian well has been sunk near the business portion and adjoining the railroad track, which now flows at the rate of 1200 gallons a minute. Its depth is 940 feet. The water as it flows from the pipe with considerable force is quite muddy and its temperature is nearly 70 degrees. After standing awhile it becomes cool and clear and is quite pleasant to the taste. In appearance as it flows from the pipe it resembles the water of the Missouri in its most turbid condition and it was hinted to me that the water came from a subterranean branch of our own Big Muddy. Aberdeen has also a rare advantage in the competition offered by the Chicago & Northwestern, which runs through the eastern border of the town and will soon establish a depot and freight warehouse here. This line runs south to Huron and North to Ordway. The Milwaukee line runs south to Ashton and will be continued to Huron, and also runs north to Frederick and will make a speedy connection with the N.P. at Jamestown, while the Ordway branch of the N.W. will probably find an early connection with one of the North Pacific feeders reaching out from Fargo. It will also be a prominent railroad town as division headquarters of the C.M. & St. P. Aberdeen has also been made a seat of a new land district, which is of great importance to the town as well as contiguous country.

While the great majority of immigration at present is rushing for the valley of the Jim, what would be considered under ordinary circumstances a large number are going west of Huron along the Chicago & Northwestern. Hand county already contains a fair population though not organized, and is every day receiving accessions. The county contains a large body of excellent lands. Its chief business points at present are Miller and St. Lawrence, the latter on Turtle Creek, the former not more than three miles west of that stream. Miller is the larger of the two, but St. Lawrence is making a very determined effort to capture the metropolis of Hand county. The proximity of the two points suggest a compromise at an early day. A land holder and actual settler at St. Lawrence informed me to-day that he had just returned from a five mile trip out from St. Lawrence to find a claim and from the point where he had selected his future house he could count sixty two claim cabins—every one of which had been erected within the past thirty days. At this rate Hand county will have a thousand or more voters next fall and the county still west will be fairly populated. The feeling in favor of the new state is almost universal. Yours, K.

**May 4, 1882** [Brookings Co. D.T. PRESS] – When you have nothing to say, just say it. --- Wonderful stories are told only to those supposed to be capable of believing them. --- The weather is cool but pleasant. --- Ever Peterson's residence lots are selling quite rapidly. The latest sales have been to D.J. Darrow, G.W. Hopp and C.B. MacDonald. The former bought near the residence of A.B. Olds, while the two latter have taken four lots opposite the residence of Adams Bros. --- The historian on the Aurora ADVOCATE ought to brush up his memory a little or

look up the facts in the files of the PRESS. He states that the first train ran into that place about the middle of November, 1879. Now, the first train into Brookings was on the 18<sup>th</sup> of October, of the same year. We know, because we were here, cooking our grub by a hay fire and sleeping on the ground, anxiously awaiting the arrival of the iron-horse to bring lumber and other necessaries (at that time luxuries) of a pioneer life. How the train could get into Brookings without first passing through Aurora is what bothers us, unless it ran around that town? And of course it would not have done that. --- COMET.—The new comet continues to give promise of a brilliant future. In two or three weeks it will probably be conspicuous in the northern sky, but at present it cannot be discerned by the naked eye. Even in the telescope it is a faint object, but the observer quickly perceives that, under the mighty pull of the sun, it is quickening its flight every hour and rapidly growing larger. In June it will dart into its perihelion, sweep around the sun, and, it is hoped, burst into a blaze of cometary glory. The direction of its flight is such that, if it does fling out a long tail, we shall have a fine view of it. The comet will at no time come near the earth, but it will be one of the most remarkable ever known for its close approach to the sun. The figures of the calculators vary, but all agree that the comet will go very close to the sun, and some express doubt whether it may not strike the solar orb. In that event we may behold such a spectacle as man never witnessed before, or more likely, we shall know nothing of the catastrophe to the comet except what the astronomers tell us. At any rate we have no fear of the consequences. -- The Arabic for cat is "gitt." That ought to be the English of it, too.

**May 11, 1882** [Brookings Co. D.T. PRESS] – An emigrant wagon put up at Valley Springs a short time ago containing a family just coming down with small pox.

Poetry With Pioneering. From Ordway to Huron---1,000 Square Miles for 1,00,000 of People.

The editor of the Ordway TIMES has been out riding and flourishes the flowers of rhetoric in the face of the world as follows:

Leaving Ordway the terminus of the James River division of the C. & N. W., and prospective terminus of a branch of the Northern Pacific we proceeded down the far famed valley out of the James.

This line of railroad runs nearly due south down the river and on an average of about six miles distant from its western bank. The valley stretches away on either side fifteen or twenty miles distant from the coteaux, which stand shrubless and silent in their somber and quiet beauty overlooking the widespread and far reaching prairie whose borders they fringe. These hills, which rise several hundred feet above the level of the prairie have stood for ages silent sentinels of the past, watching that savage and uncivilized race of men who are now passing away in obedience to that inevitable but progressive law of nature, "the survival of the fittest," and whom but recently the onward march of civilization has pushed westward beyond the Missouri. Although as sweetly still the sunset rays these valleys fill, although the same pure breezes blow over these hills, as when first the sight of these beautiful plains and magnificent and boundless landscapes greeted the eyes of its primitive people and gladdened the heart of the untutored savage, they now behold another and different people, descendants mostly of those, who about the third century crowded out and subdued the barbarians of ancient Briton, the fatherland of Englishmen. The same law is operating today as then, the inferior race yielding to the superior. Who can doubt that it was designed that these rich lands should be occupied by another and superior race? Who can doubt when he sees the surging mass of humanity with which every train entering the valley is laden that this fair land "more fruitful far than Eden" shall very soon be redeemed from nature's wildness and made to blossom in one right field of beauty. Among the hundred on each incoming train to the valley is represented every occupation and almost every type of mankind; young men, the middle aged and a few upon whose locks time has left its traces; farmers, strong and sturdy, from the western and middle states and from the far east, where rolls the Atlantic, seamen tired of life on its stormy waves, mechanics and artisans from the overcrowded manufacturing centers, professional men, merchants and capitalists, men once opulent in fortune but whom the storms of adversity have visited, and the speculator avaricious and greedy in his desire for rich quarter sections and desirable corner lots. All, all are coming to the great valley of the James to obtain for themselves the homes and fortunes which await the million its area can sustain.

It is neither visionary or Utopian to predict that the valley between Ordway and Huron, embracing an area of about 4,000 square miles will ere long be densely populated and contain as thrifty and happy a people as any agricultural district in the United States, nor is there we believe a larger tract among which is to be found no more waste land than here, anywhere on the continent. --- [Humorous column about the printer. The printer sets while standing and stands while setting, etc. (from the Boston TRANSCRIPT)] ---

New Post Routes. The following are the new post routes which the senate committee on post offices have decided to establish in Dakota Territory: From De Smet via Scandinavia to Watertown; from Andrews, Byson and Wheeler, via

Brownsville and Plankington; From Preston to Watertown; from Fort Stevenson to Falkerstown; from Alexander, via Red Stone to Huron; from Dantonville to Alwelda; from Watertown to Webster; from Webster, via Summers and Chester to Redfield; from Chamberlain to Rapid City; from Wheatland, via Watson Farm to Lisbon; from Huron, via Groton to Pennequa; from Berlin, via Wyonada and Hamlin to Ordway; from Tower City to Mayville; from Sybeck to Stump; Dwight, via Scoville to Lisbon; from Grafton, via Nora to Amour; from Pembia, via Bathgate, Tuner and Westview Cooley to Mountain; from Salem, via Howard and Frankfort to Cavour; from Clark to De Smet; from Madison to Lake Preston; from Flandrau to Aurora; from Springfield, via Avon, Oak Hollow and Plainview to Mitchell; from Spearfish, via Sun Dance and Loomis ranch to Little Powder river, Wyoming; from Julien to Groton; from Preston to Madison. --- Clean up! --- The hay and other loose material ought to be got out of alleys. --- The Surveyor General's office has been removed from Yankton to Huron. --- Now, we have not introduced the electric light. "Billy" Skinner, of the De Smet NEWS, is helping up out. That's all (HURONITE) --- The "banana belt" is having quite a serious time with the aqueous element this spring. The newspapers up that way will perhaps, recommember [sic] how they, in a sarcastic way pitied us during the little flood down here last spring. We are sorry for the people of South Dakota, and hope the floods may subside in time to allow them to sow, at least a crop of late turnips. (Elkpoint COURIER). --- Mr. Kingsbury, of the PRESS AND DAKOTAIAN, is traveling around the country feeling of the public pulse on the political situation. He is not endeavoring to get up a boom for anyone. He is just looking around, you see. After he looks awhile you may find that he was looking for a purpose. The P. AND D. will soon take a flop, and not even a prophet can tell where it is likely to land. Mr. Kingsbury is a shrewd one. (Redfield JOURNAL). --- T.H. Maguire sold his horse "Dakota Chief" for \$1,000 to a party in Kansas City, Mo. --- Starling & Spooner have disposed of the Lake Preston TIMES to Mack W. Miner, an experienced news paper man from Illinois. --- B.W. Mudgett, a heavy contractor and builder here during 1880 and 1881, now of St. Lawrence, Hand county, has contracted \$10,000 worth of buildings in that town. Always glad to hear of the success of a Brookingsite. --- The young folks, who in a few years will be the "oldest inhabitant," should remember the fact of there having been about forty days—and as many more or less as their consciences will allow—when the wind blowed a steady gale from the east! Such a circumstance is unparalleled in history. --- The bridge needs fixing. [This is said over and over throughout the paper.] --- A good soaking rain last Sunday night. --- Wheat is nicely started and looks healthy. --- Grass is six inches high on the Sioux bottoms. --- Some of our Dakota young ladies are reg'lar twisters—they twist hay for fuel. --- Bro. Jake Hopp was down here to the city, Monday. He don't like to be called "country Jake," just because he hails from the De Smet crossroads! --- Work on the Brookings & Watertown branch is being pushed vigorously forward. Track is laid five or six miles up the Sioux, and going farther every day. --- [torn paper] It is reported that the Chicago and Northwestern railway company will this summer extend their Redwood county branch to Marshall, and then take up the track between Tracy and Marshall, it being cheaper to put down the extension of the Redwood branch than to build a new bridge across the Cottonwood river below Marshall. When these improvements are completed all trains from Watertown and beyond will run by way of Redwood Falls. (New Ulm paper, name torn off) --- Just remember that Brookings is having no particular boom this spring, but a steady and healthy growth. Some ten or fifteen buildings are going up and more are contemplated. Lots in both the additions are being sold every day, upon which buildings will be erected sooner or later, and we would whisper it gently to those contemplating investing in that sort of property, that lots are cheaper to-day than they will ever be again. Now is the time to invest, mind that. Though we are not having a remarkable growth this spring, yet more buildings are going up that in any other town on the Dakota Central except Huron and perhaps Wessington. Pierre is practically at a stand still, the Minnesota towns seem to be waiting for something to turn up, and while Huron is going "wild," Brookings is coming along steadily and healthily and we are satisfied. --- Santa Fe Scrip.—We devote considerable space in this issue to the bold attempt to "shove" fraudulent land scrip in southern Dakota. There is no doubt that considerable of it has been disposed of to agents, and perhaps some to settlers, but as near as we are able to learn no attempt has been made to sell in this county, and our settlers need have no fears as to the titles of their land, yet it might be well enough to look the matter over, especially those who have made final entry within the last three months. --- Creameries.—The Dakota Farmer says: "The creamery is a civilizer, an educator, a promoter of happiness, a producer of comfort. Butter enables the farmers to pay their old debts, their expenses, and purchase the comforts and luxuries of life. It will buy for us carriages to ride in, and sweet-toned pianos for our wives and daughters to play upon. It will send our children to school and college. It will build up our finances, houses, barns and fences. It will hang on the walls of our houses paintings, and carpet our floors with Brussels. it will allow us to wear broadcloth on Sundays. The creamery is the morning sun of prosperity to a locality; it brings wealth to individuals and enriches the community. The creamery has innumerable advantages over the old system of single dairy butter making. The organization of creameries is a step in the right direction. it is progressive and leads into the doorway of better times. We hope to see farmers take hold of them vigorously and earnestly." --- This is the wettest drouth I ever saw. Farmers in this vicinity are busy putting in trees now and

getting ready to plant corn. --- Hay in this vicinity is awful scarce and the women rejoice. It is much pleasanter to burn wood than hay. ---

### **A Rousing Letter. An Indignant Dakotaian Warms Up! In Behalf of the Whole Country.**

SPLENDID WEATHER – GOOD SCHOOLS – IMPROVEMENTS – SWEET LADY AGENT – A RATTLING SENSATION – MR. SHERMAN SHAKEN OUT OF HIS BOOTS!

Iroquois, May 1, 1882.

Editor Huronite: Did anyone ever see finer weather than this? What glorious sunshine we do have in Dakota.

A HAPPY LOT.

We never saw a happier trio of new comers than John A. Baker, R. A. Post and John H. Kimmel. These gentlemen and their families have located about two miles west of town and are making first class improvements. Charles Cripps, brother-in-law of L.K. Lewis, is making preparations for a fine dwelling house on his farm. Miss Hattie Wheeler took charge of our school to-day. Miss Wheeler comes highly recommended as a teacher.

Mr. Hammond is now perfectly happy. Mrs. Hammond, Miss Mary E., and Carrie E., Jedd and John, are now here. We welcome them to Iroquois, and hope their stay will be permanent.

Mrs. John Sweet, our lady station agent, is giving universal satisfaction. There is quite an improvement in the looks of our railroad office. Everything is kept in the nicest of order.

A.N. Star has come to make Dakota his future home. Somehow we are getting nothing but good men to settle here.

SCANDAL SENSATION.

Well, we have had our first *sensation*! One in three chapters- 1<sup>st</sup>, A runaway wife. 2d, Capture and return. 3d. Finale, runaway to parts unknown!

Several days ago two emigrant wagons came to town with a family by the name of D.H. Mead, of Waupeca, Wis. The family consisted of husband and wife and four children, the oldest a bright looking girl of about thirteen years. With them came a young man by the name of Beaton Daniels, from Saxville, Wis. This Daniels has a fine black moustache and piercing black eyes, a sort of Italian bandit style of slinging himself. Two days after their arrival here this man Daniels went to De Smet, and next morning Mrs. Mead followed him. Mr. Mead, as soon as he found out how matters stood, followed and brought them back, not so much on account of the wife, as for the money this roving Daniels owed him. The finale is that Daniels and Mrs. Mead have again run away to parts unknown, taking with them the youngest child, a bright girl about six years old. Mr. Mead seems to be a quiet sort of a man, and it seems he has had a hard life with this woman. He will make no effort to get her back, but believes she and her new man Daniels will come to no good end. [Followed by a whole column of stuff about other new residents I've never heard of].

**May 18, 1882** [Brookings Co. D.T. PRESS] – The new minister, Rev. P.L. Hooker, will occupy Geo. N. Breed's house. [Rev. Hooker was later in De Smet.] --- Quite a number of young couples were out gathering prairie flowers, Sunday. --- Eighteen loads of hay were dumped on the approaches to that bridge, last week, It is some better, of course. --- A change came over the aspect of the heavens, Friday morning, and Old Sol, in his majestic beauty, again swung into sight. Brighter faces and more cheerful words followed as a matter of course.

A Really Great Family Newspaper.—It has been too much the habit of the Northwestern people to rely upon Chicago and the Eastern cities for the general family weekly with which every intelligent family wishes to supplement the local or county paper. Fortunately, no need now exist for perpetuating this mistake. Having made of its Daily and Sunday editions a journal among the very best in the world, the *Pioneer Press* company is now improving the *Weekly Pioneer Press* to an extent which makes it the pride of the Northwest. Compared column by column with any similar in any city in the East, it equals the best and is excelled by none. Besides its unsurpassed literacy, agricultural, market, household and other features, its regular weekly resume of Iowa, Wisconsin, Minnesota, Dakota, Montana and Manitoba news is complete and dispensable to every Northwesterner. The attention paid to railway, lumber, land and mining developments covers the whole field, and gives to all who may be interested in these matters information which is invaluable. During 1882 each yearly subscriber will be complimented with four beautiful art supplements—one each in January, April, July and October, —alone well worth the subscription price of the *Weekly Pioneer Press*, which is but \$1.15 per year. Sample copy will be sent free to any one who will send his address to the publishers. THE PIONEER PRESS CO., St. Paul, Minn.

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It rains. It is damp. It rains in Dakota. It rained yesterday. It rained last Friday. It rained last Sunday. It rained last Monday. It rained last Saturday. It rained last Thursday. It RAINED last Tuesday. It is going to rain next week. The rains are doing a world of good. --- The prairies and fields are robed in the richest green. --- Cattle are in clover, or something better. The feed is luxuriant.

**May 25, 1882** [Brookings Co. D.T. PRESS] – We Told You So. Through statements that have been published, the impression has gone abroad that McKinney & Scougal are losers through the recent scrip fraud. This is not the case. The Sioux Falls house purchased and paid for \$1,000 worth of the scrip, but recovered the money, and the Yankton house ordered \$5,000 worth but did not take it out of the express office. This firm was largely instrumental in tracing out the fraud and the parties implicated (PRESS & DAKOTAIAN). --- Are there any wolves in this part of Dakota. --- Huron, D.T., takes the office of Surveyor General away from Yankton (Lake Benton NEWS). --- “Garden sass” is coming on finely now, and we’ll soon have radishes and lettuce.

### **Judge Eaton’s Letter. A Good Word for Brookings by the Editor of the Rochester Post.**

Dear Post,--We arrived at this place yesterday, and in compliance with our engagement before leaving Rochester, we herewith send you a few words connected with our journeying and our observations here and there on the route.

As will be remembered, we left Rochester about one week ago, and on the route to Sleepy Eye, where we remained a week. We found much of the land not only thoroughly soaked, but completely soaked with water; highways and village streets being well nigh impassable from mud. Besides, farming operations were entirely suspended, and all business and industries waiting for the floods to abate, and the saturated earth to become dry again. For the past three or four days the weather has been fine, and the wet spell seems now, for the present at least, to be over, and the hopes for business prospects are becoming more promising.

Traveling on the Tracy branch, you will cross the line between Minnesota and Dakota about midway between Verdi and Elkton. Brookings county is bounded on the east by Minnesota, and is thirty-three miles in length by twenty-four in width. The Sioux river runs through the county in a south-easterly direction, and its banks are skirted by thin belts of timber. With this exception, I believe, the county is one unbroken stretch of prairie. The surface is generally quite level, and the landscape exceedingly handsome and attractive. We are assured by many residents here, that the soil is extremely fertile, with little or no waste land in the entire county. The county is susceptible of a dense population and there seems to be no valid reason why this beautiful district of southern Dakota should not become one of the garden spots of the northwest, and soon be dotted over with pleasant homes and fertile fields of a prosperous, intelligent and happy people.

Two years and seven months since the first building was put up on the site of what is now the city of Brookings. The town is located very near the geographical center of the county of which it is the seat. The location is a beautiful one, and the town has a fresh, vigorous and solid appearance, including great faith and commendable enterprise of the citizens, and also that they came to stay.

The state agricultural college has been located at this place. The site for the erection of buildings has been selected and purchased, the money for that purpose already appropriated. Here is also the junction of the branch railroad to Watertown, an improvement which will add much to the railroad facilities and growth of the town. A fine school house, two church edifices, and two more projected, afford and promise excellent educational and religious facilities, advantages always desirable and positively essential to the growth, prosperity and happiness of any community. There are here some twenty-five stores, most of them carrying general stocks of merchandise, three hardware stores, two banks, two first-class hotels, two newspapers, one livery and feed stable, besides numerous other shops of trades and manufacture. Messrs. Laird, Norton & Co., and Messrs. Youmans Bros. & Hodgins have a lumber yard here, each yard being supplied, we believe, with the finest and most capacious buildings for the storage of lumber to be seen on the entire line of the road between Winona and Pierre.

In population, the Americans are largely in the majority, the Scandinavian element being the next numerous. To a Rochesterian or an Olmsted county man, a visit to this county and city is rendered doubly pleasant by the meeting of so many from our city and county. Quite a good many of the more thrifty and enterprising farmers of Brookings county were formerly residents of Olmsted county, Minnesota. We would like to mention the names of these people whom we have seen and of whom we have heard, but to do so, would swell this communication beyond reasonable bounds.

We will however give a list of former citizens of Rochester who now have their homes in this city; as we recollect, they are as follows:

Mr. Robert McBride, and a married daughter, Mrs. Hopp; Mr. and Mrs. Hart, Mr. and Mrs. H. Fishback, Mr. and Mrs. B. Olds, Mr. and Mrs. I.N. Lawshe, Mr. and Mrs. A.A. Robinson, Mr. and Mrs. O.C. Johnson, Mr. and Mrs. Crawford, Mr. and Mrs. C. Williams, Mr. John Hayes, and Mr. John Jenkins. These, our former fellow citizens, are all well pleased with their new location; most of them are quite enthusiastic over the present thrift and future prospects of their beautiful and enterprising city.

Although nothing like the Red River boom or mining speculative wave has yet struck this city, there is here a steady and healthy growth, immigrants coming in almost constantly, some of whom build homes in the city, while others purchase and occupy farms on the surrounding lands. — S.W.E.

--- The end of the track on the branch from here to Watertown is out about fifteen miles. --- We wonder how some of the early corn planters feel over the nipping cold last Sunday night.

**June 1, 1882** [Brookings Co. D.T. PRESS] — It looks like rain. --- Work cattle are bringing fancy prices now. --- The secretary of the interior has decided that a mortgage given by a pre-emptor for the purpose of raising money to pay for his land, is not such a conveyance or contract as will debar him from taking the final oath to the effect that he has made no such contract or conveyance as will inure, directly or indirectly, to the benefit of any person except himself. This reverses the practice of the department since the inception of the pre-emption law. A bill has been introduced in congress, permitting a pre-emptor to transfer, by warranty against his own acts, any portion of his claim, for church, cemetery or school purposes, or for the right of way for railroads across said land, and the transfer for such public purposes shall in no way vitiate the right to complete and perfect the right to such land or claim. --- Nice warm rain Monday night. --- De Smet has organized a base-ball club. --- A.B. Allison was out about De Smet and Nordland a few days last week. he reports crops looking well, and the farmers correspondingly happy and contented. --- WOLVES. While at Fountain, last Sunday, A.C. Stevens, Esq, exhibited to our startled vision a lot of wolves, nine in number, that he and his men had captured that day. The little cubs are as cute as kittens. He will make pets of some of them. --- THE SUPPER.—The supper given by the ladies of the village, last Friday evening, to raise a cemetery fund, was quite generally patronized although the hunger of many more might have been appeased. The tables looked very attractive and pretty, as did also the waitresses, cooks, and carvers. The food was plentiful, palatable and most generously distributed. The ladies deserve praise, bless their hearts, for such willingness in helping along a worthy object. The Band music was fine, as it always is. Receipts, \$42.11. --- CLAYTON COUNTY REUNION.—The people living on this line of road from old Clayton county, Iowa, are talking of holding a reunion and picnic some time this summer. Probably the last of June will be as favorable a time as can be selected, and Brookings the most favorable point, railroad time table taken into consideration. We would suggest that a committee of general arrangements be chosen, to consist of J.W. Shannon, J.M. Snedigar, Huron' Charley Knecht, Iroquois; J.W. Hopp, De Smet; Philip Lawrence, Nordland; C.B. MacDonald, Brookings. Also that said committee hold a meeting at an early date, decide on particulars and furnish a date and programme. It is not intended that Clayton people on this line of Road alone shall attend, but all who will from any and every point whatsoever. We know there are many of our old friends near Mitchell and Alexandria, Canton, Sioux Falls, and Dell Rapids, whom all will be pleased to see. We also hope to have a delegation present from the old home in the hills. "Tommy," you may come. --- Iowa, Wisconsin, and Illinois had snow last week. Dakota had none. --- There are plenty of snipe and plovers on the prairie, with occasionally a flock of ducks flying from one pond to another. --- Spring weather once more. Planting corn and sowing flax is the order of the day. --- Small grain is looking fine. --- When and How to Break. (Dakota Farmer). The breaking begins when the grass begins to grow, and lasts through the growing season, usually about six weeks. Our experience in Dakota for the last six years inclines us to think that the best time to break is the 4<sup>th</sup> of 5<sup>th</sup> week in the breaking season. A heavy crop of growing grass can then be turned under. The grass roots are well filled with sap, are less woody, and therefore more easily decomposed. The alternate wetting and drying during the following warm weather is what rots the sod. Too thick breaking is not affected on the outer surface by the heat of the grass that is fermenting under the sod; neither is too thick breaking affected by the dew, rain and heat deep enough to give a rotted soil when the sod is returned. From one to two inches is as deep as the sod usually rots. In dry seasons not more than one-half inch. Consequently we prefer shallow breaking. Flax, corn and beans are good sod crops, and help to rot the sod by increasing the heat and breaking off the winds, thereby keeping the ground moist longer.

**June 8, 1882** [Brookings Co. D.T. PRESS] – The magnates of the Chicago and Northwestern Railroad arrived in Pierre at 7 o'clock Thursday evening. Among the officials were Albert Keep, President; M.L. Sykes, Vice President; Marvin Hughitt, Vice President and General Manager; J.D. Laying, General Superintendent; and Mr. Burke, accompanied by Superintendent Nicholl. They tarried here two hours in making observations, and seemed well pleased with Pierre. A day passenger train will commence running about June 11, and regular mail service between Pierre and Huron the 1<sup>st</sup> of July. (Pierre SIGNAL) --- The General Manager's train, which passed over the road on Saturday last, ran the distance between Aurora and Brookings in seven minutes. --- The Black Hills JOURNAL, big enough for a spring overcoat this week, comes to hand double size. The right-to-the-front editor gives a complete history of Pennington county, is what brings out this multiplication sheet. --- The "skeeter" is preparing for a strike, with bl-l-ood in his eye. --- List of Grand Jurors for District Court on June 13 include R. N. Bunn from De Smet. Petit Jurors include Chauncey L. Clayton.

**June 22, 1882** [Brookings Co. D.T. PRESS] – A party of prominent grain receivers of Chicago are on their way to Dakota. Their visit will be for the purpose of endeavoring to make arrangements for carrying a part of our wheat surplus to the Chicago market. --- The present weather is said to be o.k. for small grain. --- The prospects are that garden truck is going to be scarce, especially that vegetable called onion, which gives such a delicious flavah to one's dinnah. --- The telegraph wire for the Brookings and Watertown division arrived at this station last week and is now being put up. Trains will be running in a few days. --- Nice rain, splendid for crops. --- Breaking, corn plowing, and hoeing trees the topic of conversation in these parts. --- Wheat, oats and barley look fine, and corn is doing fairly, what the gophers have left. Hope the county will pay a bounty for gopher scalps. --- The rain, which was so much needed, came at last, and crops are now looking splendid. Corn has been greatly damaged by the gophers, they go for it on every occasion. Quite a number of Farmers are plowing up their corn ground and sowing flax. We hear the grasshoppers doing considerable damage, but there does not seem to be any in this immediate vicinity. The chances are still very favorable for a good crop.

**June 29, 1882** [Brookings Co. D.T. PRESS] – [schedule of 4<sup>th</sup> of July programme.] --- J.W. Hopp, the muscular editor of the De Smet News, stepped off the train Monday, and staid over night. --- Lon McGrew left for Tracy, last Friday, with a gang of some thirty hands. They will ballast the track on this division, make needed repairs, ext. Peter L. Thompson, one of the truly good boys of earth, was one of the crew. It will take some time to reach this point. --- Editor Reed, of the La Crosse News held down a piece of our office furniture and swapped tramp yarns with us, yesterday. Ah, these recollections of box-car journeys with mercury away down under zero; of confiscating the old lady's cucumbers, and asking her for a handful of salt to eat with them; of elegant sleeping-rooms in way-side hay stacks, and other tramp-luxuries. Songs of yesterday half-hidden in the mists of sweet long ago. Bro. Reed has lifted the curtain of forgetfulness—let him be prepared for the reception of a Dakota tramp most any day. --- Grasshoppers are doing damage to some fields of grain west of the Sioux. --- Heavy dews and a hot sun are causing the wheat to rust. Corn may prove to be the more profitable yet. ---

DAKOTA WIND.—A territorial exchange says that it has been remarked that "the wind blows in Dakota." Is it supposed that it sits around with its hands in his pockets like a third-rate politician waiting for an office? Would it not be a strange wind that did not blow? It however blows straight from the shoulder, not on the cork-screw style; which yanks everything from its foundation and makes succotash of personal property, that is outside of a ten-ton safe. When Dakota organizes a picnic she goes in for a first-class time; if it blows, it blows, if it thunders, it thunders; and when it undertakes to raise wheat, it raises a full hand, twenty-five bushels and upwards to the acre, of wheat, not the chinch-bug shrunken, five-bushels-to-the-acre stuff, which mostly creeps into chicken feed. Yes "it blows," and it has something to blow about. Don't forget it. (Bismarck TRIBUNE). --- THE STORM. The storm that visited this section last Saturday morning, occasioned but little if any damage in this immediate vicinity. But north and west of us it made things pretty lively. At Ellendale, the terminus of the H. & D. road, cars were blown from the track, houses demolished and "Cain raised" in generally. Hail stones as large as a man's fist were picked up in the street after the storm. At Andover, too, the storm was very severe, but blew no houses down. No lives were lost, but many persons injured. This was probably the first touch of the cyclone that struck the earth again at Spencer Iowa, doing serious damage and injuring many people. The cyclone is becoming a frequent and very unwelcome visitor lately. ---

Dakota. (Chicago INTER-OCEAN) Nine million acres of the best farm lands in Dakota have just been thrown open to settlers by a decision of the Secretary of the Interior. If a multitude of young and vigorous men could be persuaded to forsake the field of speculation and business of uncertain promise, and settle down upon the rich acres thus offered in Dakota and elsewhere, it would be well for them in the future, and well for the nation. The nation's wealth lies in its soil and not in its mineral beds, however rich, or railroads, however well managed. Every material interest depends upon the wheat and corn and cattle and hogs and cotton and sugar that comes with honest toil. The world is looking to the great fields and farms of America for its supplies, and the promise of large reward for products was never more promising than now. While the agriculturists cannot expect a fortune in a year, yet with health and reasonable enterprise they can look to the future with more certainty for solid substantial results than any other class of men. The Inter Ocean, in urging young men upon farms to stay there and those in uncertain occupations to seek homes upon the rich acres that call for all hands to till them, recommends no uncertain experiment, but, on the contrary only commends the well authenticated wisdom of all the past. of all others the farmer's life is the most independent; and has the most of pure manhood when it combines with labor the culture and civilization which is the privilege and should be regarded the duty of every man. To this large class the country must continue to look for its best men and women as it has in all the past. The pulpit, the forum, and the merchant's desk must continue to be supplied with fresh, vigorous life from the fields and farms, and not from the feverish, restless streams from the masses of cities. The reckless spirit of speculation that is engaging this country and the desire to accumulate hurried fortunes is a crying evil of the times, and yearly wrecking the happiness of thousands. if the mania should continue to spread and all conditions and classes be affected by it, the restlessness and turmoil that will result will be most disastrous. The greatest reform of the day is to check this spirit of restlessness and recklessness and encourage the young men and women to settle in rural homes and read the children who transmit to the generation after them the patriotism and independence which we have inherited from the brave pioneer fathers and mothers, who literally hewed from the wilderness these homes, and made easy the grand improvements we are enjoying. ---

#### Southern Dakota Weather.

The one thing that is more encouraging than all others to those who have had the enterprise to leave their eastern homes and come west to assist in building up this grand country, is the weather. Without reflection, it might seem that we had experienced a cold, backward season, but when compared with almost any other portion of our great country, we have ample reason for rejoicing. Passing through a winter of extreme mildness, we have been blessed with a spring—although cool—most favorable to every kind of crop. The Red Rive Valley of the North, and the Lower Mississippi Valley, have been deluged with disastrous floods, Indiana, Illinois, Iowa and other states have been beds of mud, while Wisconsin has suffered from drought. Massachusetts reports the coldest weather for May yet recorded. Iowa papers report a severe frost on the 6<sup>th</sup> inst. and Wisconsin a like calamity as late as the 12<sup>th</sup>. The fact that less than half an inch of water fell during the three months of December, January and February—while favorable at the time to our comfort—caused grave predictions that we would be afflicted with a dry season. Happily these prophecies have proven untrue, the rainfall having been abundant but not excessive.

It would seem that Dame Nature is determined to overcome the evil effects of exaggerated blizzard reports with the finest weather and most bountiful crops that ever blessed a new and wonderful country. (HURONITE)

--- Under the new time card the railroad trains will give the Tracy eating house a benefit, and the Kasota house a corresponding falling off in business. In fact, the prospect for the Kasota house is such that they say it will not pay to keep the house running, and that they will remove to some other point. (Sleepy Eye HERALD)

**July 6, 1882** [Brookings Co. D.T. PRESS] – Six weeks of favorable weather will make this the richest country in the world, as it is now the best. --- A picnic party to Lake Benton, with excursion rates, to start say from Huron, is being canvassed, to take place just before harvest. Who wishes to go? --- For the benefit of those of our readers, who intend taking in some noted bathing resorts during the heated term, we inform them that bathing suits for children this summer, consist of a wad of cotton in each ear. (Alma JOURNAL). --- A drove of young cattle was driven into this county Friday, numbering about 250. The herd represented a great amount of wealth for our section, and farmers are fast growing into stock raising. It is a crop that never fails from storms, grasshoppers or drouth, but grows on unmindful of the many ails peculiar to wheat raising. (De Smet NEWS). --- From the time our senior—in years, experience, wisdom and general ugliness—first came to Dakota, some three years since, with a cigar-box full of type under one arm and a copy of Ingersol's "Mistakes of Moses" under the other, the development of this country has been enormous. From a handful of people scattered over the broad expanse of this county then, it has grown to the extent of ten thousand souls, and more coming every day. There has been no "boom"—confound the



word—in Brookings county, only one steady, continuous increase. And next month we sill have a brand new Campbell power-press. “Then come and see us, and bring what you owe.” --- The wind whipped our flag into ribbons and then tied the ribbons into knots. --- Parties down from Huron, Tuesday, said Brookings had the largest crowd of any town along the line. (4<sup>th</sup> of July) --- Tom Hopp was down from Huron the 4<sup>th</sup>. He likes Brookings the best, but is just as crazy about Huron’s “boom” as all her other citizens. --- The post office at Preston, Kingsbury county, has been changed to Lake Preston.

**July 13, 1882** [Brookings Co. D.T. PRESS] – Some of our farmers are eating new potatoes. --- The latest scheme, says the Huron leader, is to put a steamboat on the Jim to run between Huron and Forestburg. A good idea; and if the damp weather keeps up, you can have an excursion over to Brookings occasionally. If it should stop raining, why you could slip over on the dew, some fine morning. Whistle when you start.

**July 20, 1882** [Brookings Co. D.T. PRESS] – Quite a storm Friday night. --- It will probably rain next Monday, Tuesday, and Wednesday; steady wind and possibly more rain on Thursday, Friday and Saturday; Sunday, rain, with an occasional thunder-shower. --- Everybody knows Frank Ketchem, the conductor, and what a jolly, whole-souled fellow he is. But everybody doesn’t know that he aspires to be Dakota’s delegate to Congress! But it is plain to see that’s what he is after. He began his public career in Tracy—just to get into practice for his Dakota campaign—by reading the declaration of Independence there on the fourth. And Frank is a good reader. --- J.P. Corbin is the new mail agent on the Tracy and Huron route. --- We estimated a few weeks ago, that sod corn would go 40 bushels to the acre, but from personal observation, and what we have heard during the past week, many pieces will yield 50 bushels to the acre, without any care whatever. --- The Lake Preston Breakers were defeated on the Fourth by the De Smet Clippers by a score of 11 to 5, but had their revenge later in defeating the Nordland Antediluvians by the remarkable score of 44 to 14 in six innings. --- It is stated that Chicago parties are offering to contract the growing crops of Dakota at \$1.10 for wheat and 60 cents per bushel for oats. With the good prospects for a large crop reported from all parts of the territory, and the above as the ruling prices, Dakota will boom bigger than ever; and let her boom, we can stand it.

**July 27, 1882** [Brookings Co. D.T. PRESS] – Haymaking is now the order of the day. More hay will be made here this season, than at any time heretofore. --- What ails the wheat? --- Mercury, the decider of bets on the weather, crawled up to 95 degrees in the shade Monday. --- Our last weather prediction gave such a genuine satisfaction (to us), that here’s one for the whole season, in truly-prophetic style: The season as a whole, will be the wettest, driest, coldest, hottest, windiest, quietest, longest, shortest, thickest, thinnest, wettest-wett-est—wet—(busted a cog-wheel). --- Charley Starling is in the real estate business in De Smet. --- Tom Hopp, now on the Lake Preston TIMES, was down again Saturday.

**August 3, 1882** [Brookings Co. D.T. PRESS] – Kingsbury county held its convention last Saturday, at which seven delegates were elected to represent the county at Grand Forks. They were instructed to secure the nomination of Mr. Hand. --- At a meeting of newspapermen, in Huron, organization formed and elected Geo. W. Hopp, Vice President. [No other names I know.] --- [note: Two column report about Huron’s Signal Station, reporting weather and how it was done. This office was not in business during the Hard Winter, but started during the summer of 1881. Some details are useful.]

**August 10, 1882** [Brookings Co. D.T. PRESS] – Threshing machine music is heard in the land. --- It was 100 degrees in the shade at 11 o’clock last Sunday. --- Corn, for the past two weeks, has been having a sort of go-as-you-please climbing match. It is now in the silk and shows up two and sometimes three ears on a stalk.

There was a young girl in De Smet,  
Who a husband was dying to get  
So she published a letter  
Asking some chap to get her---

(And she'd throw in a ¼ section of the best earth in Dakota, and this in connection with the 140 lbs. of economical femininity as was ever tied together with a Thompson glove-fitting corset, was more than the boys could stand for they knew--)

'Twas a bargain they'd never regret.

That the young lady did advertise for a life-partner—with a little fun in him—is true. And that the results of her advertisement were satisfactory is attested by the following from the Lake Preston TIMES: Miss A.C., Box 81, requests to say to her many correspondents that she has had upwards of 50 letters from her card in the Times, and as she cannot marry them all, she now asks the boys to let up, and she will try and choose from among the number she has already heard from. Here is one of the results of judicious advertising, and one that ought to be an example to other family-desiring young lady land-holders.

**August 31, 1882** [Brookings Co. D.T. PRESS] – A very welcome rain cooled off this section Monday night. --- “Sweet sixteen” is all bosh when referring to a girl: At that age she is therossest and most impudent of any period in her life, being too old to spank and not old enough to box her mother. –Ex. --- Charley Tracy started his thresher on Wm. Dinehart's wheat, last Monday, threshing 870 bushels that day, from about 38 acres—an average of 24 bushels per acre. The wheat will grade number one. --- The first wheat threshed in Moody county this year was at William Richter's, two miles east of Flandreau on yesterday. He threshed out four acres and the result was 160 bushels of as fine wheat as was ever raised—40 bushels per acre. Moody county is at the front again this year. --- There are eighteen daily trains running to Huron on the Dakota Central, besides several trains known among railroad men as “wilds.” One year ago there were eight daily runs. The increase has been more than one hundred per cent. This division, with headquarters at Huron, has about 400 miles of road in operation, and one hundred more under construction. --- We see by the Preston Times that Jake Hopp “called,” while in that town recently. Now, we don't know much about Jake's game, but if it had been another fellow we know of from the De Smet *News* shanty that “called,” we'd bet our gold-headed tooth-pick he would have “raked in” the dust. --- T.J. Nicholl, superintendent of the Dakota Central, celebrated the 37<sup>th</sup> anniversary of his birth, at his home in Huron on Monday, August 21<sup>st</sup>, so the *Times* states. --- The wheat yield in Dakota has been, throughout the whole Territory, from 15 to 40 bushels per acre. Oats, a magnificent crop, have yielded from 60 to 120 bushels per acre. Barley, from 40 bushels up as far as your conscience will let you go.

**September 7, 1882** [Brookings Co. D.T. PRESS] – Editor Hopp, one of the Grand Forks delegates, is away this week. --- The Kingsbury County Fair begun operations yesterday, concluding to-day. We acknowledge complimentaries with many thanks. --- For the season of 1880, about 200,000 bushels of wheat were shipped from this station; in 1881 something over 100,000 bushels, and the present season it is estimated that 500,000 bushels is not an excessive figure. Prosperity crowns the brow of the horny-handed tiller of the soil with joy and fills his pockets with bullion! Bully for Dakota! --- Harvest is over and threshing commenced. --- Now that some of the “big wheat yarns” have been told, let us hear some of the smaller and more common ones. 30 bushels to the acre is “too thick” for even an eastern Yankee to swallow.

**April 30, 1883.** [WINONA DAILY REPUBLICAN] The Railroad Problem. How can the Northwestern avoid snow blockades, obtain lighter grades, secure water and maintain a winter route? A New Route Proposed.

The increasing business of the Winona and St. Peter railroad and the Dakota divisions of the Chicago and Northwestern, brings forward most imperatively some serious problems which have perplexed the company for some time and are discussed at considerable length in the last issue of the Lyon County *News*. The difficulty of procuring water for the locomotives is one of the first questions discussed. Leepy Eye has been tried most thoroughly, and at great expense, but with no success, on account of water failure. Sleepy Eye Lake has been tapped, but without success, and it is a foregone conclusion that the road cannot maintain a division terminus there. A like experience, says the *News*, is going on at Tracy, and with promise of like results. Great expense has been involved in constructing wells, but no water could be secured. Recent developments have been made with Lake Siegel, one or two miles distant, and the company proposed to tap the lake, lay pipes and conduct the water to a large storage reservoir. The company has had several experts in engineering at the lake and intermediate grounds. A fall of forty feet has been shown between the lake and Tracy, but the experts have little faith in a sufficient water supply. Soundings show, with present high water, but ten feet at the deepest point, while the greater portion of the water is

from four to six feet deep. The lake covers but about forty acres, and many of the old residents of the county state that they have seen the lake quite dry in more seasons than when filled with water. Under the circumstances, the outlook for a supply of water at Tracy is not promising, and meanwhile locomotives are running to Marshall for water, where the supply is ample, the company having a fine well, located within a few rods of the Redwood river, with never failing water.

With the vexatious question of water, the railroad management of the division find the heavy grades west of Sleepy Eye a serious impediment to freight and passenger transit during the immense immigration of this season, not only causing great hindrance to immigration, disastrous delay to settlers, and a famine of supplies, fuel and lumber to the broad sections of Central Dakota and Southwestern Minnesota, which would be obviated by lighter grades, but also a heavy expense to the railroad company.

The most serious and expensive element in the present running of the railroad west of Sleepy Eye to Lake Benton is the terrible snow blockades of Winter. Two out of the three past Winters the road has been blockaded for weeks and months at a time, during which a country fed by a single line of road for hundred of miles, has been destitute of supplies, and government mails have been entirely suspended. It is evident that no human power can keep the Winona and St. Peter road open between Sleepy Eye and Lake Benton, and Watertown, in a bad Winter, which is likely to occur two out of three seasons. Every one on this line of road knows that Superintendent Sanborn and his able assistants have done all that could be done to keep this road open, but its peculiar location, running through a low tract of country, and through innumerable cuts, makes the effort simply impossible. With an interrupted blockade of three months duration, two years ago, Supt. Sanborn gained an experience that would have enabled him to keep a road open subsequently, if the fact was possible, and yet during the past season the Winona and St. Peter tracks were blockaded with snow for a period of nearly two months, and during the interim there was no regular mail service, though the government was paying sums for said large service, and while perhaps, owing to former experience, there was no actual suffering for fuel and supplies, yet the country was so destitute that every expedient was resorted to to keep comfortable, but it was accompanied by hardships and heavy expense. The pay roll of snow shovelers alone, of the Northwestern road, in a single month, we are informed by a railroad official, was \$99,000!

After the foregoing presentation of facts and objections to the present route the *News* continues:

A remedy for all this exists, and we believe it is patent to the railroad men on this division, if not to the Chicago management, and we hope its adoption is foreshadowed by the proposed branch of the Northwestern road from Redwood Falls to Marshall. There is no trouble in keeping the road open from the east as far as Sleepy Eye, and while west of there the road has been solidly blocked the branch from that point to Redwood Falls has been open every day. With the continuation of that line to Marshall, and on to Lake Benton, the experience would be the same. The land is high and level, and there would be no cuts to be filled with snow, and thus the mighty problem would be solved, and this country would have what it now does not have.

Another marked advantage of a Redwood Falls—Marshall—Lake Benton route would be the increase of train service, and the lessening of expense of hauling. A prominent railroad official of this division, in response to our query, said that with three locomotives over a road from Redwood Falls to Marshall to Lake Benton, and a saving of nearly one-half the train service expense on this division should be sufficient to attract the attention of the Chicago and New York management, even if, in the sunny days of Spring and Summer, they forget the terrors of Winter blockades. And again the postal service could be maintained throughout the year. This service must be maintained, for our population is rapidly increasing, and business affairs have gained a magnitude that cannot longer brook a suspension of mail service to vital to their interests. During the past Winter complaints to the department were frequent and earnest, and the department promised a reform in the service hereafter. This project would also settle the question of a water supply, for at Marshall the supply is abundant and easy of access.

The difference of distances between the present route between Sleepy Eye and Lake Benton via Redwood Falls and Marshall, is immaterial, and nothing compared with the advantage gained in many ways. As the bird flies the distance from Redwood Falls via Marshall, (the latter place in a straight line) is just sixty miles to which add distance of Redwood Falls branch to Sleepy Eye, twenty-five miles, and the total is eighty-five miles. The distance by the present line from Sleepy Eye to Lake Benton is also eighty-five miles.

This change would naturally make Marshall a division station, and junction of the Dakota Central and Watertown and Redfield lines, and of course would add something to the prosperity of the towns, but Marshall is bound to have, sooner or later, all the railroad connections she needs. We believe the Minneapolis and St. Louis road will tap Marshall within a few months, as surely as we believe anything. Operations have already commenced to build their bridge across the Minnesota river and extend their line the half-dozen miles necessary to reach Redwood Falls, and this outlay of more than \$10,000 would not be made simply to render more convenient a traffic they already secure at Morton, the nearest station.

**October 23, 1903:** October fifteenth was the twentythird anniversary of the most memorable of all blizzards since the settlement of this county, memorable because of the time of year it came. It does not seem possible that at that time of year there should be a storm so severe that people would freeze to death within a few miles of De Smet, but such was the case. No one was prepared for such a sudden change and all were caught wholly unprepared.

**Friday, January 9, 1920:** The editor is very grateful for the following account of the early days, inspired by a reader by the fortieth birthday of the De Smet News: (hard winter) In the year this paper was 'born' De Smet township produced about five hundred bushels of wheat, grown on the Whiting farms, east of town, and this wheat, with the vegetables and a little sod corn, furnished the supply of cereal food when for months there was not enough white flour in the De Smet market to thicken a gravy. There were more millers in Kingsbury county at that time than at any other time of its history. 'The sound of the grinding was low,' but the coffee mill 'got there just the same.' - On many a fair day could be seen a train of sledges drawn by hungry settlers headed for that wheat supply and later homeward bound with that a man could haul, for the snow was so deep that no horse could get thru. - Yes, and the sugar famine. You all know of it. What wails have gone up because there was not enough to can all the fruit in the market-a hardship scarcely to be borne. But De Smet has known more pressing sugar shortage. In the Hard Winter after sugarless weeks, Geo. Wilmarth, one of the pioneer merchants, sent sledges to Huron, where there was still a supply of groceries, and among other goods he got a barrel of brown sugar. This he parceled out in lots of three pounds for half a dollar. One of the monied men thought this too little and insisted on more, saying, 'Isn't my money as good as anybody's,' 'Yes,' said Wilmarth, 'But you are not a d--n bit better than everybody else and three pounds is all you can get here.'

We have all complained of the sever and untimely weather this fall and winter, with cause no doubt, but the Hard Winter of '80 and '81 dropped on the illy-prepared settler with a raging four-day blizzard, a real live one, on the 15th day of October, with about two feet of snow. This remained on the ground until into November, a few drifts remaining when the real winter set in. There was not much snow till the latter part of January but the cold was severe. The deep snow commenced at that time and there was no let-up. All the world was white, no weed or stalk anywhere, or anything but a stalk anywhere(sic)--nothing but snow and more snow in sight. And more, there was no thaw. There was from four to six feet on the level of hard packed snow, so solid that a mule team could travel it. The 16th of April was the first day the snow softened even on the surface. The thaw continued and there was water. The wild geese came a month before, looked the country over and discouraged, flew back south.

The fuel shortage this winter has seemed a serious matter, but compared with the fuel shortage of the winter of 1880 and 1881 it drops to insignificance. Then for months in the midst of the most severe winter in the history of Dakota since its settlement there was not a pound of coal or a stick of wood for sale or in the bins of settlers in or about De Smet and many other towns.

Instead of a coal bin there was a hay stack near the small shanty, many of them sod, and this hay and hay alone was the fuel for heating and cooking. The hay was carried into the stables, or often into the house and twisted by hand into rolls or skeins like yarn. The writer has made many a 'twist' solid enough to drive a nail through an inch board. It was not the neatest kind of fuel and not well suited to use with Brussel and not well suited for use with Brussels rugs (sic), but as there were none of these here then it did not matter so much. It gave a 'litterary' aspect to many a homelike room.

There are many still living in Kingsbury county who will remember those days of rude pioneering which laid the foundation for the present homes of comfort, culture and refinement. These pioneers can well say 'blessed be hay' for it alone stood between them and suffering and death.

While considering the changes that have taken place since the establishment of the Kingsbury County News many are brought to mind changes in various respects. While people are now enjoying the comforts of modern furnace heated, electric lighted homes, luxurious touring cars and all the other conveniences that make for ease and pleasure, how few ever pause to consider or even to know what the pioneers to this country endured that this might now be possible. Take for example the heroism of Mrs. H.J. Burvee the wife of the first settler to this county, settling at Spirit Lake in 1878 when the nearest white people were no nearer than Watertown. While Mr. Burvee was away at

Yankton a fire swept from the Missouri river to Bedford Falls, Minn., burning all their hay, making it necessary to drive their stock to the south part of the state to find feed to keep them thru the winter. Another of the brave pioneer women was Mrs. Frd. Dunbar who lived the first summer, 1879, in a covered wagon and while Mr. Dunbar was back at the old home harvesting she was entirely alone except for little Bessie, then about four years old and an old trusty dog. Examples could be given without end but these two seem to so stand out as to put them in a class by themselves. The present fine roads, how do they compare with the roads of the early 80's, no bridges, no grades, nothing but wagon trails, and fords to the streams. Well does one pioneer woman remember a certain trip home from town. The load was of lumber with sacks of feed atop the lumber. When about a mile east of town the load became stuck in the mud, and the horses refused to pull, what was to be done? This: said pioneer woman was lifted from the load and carried thru several rods of water knee deep and deposited on dry land. Then all was reloaded and the journey homeward resumed. So accustomed were people in those days to such experiences that no more was thought of it than would now be thought of a punctured tire.

As for the hospitality of those oldtimers every body kept 'open house.' Even before the women came the men who came ahead did the same, as there were no hotels and landlookers were thick as flies in mid-summer. Often the male hosts would serve meals to more than a dozen men, cooked on a one-burner oil stove.

As the wife of Elder Ely was said to have remarked when relating their experiences when theirs was the one house in Winona, and there were no accommodations for travelers, 'there was really no choice,' with quiet humor. And so it was here-there was no choice. People came and they must be fed by those who were already here and who had come well supplied knowing that they would be a long way from any base of supplies.

**October 21, 1921:** Experiences Told of 41 Years Ago - Blizzard in October Feature of Hard Winter - D.A. Gilbert and W.E. Warner Kept Prisoners Three Days in Knee High Sod 'Shanty' in 1880.

The thoughts of certain residents of this vicinity have gone back to the early days during the past week, and, while the pleasant Indian summer has been with us, their thoughts have been of blizzards, and days not pleasant.

For last Friday, October 14, was the anniversary of a big storm that raged for three days, at the opening of what turned out to be the winter of winters-the hard winter of 1880 and '81.

A great deal has been written of the hard winter, when the settlers were forced to eat wheat ground in coffee mills, when they moved into the neighbor's shack to make fuel of their own for the common good, and when twisted hay kept many families warm thruout the cold months.

Not so much is heard of the snowstorm that broke upon them from as pleasant weather as last Friday, tho. But there are a few old timers who have cause to remember this storm, and among them, particularly, D.A. Gilbert and W.E. Warner, whose experience during the storm was unique-and not at all pleasant.

On the 13th of October, 1880, these two men, quite young men at that time, in company with George Giles of about their own age, drove with two teams of oxen to the claim belonging to Mr. Gilbert's father, which was ten miles southwest of De Smet, taking lumber with them to roof over a sod house they were to build. That afternoon they began the breaking and, collecting some sods, mad a wall for their house, to be about twelve or fifteen feet each way. It commenced to rain and so they covered the 'sod shanty', which had obtained a height of not over three feet. Making things as snug as possible, and expecting to complete the job of house building the following morning, they lay down to sleep.

The storm turned to snow and they awoke to a world of white. They were able to dig away at the south and get a view of things. They made snowballs and patched the sod walls to prevent drifting snow from coming. They had food enough so they did not suffer greatly. And there they stayed for three days, while the storm continued, the roof sagged with the weight of snow and the warmth of the well enclosed 'house' melted snow and gave them pool of water in which to lie.

The third day the storm cleared away somewhat and the boys decided to make for home. They mounted the oxen (Giles balked at riding a steer until he became winded chasing one that broke away) and headed for the nearest shanty, located on one of E.E. Belzer's quarters, northeast of where they were. Snow squalls made their trip a difficult one but they reached the shanty at last, made themselves at home in the absence of the owner, built a fire and dried out. On their way toward home they met a rescue party a mile from De Smet going in search of them.

The snow from this early storm all passed away before winter set in and farmers dug their potatoes, etc., a short time after it, altho banks of snow lasted until the big winter of storms began.

**October 28, 1921:** Letter from V.V. Barnes --- Friday, November 4, 1921 --- The publication of names and addresses of former De Smetites is bringing and immediate return by way of letters from some of these good people. The latest is from J.W. Hopp, former publisher of the News, but who now is at the head of a concrete manufacturing establishment in Bellingham, Wash. Glad to hear from our old friend. His letter will be found on the second page. - -- Another Oldtimer Writes - Bellingham, Wash., Oc. 21, 1921. - C.P. Sherwood, De Smet, S. Dak.

Friend Sherwood: The old 'News' blew in today and sure looked good to me. I read every line in it and saw many familiar names of parties living in Kingsbury county in the early '80's. I moved to De Smet in March and prepared all the type for the first and succeeding issues of the News. I can well remember the hard winter of 80-81 when Friend Tinkham was chief cook and bottle washer for the Bachelor Inn, where beans was the main diet for some time. Twisted hay for fuel and if we were fortunate to find a little sugar we carried it around in our vest pockets for special occasions. Could tell you much more of the early happenings in De Smet but not now. Wish I could happen in on you people for a social time and renew acquaintances but will have to defer to a future time as now wife and I are making ready to visit down the coast to California where we will spend the winter sight-seeing in our auto. Best wishes to all old friends. Thanks for the News. Sincerely, J.W. Hopp.

**January 13, 1922:** Big Blizzard of October, 1880. - R.N.Bunn Recalls Events of the Big Storm

The summer of 1880 was one of the finest within my recollection and up to the evening of October 14<sup>th</sup> (Messrs. Gilbert and Warner are just one day off, according to my record) the month was balmy there as the present one has been in Chicago and we have green beans in the garden today. But October 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup> were 'rip snorters' and don't you forget it.

Under the approved dictionary definition, the storm was not a 'blizzard' lacking as it did the extreme cold, but the quantity of the snow fall was, I believe the greatest I have ever witnessed in one storm, and, by whatever name you might call it, when that 90 mile gale had that snow all in the air at one time, and it all stuck to you and hung to your clothing, you were apt to have called it by the most expressive language you were able to muster.

We had about fifty cattle on the place. Sod walls were laid for our stables, only the horse stable was roofed, and all the stock unsheltered. By good luck the sheep huddled in close formation and refused to budge. There is no doubt they would have smothered, had we not dragged them a hundred feet or more to the stable. They were unable to stand or help themselves, and seemed to weigh about a ton a piece, with all that soft snow pounded into their wool. We were afraid the colt would injure some of them, but I don't believe he once lad down during the three nights.

Gilbert and Warner fail to mention the fact that one of the ox teams they had was mine, or the remarkable circumstance that at some time during the storm one of them broke loose from his moorings and actually faced that storm in an effort to get home, an undertaking in which he had succeeded so far as to cross the railroad a little west of De Smet when he was discovered.

The cattle started south soon after day break. One of the boys mounted the colt and tried to head them off, but as the storm thickened he had the good judgment to hurry back and let them go.

On the 18<sup>th</sup> my brothers, Willis and Alson and I started to hunt them. If you never traveled on foot through such a mess as that you cannot appreciate the effort required. Wherever there was grass it was full to the top-- the rest was in the ravines, and no matter how deep the ravine, it was full to the top. We separated so as to cover a wide strip, and never came together. I located the cattle at a hay stack near the John A. Owen homestead, and much to my relief, found them all there and helping themselves. I was obliged to leave them overnight and go to De Smet in the hopes of finding one or both of the boys and secure help for the morrow.

To this day I think I never did as hard a day's work as that of moving that herd alone thru six miles of drifts. First I got them up to Owen's well, where I operated a chain pump seemingly for hours. At every deep ravine I would be stalled, as they would huddle on the bank and refuse to budge. Then I would stamp, roll, tumble, any way to break as much of a path as possible. Next I would seize a calf and push it across by main strength. The mother would attempt to follow, and when she got stuck I had to lift or push from behind to aid her. Thus one at a time they went through, to repeat the operation again a little further on.

Having lain awake to listen to the howling of the storm and worry about the stock and people liable to be out, for three nights, and then endured another three in an alleged bed in Charlie Meads's 'ram pasture' perhaps I wasn't ready for a straight twenty-four hours when I hit my little bunk that night. Oh! the delights of pioneering. We who went through these things have something to look back to such as none others have experienced.

Down on the railroad a little east of where I located out cattle I came across Amos and Bert Whiting skinning one of their cows which had had both hind legs broken by the freight engine which had passed west as far

as De Smet and stalled there. When I met the engineer he did not know he had hit anything but snow. He could see and feel nothing else.

On Fred Dow's place a little to the east of the De Smet station I saw over the edge of the hill what looked like some bushes. Curiosity led me to approach, when I found an old pair of oxen actually buried, all but the horns, evidently standing on their feet, wedged in the drift, and suffocated--dead. They belonged to a Lake Whitewood settler, Peck, who had unloaded them from a car the night before the storm broke.

As the boys have related, this snow went off, except what lingered of the drifts in the ravines, but some of that never melted from October till about May 1st. It took the Northwestern ten days to dig out and get trains running, but that was a short blockade compared with the 100 days later in the winter, which is quite another story.

I had a tree claim contest on at Mitchell land office I think about November 7th. With Al Waters and neighbor French as witnesses we went down by team from Huron. The weather was beautiful, but the team was hardly equal to the load the driver took on, his wagon broke down, and we were out far into the night plunging across Firesteel creek by guess in the dark.

There had been no storm at all comparable to ours, in the Jim Valley, nor did the deep snow extend very far to the eastward, though the wind was strong, and reports showed damage to shipping on Lake Michigan.

Upon my return I went back to Wisconsin, there to endure the most severe winter I have ever seen, the temperature remaining below zero night and day for many days at a time. This was followed by a 150 mile walk over the drifts before the blockade was lifted. Strenuous life? Even Teddy would have admitted it.

**January 20, 1922:** In publishing the articles by R.N. Bunn, on early life in this county, the editor omitted a postscript written by Mr. Bunn. It contains several interesting additions to the stories:

I believe the first permanent settler in the county was H.J. Burvee, who had been living in the little fringe of timber on the southern shore of Spirit Lake about three years when he came. He had quite a herd of cattle, and evidently expected to have all the range for them that he required, for many years to come, but the placing of grade stakes by the Vanderbilt interest put an end to his hopes. Upon the organization of the county he became a member of the first board of commissioners. Spirit Lake was named by him, after his old Iowa home. I think my claim shanty on Sec. 1, 111, 56, was the second in what later became Spirit Lake township, though Lyman Warner and his son, Will, followed within a few days. - On our trip to Mitchell in November, 1880, we spent a night near where Woonsocket was afterwards located, with another hermit cattleman who had been there quite a number of years, and spent the evening telling us stories of his experiences. Very truly yours, R.N. Bunn

**March 17, 1922:** Writes of Early Days in County - Letter from Delos Perry, Pioneer Resident Here, Was Land Seeker in County in 1878, Before Towns were Laid out; Still owns land.

A very interesting story of the early days in Kingsbury county is told in a letter from Delos Perry, homesteader and present owner of six quarters south of De Smet and near Lake Henry. Mr. Perry, as he mentions was inspired to write the story on reading one by R.N. Bunn in an issue of the News some weeks ago. His letter is published in full: Carkston, Wash. Dear Mr. Sherwood: [snip] The next time I was in De Smet was the second of May, 1880. I stopped in and got a paper of Jake Hopp, the printer, the Kingsbury County News, Later called the News and Leader. (Now the De Smet News.) George Wilmarth was putting the shelves in his store, located down on the corner. (The location and the building now used by Mr. Roberts for a second hand store.) The cars were about eighty rods from De Smet, about half way thru the cut south of Fred Dow's place. I went home and my father and mother went up and did some breaking on four claims, building a claim shanty.

They started home and on the evening of October 15 they camped on the prairie in the vicinity of what is now Oldham. It was a beautiful evening. When they went into camp they saw a house far distant, the only one anywhere around. They awoke in a terrible blizzard, in which they could not see anything for the blinding snow. He set his compass in the direction of the house and they were fortunate in striking it all right. They had not been there long when another family sought refuge there, three families in a small shack. They remained there until the storm abated and started again on their homeward trip thru the drifts. They found that someone had stayed in their home thru the blizzard. We lost three head of cattle. My folks made this trip with a yoke of oxen.

We dug our potatoes and finished up the fall work and started to our new home in the middle of December with our worldly effects. It was very cold. We got stalled in the snow drifts and were three days on the road. Father came up with another load of provisions in the holidays, bringing 500 pounds of pork, 300 of flour, which constituted our living (as we had milk and made some butter) during the blockade. He started for home and was

caught in another bad storm. The deep snow that fell early in February made the snow so deep that we had to use skees and snowshoes.

Dan Bastian and I thot we would break a road to town. We hitched two yoke of cattle on a sled and went a mile, found we could not make it, and went back home. It took all day.

I saw a deer down on the lake bed and sent my dog after him. He ran him up into the inlet in the deep snow and I went over and cut his throat, which furnished us and our neighbors with a square meal.

When we came from Dell Rapids we had brot two coffee mills with us. One had a balance wheel and they used it for their city flour mill. The other one we put up at home and t he neighbors ground several bushels of wheat in it. There was no grain raised within thirty miles. Dan Bastian had brot seed wheat with his breaking team. It was all ground up into graham flour during the blockade. We could not hang onto enough of our flour to carry us thru so we had to take our share of graham, which was enough. Clammy rye bread and sap—‘Oh, My God, I shall die’ was a remark made by one of my grandparents. Even the printer suffered. He had to use his white shirt and wrapping paper for printing material.

Mr. Mead was keeping hotel and we divided our pork, flour, butter and lard with him. It was transported by hand sleds and snowshoes.

That winter we were ‘where Moses was when the light went out.’ Russell Ross had some tallow and he manufactured some candles by the use of the snow drifts, brown paper and tidy yarn. These all helped us out some for lights. We could keep warm for we all had hay to burn. Our stacks and stables were drifted under so the stock could walk over them anywhere. We tunneled in the top for hay to feed and in the corner for water.

The only mail we got was brot from Brookings, forty miles, by the aid of dogs and hand sleds. The 4th of April is my birthday and on that day we walked over to Dave Ross’ on the snow crust. The sun shone so bright that day and a wild goose flew over our heads.

It commenced to thaw and the snow all went off without a check. Everything was full of water, lakes bankfull. From the noise they made we thot there was a million geese on the bank, also ducks, pelicans and occasionally a swan. A few gray geese nested there during the summer.

About the 10th of April we took the last two hams up to Mr. Mead. I hitched an ox to a sled and got along very well until I reached the draw by Mr. Benedicts’s where I saw I could not get the sled across. I rode the ox thru, the water coming way up on his sides. Mr. Mead came and got the hams and was very glad to get them as there were no trains thru from the 13th of January to the 6th of May.

We have not forgotten the January blizzard on the 12<sup>th</sup> of January, 1888. It was a bright, sunny morning until one o’clock, when the air suddenly filled with snow without a moment’s warning. All attempts at description are inadequate to picture the blinding storm and intense cold for twenty hours. At five o’clock I ventured out to see to my stock and I could not see a building ten feet away. I was nearly frozen going from the house to the barn and had to stick stakes along to find my way back. I lost twenty-one head of cattle in that blizzard, eleven of them cows giving milk. Two of our nearest neighbors were at our house when the storm struck and could not get home.

That blizzard took us to the bottom. The new state was created at about this time, November 2, 1889. I went to the banker and told him to give me my shirt and he could have the rest. He said, ‘No,’ --to go on and do the best I could. It was in 1892 I think that the cheese factory started and ran for two years, when it was burned down. In the spring of 1895 our creamery started. Everyone to his liking, as the old woman said when she kissed the cow, but there is not question but that creamery is what put Kingsbury county on its feet. In July, 1902 I took the largest amount of one day’s milk that was ever taken to the creamery, 850 pounds.

From the reports of the last tow years South Dakota will have to take off its hat again to the milk cow--she will surely pay the taxes. She helped me to \$128 per month for cream in June 1901, besides what the calves milked for themselves.

We left Pennsylvania for Dakota in 1878. In 1905 we came to Clarkston, Wash., the sweet potato belt. We are now 78 and 75 years old-- got to the jumping off place. Mr. and Mrs. Delos Perry

**August 11, 1922:** Jake Hopp Sees Many Old De Smet Friends - Former Publisher of News Writes of Long Trip - Spends Several Months in California on Auto Tours; Visiting Former South Dakotans Bellingham, Wash., July 31, 1922  
Friend Sherwood of the News:

The writer and wife have just returned from an extended auto trip down the coast to San Diego, Cal., leaving here on November 22, last. While the distance is only 1,800 miles from border to border of Uncle Sam’s domain, yet we traveled some 7,000 miles. We raveled by easy stages in a sedan and stopped over night at hotels or with friends. While San Diego was our headquarters we visited many towns in the southern part of the state, among



them, San Jose, Fresno, Bakersfield, Los Angeles, Long Beach, Venice, Pasadena, Hollywood, Santa Monica, Pomona, Coronado, Santa Ana, Glendale, Fair Oakes and other points where we visited many old-time De Smet friends. All greeted us heartily and among them were such good people as Mr. and Mrs. A.J. Carpenter and son who had just moved into their fine new home. Mr. and Mrs. Bradley Jones, Mr. and Mrs. Fen Bradley, Mr. and Mrs. J.E. Smith, Mr. and Mrs. Broadbent Palmer, Mr. and Mrs. Geo. Leighton, Mr. and Mrs. W.H. Albright, Dr. and Mrs. L.F. Straight, Mr. and Mrs. Curley Crane, Mr. and Mrs. B.K. Maxfield, Mr. and Mrs. Webster, Mrs. Mark A. Brown, Mr. and Mrs. L.W. Crane, Geo. A. Mathews, Will J. Barnes, A.S. Alquist, Miss Hannah and several others whose names we failed to jot down. While each have good words for Dakota, all have become great boosters for their particular locality and for California in general.

All the towns are making great strides forward and Los Angeles has visions of becoming the third city in the United States by 1930. We have spent much time in the heart of the orange, lemon, fig and grape districts, the roads being lined with stately palm and majestic pepper trees. Also visited several walnut groves. Cotton, beet and beans are also extensively raised and it is stated the agricultural products of this state amounted to \$700,000,000 last year, and the many oil wells will bring the total up to one hundred million dollars for 1921.

On our way north we stopped a couple of weeks at Oakland and San Francisco and witnessed the great parade of the Shriners. One hundred bands participated in the parade and the visitors from all over the United States numbered some nine hundred thousand.

We visited in several towns in Oregon and at Salem celebrated the glorious Fourth on the banks of the Willamette with Mr. and Mrs. S.J. Hoffman, Will Bunn and others from Dakota. The former have a fine home on a two acre tract of land in town.

In conclusion will say the highways are kept hot by the tourists and on our trip north it seemed to us that one half of the automobiles we met contained sight seers. Nearly all of the auto camps now are equipped with gas stoves, small buildings with cots or springs, tables, benches, etc., and a nominal charge is made. Campers can now live in these places as cheaply as at home. Great is the outdoor life! We saw copies of the News on our way, which looked good to us. Respectfully, J.W. Hopp

--- As a contributor to the News it is very fitting to have the man who established this paper, J.W. Hopp, who back in 1880, began publishing the De Smet News. The paper was later consolidated with the Leader, published by C.P. Sherwood, and after a few years as the News and Leader once more became the News. 'Jake' Hopp conducted the News for several years here, later selling it and going into the furniture business. He is now living at Bellingham, Wash. where he is president of the Bellingham Concrete Works.

**Sept. 1, 1922:** J.W. Hopp Writes Again --- J.W. Hopp, now of Bellingham, Wash., writes: 'The several copies of the News of a recent date reached me in due time and on opening them I was much pleased at the prominence given my letter. Had I known that such a reception would be given it I would have made it longer and more interesting, telling about the doings of our friends of Southern California.'

If Mr. Hopp thought he could write such a letter as he did, telling of a winter spent among old De Smetites, and not have it welcomed by the editor of the News, he forgets how interested all of us are in those folks who have left here. A letter like that will always be given space in the letter box column.

In introducing Mr. Hopp to people who have come here since his day at De Smet, the News mentioned that he was the first publisher of this paper. Mr. Hopp in his letter that came this week reminds the editor that he was also in at the beginning of the Brookings Press, setting the first type for that paper, in 1879.

**April 20, 1923:** Interesting Times in Early Days of the De Smet News --- Letters of Our Readers

In one week's mail two former De Smetites have written to the editor of the News, recalling the early days of the paper's history. 'Jake' Hopp, who established the paper back in 1880, has written a letter full of reminiscences of the pioneer days of the newspaper and of the community. Mrs. S.A. Whaley, writes from Enid, Oklahoma, telling of the hard time issue printed on wrapping paper, a copy of which she has.- It is a long way from the first issue of the News, printed under the conditions related by Mr. Hopp, to the present day and present equipment and his description will be as interesting to recent residents as to the pioneers of that early day. --- Wrapping Paper Editions - Those old copies of the "wrapping paper editions" of the Hard Winter newspapers are cherished relics of those who have preserved them. Mrs. Whaley has written to tell of having one, and Mrs. Ingalls of this city has a copy. Mrs. Whaley's letter follows:

Mr. Sherwood.

Dear Friend:

Here is another reminder of old times, and the "hard winter." I have a copy of the News dated February 24, 1881, printed on wrapping paper. I wonder if any of the old timers saved a copy.  
Mrs. S.F. Whaley.

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Bellingham, Wash., March 25, 1923

Friend Sherwood:

Your De Smet News reached me today and reminded me of the approach of the paper's 43rd anniversary the first of April. Think of it, 43 years ago this writer launched the News, assisted by Geo. A. Mathews, who did the editorial work for a few months. Prior to this time I had labored on the Brookings Press at Fountain and when the C.&N.W. R'y built west from Tracy and left our burg to one side we moved the Press to Brookings and I set the first type on this sheet.

The News outfit was hauled on a wagon from Brookings to DeSmet, the end of the rail road being at Volga at that time. Several buildings were up and more under construction. The best we could do to get under shelter was to occupy a rear corner in the Fuller hardware store, a space about 10 feet square. We slept on rafters directly overhead, yet we thought this was fine, especially when it was discovered later that most of the rooms in the lodging house had been pre-empted by graybacks.

Immigrants swarmed in from all directions and claim shanties went up like magic. Land grabbing was fierce and all had visions of wealth. Ely and Dawley sold lumber before it was piled up in their yards, and such shiplap-well, you could throw a jack rabbit through the knot-holes in the side of a shack or building. As the News always believed in lots of fresh air we thought the lumber was just fine.

When the railroad reached De Smet people came by train as well as by the many prairie schooners and times were lively indeed. Farmers soon acquired land and at once set to work carving out a home and turning over the virgin soil. Flax and wheat fields soon became numerous and it was thought it was too cold to raise corn at this time.

Jimmy Woodworth was the first station agent and took messages off the wire on the ground until the company gave him a box car.

J.H. Carroll was the 'Nasby'. The young folks peppered the gophers and played croquet for pastime. A rumor came over the wires that an Indian outbreak was to be staged some where along the 'Jim' river which excited some of the young bloods who forthwith armed themselves with shotguns, knives and clubs. But this faded away, then the next event of importance on the boards was the October blizzard. It was some snow storm for so early in the season. But the crowning event of 1880, which lasted over into '81, was the Great Snowstorm, blockading all railroads from Dec.16 to May 1. Snow drifts were from 10-25 feet deep and the only mail received came from Tracy on hand sleds.

The News struggled through and many issues were printed on brown wrapping and colored poster paper. The paper published legal notices and of course had to appear weekly. The people mainly subsisted on beans and antelope. The snow was so deep that it was sport for boys to hunt this meat. Wheat was ground in coffee mills and after the ties and poles that were moveable were burned the people turned to burning hay for fuel. A few of the millionaires were fortunate--carried lump sugar around in their vest pockets to use in their coffee. The 'Bachelors' Inn,' with C.H. Tinkham as chef, was a favorite resort for the weary willies who came to town for something to eat. The star boarders as I remember were Kermott, Whiting, Crook, Hopp and a couple of others.

There are several other reminiscences of days 43 years ago which would be of interest to many but this will have to suffice for this time. Will say in closing that the pioneers were of the finest and always obliging and smiling, never too busy to give a helping hand. Fine people. Sincerely, J.W. Hopp

Letters to the Editor

March 21, 1925

Dear Editors De Smet News:

Here I come once more reminding you of the near approach of the News' next birthday, forty-fifth. This writer launched the paper early in April, 1880, several months before the C.&N.W. hit De Smet. All we young people had to do was to chase antelope, jack rabbits and dodge blizzards, and play croquet, baseball, and card games, while the farmers were coming in from the east and hurriedly built shack and turned over the virgin lands. Presto change! How different now with fine modern homes, modern improvements, automobiles, etc. How we would like to swoop down on you for a short while and tell of the tricks of long ago. Some day we may venture forth, but not just yet... Sincerely, J.W. Hopp

**February 19, 1925** -- From our early files, Feb. 20, 1886 -- Ground Flour for Community with Coffee Mill 40 Years ago

To the editor: C.T. Lamson left on Wednesday's train to visit his old home in Sparta, Wis. Mr. Lamson came to this country when De Smet was in its infancy, and figured in some of the stirring events of the winter of 1880-1881. After the blockade was closed in and the supply of flour gave out, he negotiated his note for \$5 for a grocer's coffee mill and fastening it to a dry goods box in D.H. Loftus' store, owned the first flouring mill west of New Ulm, winnowing his grain in the open air and usually ground about one bushel a day. The place not proving suitable he moved to the parlor of the Exchange (hotel), and bolting his mill to Uncle Terry's carpenter bench, resumed his labors until he had exhausted the supply of grain in the village. Finding he could not forage for grain, grind it, and supply the demand for flour, he took into partnership G.C.R. Fuller and removed the mill to Fuller Bros.' store, and continued the business until the blockade was raised.

Mr. Lamson estimates that he ground about fifty bushels of wheat and it certainly was a God-send to the people of the village and vicinity. The mill is still in his possession and should be preserved in the archives of the County Historical Society.

**June 29, 1928.** Pioneers of the Hard Winter who registered at De Smet on Old Settler's Day

Lena Thorum, Iroquois, 1880  
Ole Runngen, De Smet, 1879  
Mrs. G.C. Johns, De Smet, 1879  
William Treacy, Mathews, 1880  
Mrs. Wm. McCaskell, De Smet 1880  
G.G. Johns, De Smet, 1880  
N. Kopperud, De Smet, 1879  
Mrs. F.H. Trousdale, De Smet 1880  
Mrs. D.D. Fish, De Smet, 1880  
J.V. Denevan, De Smet, 1880  
A.H. Cornwall, Watertown, 1879  
Gay Barrows, De Smet, 1880  
S.B. Griffing, Castlewood, 1880  
W.E. Warner, De Smet, 1880  
T.T. Thoreson, Hetland, 1878  
Nellie Thoreson, Hetland, 1879  
Martin Nelson, Hetland, 1879  
Carrie Nelson, Hetland, 1879  
Lena Brown, Arlington, 1878  
Mrs. C. Leighton, Lake Preston, 1879  
D.A. Gilbert, De Smet, 1880  
C.H. Tinkham, De Smet, 1880  
Henry Hinz, De Smet, 1880  
Mrs. R.H. Richardson, De Smet, 1880  
Mrs. N.E. Tackaberry, De Smet, 1880  
J.K. Perkins, Lake Preston, 1880  
C. Virchow, Lake Preston, 1880  
J.N. Bunday, Hetland, 1878  
Mrs. N.W. Dow, De Smet, 1879  
N.W. Dow, De Smet, 1880  
Hugh Curley, Manchester, 1880