

Exploring Historical Brickmaking in Minnesota

Minnesota Bricks

March 2021

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Chaska Brick

Brickmaking in Chaska Minnesota



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If you've ever shivered through a Minnesota winter, you know how these young people feel! This postcard says "Confirmation class, Westbrook, Minnesota."

1. What's New?

- I have heard a lot of great information from a historical researcher in Regina, Saskatchewan, Canada. He has been trying to track down a source for the brick used in the old Regina City Hall, which were made somewhere in Minnesota. He sent me a great YouTube link of drone footage of an old brickyard near Regina, which still stands today. Here is the link:
https://www.youtube.com/watch?v=N32neWn_ceA&feature=youtu.be
- Someone also shared a new photograph of the Henry Ames brickyard near Litchfield. Henry Ames was one of the first Minnesota brickmakers I researched on ancestry.com. I have driven through Litchfield several times, and on one visit, I saw that the original Henry Ames house was for sale. It is quite a beautiful property and home.
- A local community television station in Chaska, Minnesota, is going to start playing my five Chaska brickyard YouTube videos. I am glad someone in the community found these interesting.
- Feel free to send me new information. History is something that can be a lot of work. I can't read every book or visit every historical society in Minnesota, so I appreciate when people send me tips or information.
- You can sign up to automatically receive this newsletter at www.mnbricks.com
- If there is something you would like to see added, send me an email at mnbricks@gmail.com. If you like what you see, tell a friend about it. I am always looking for more readers!



2. Photo of the Month



I came across the postcard (above) of Camp Ripley, which is near Little Falls. I had no idea brick was used in various buildings on site, but brick was readily available in Little Falls. Another postcard showing brick buildings is shown below.

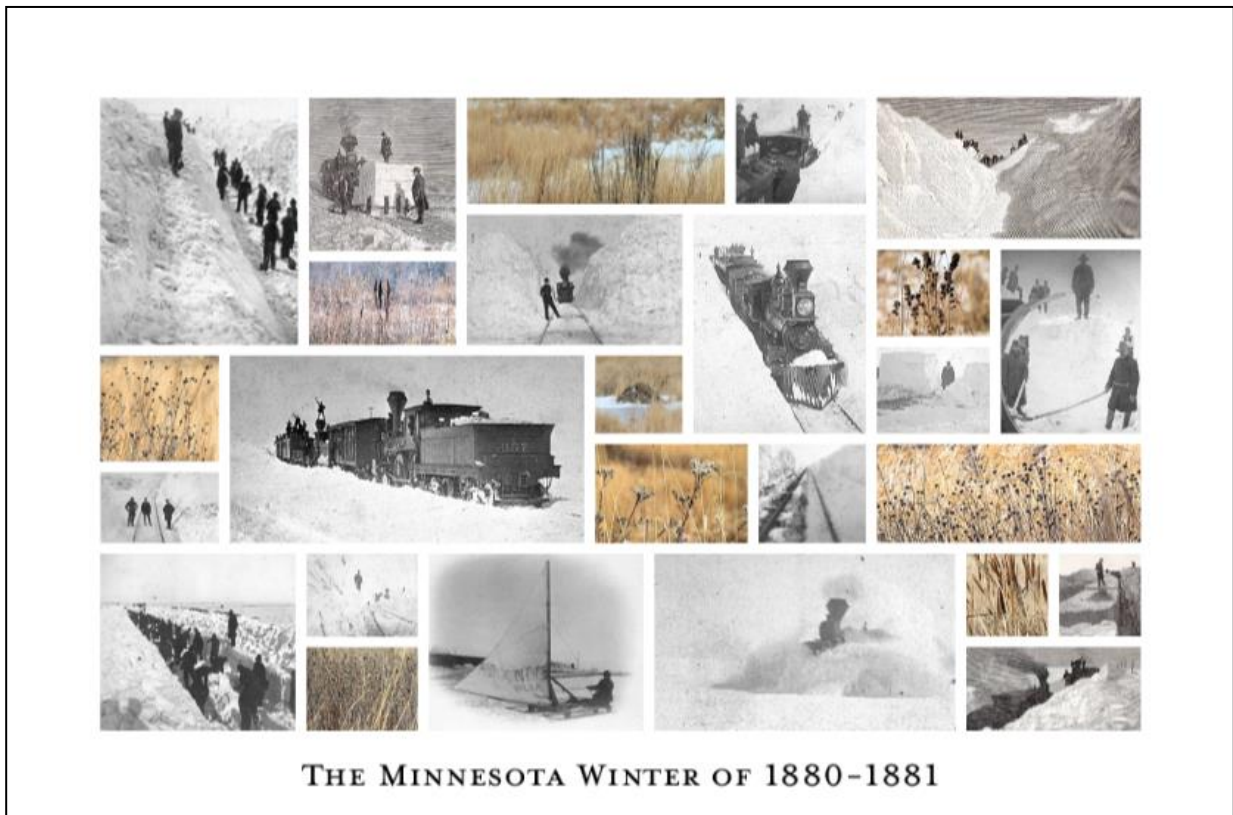


3. For Sale

There are still many brick-related remnants left from the old days.

Shown below is a 20 x 30 inch collage poster of the historic Winter of 1880-81. You can find it for purchase on the "Shop" page of my website: www.mnbricks.com/shop

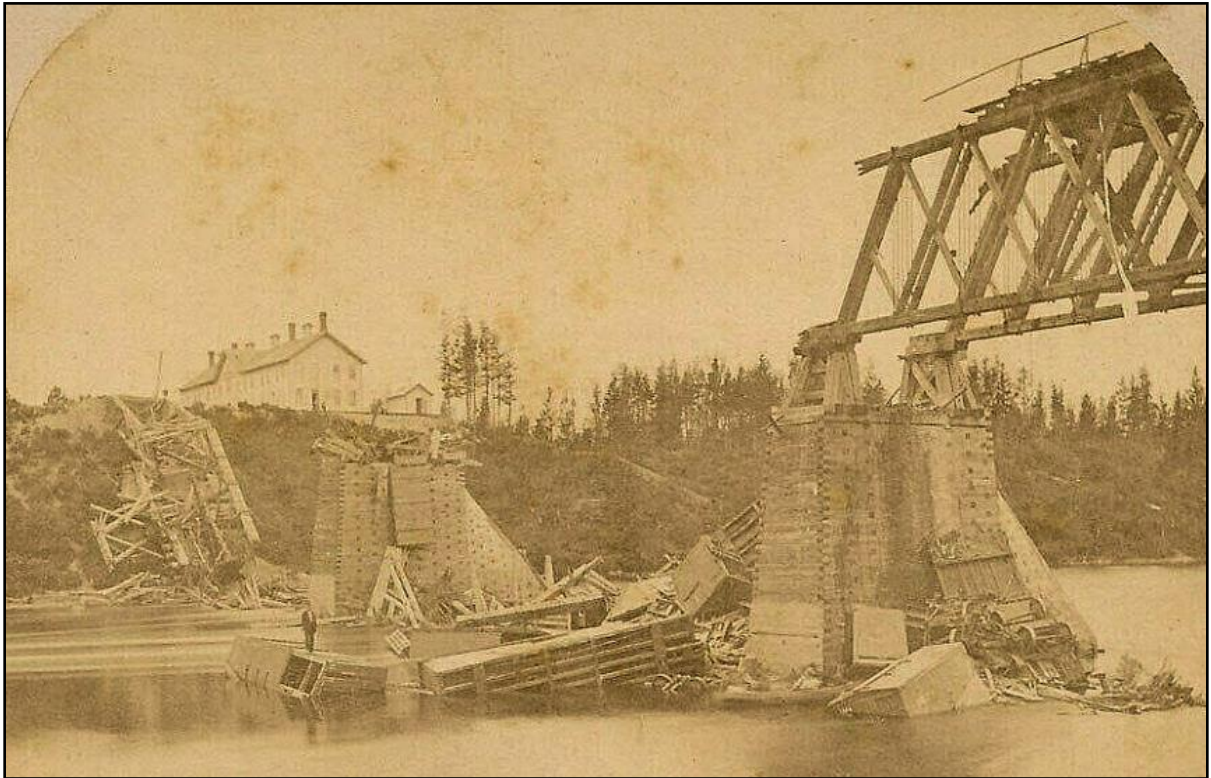
On the same page, there are other posters for sale on various brick towns, Iowa and Minnesota silos, and the Minnesota Valley Churches.



4. A Look Back

The Brainerd Railroad Bridge Collapse

Minnesota History Segment



A few minutes before 8 o'clock Tuesday morning, and just after the departure of the freight train west, we were startled by a terrible crash, accompanied by the rushing of escaping steam, that told us in unmistakable language that the Mississippi railroad bridge had gone down with the train, though we were at the time in our office – over half a mile distant. We were not long in reaching the scene of the disaster, and there we beheld a spectacle that baffles description, though it is riveted upon our mind so completely that we never can forget it while we live.

In order that our readers may properly understand the following poor account of the accident, a description of the bridge is here necessary.

It was a Howe truss, with one upright span in the middle, and one deck span, one shore span, and an abutment on either side; the length of the upright and deck spans 134 feet each, total length of bridge and approaches 650 feet, height 59 1-10 feet from low water mark to the track. The upright, western deck, and shore spans and abutment were a total wreck, with the complete train consisting of engine, tender, twenty-two cars and caboose at the bottom of the river.

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For a time every thing was as still as death, with the exception of the sassing engine and the rushing waters under the eastern deck span, being almost completely dammed up by the wreck in the other two spans.

In an almost incredibly short space of time nearly every citizen of the place was present, but no one knew how many passengers were on the train, whether any had escaped death or not, or whether life in any shape or form existed in the terrible mass of debris and destruction.

Not every long, however, in this state did the excited crowd remain. Our attention was very soon called to the eastern river pier, upon the top of which had lodged a portion of the caboose, and we beheld three men crawling out of the wreck and seating themselves as best they could until help could reach them. The blood streaming from their face and hands told they were not unhurt though they answered the inquiries as to their condition that they were not badly hurt. We were next startled by the almost gratifying sound of screaming from the wreck below, which appeared under ground, as though from some bottomless pit, but told of life and hope. Boats were launched from the ferry and soon at the wreck, and the work of extracting the human victims from the horrible mass began.

The first to receive assistance was a half-breed girl, Miss Lizzy Harriman, a step-daughter of Daniel Moore, of Fort Ripley, she was but slightly injured.

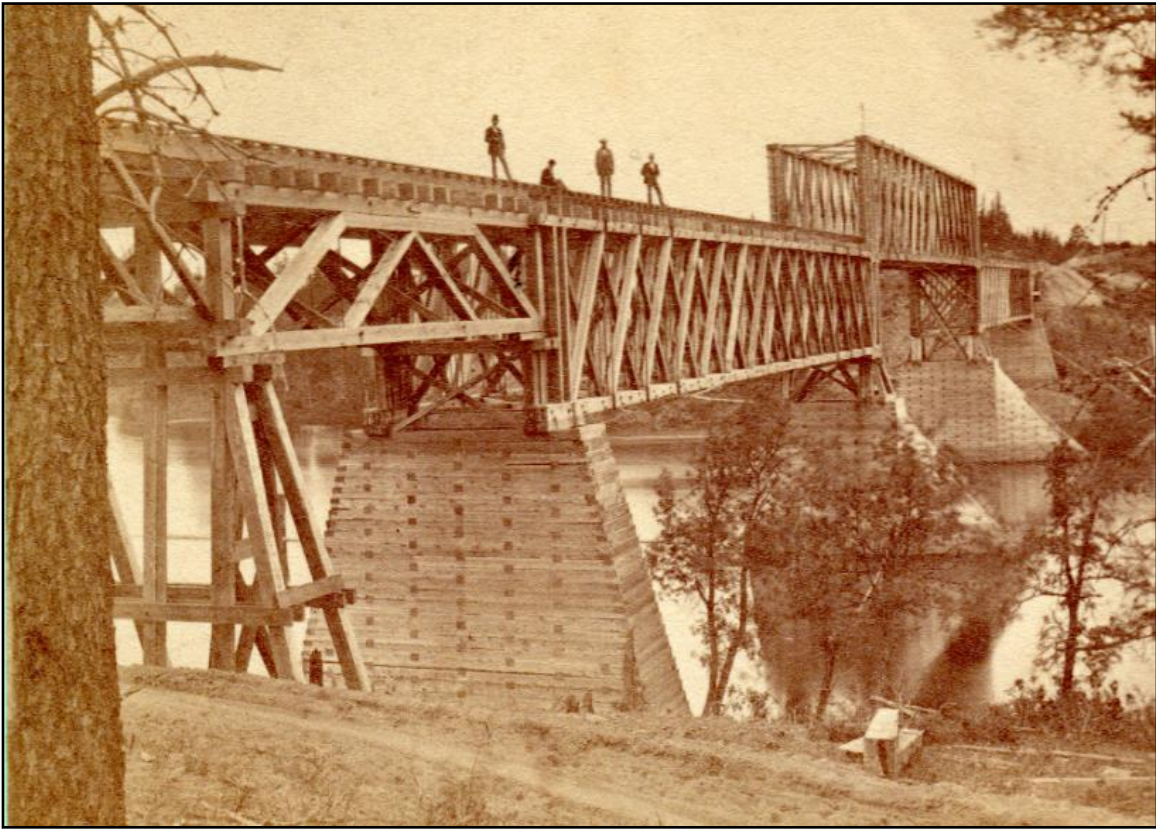
The next was Mrs. Magdaline Aitkin, an elderly Indian woman, of White Earth, Minn., her lower limbs were badly fractured in several places, and she was otherwise severely injured, but alive, though she died about three hours afterward.

The next, Miss Abbie Johnson, a daughter of Wm. And Mary Johnson, and grand-daughter of Colin Priestly, of Motley, Minn., was brought ashore and taken to the house of W. H. Lewis, Esq., where her sister was residing. Miss Johnson was found to be very seriously injured, her right thigh being broken, her head badly bruised, amounting to a contusion of the brain, and her chest jarred internally. She lingered a great sufferer until yesterday morning at about three o'clock, when she died. She was taken to her home yesterday, and will be buried to-day. She was born in Arostock [Aroostook] co., Me. Age 16 years.

In the meantime a boat had gone across to the engine in quest of the engineer and fireman, and at this juncture returned with their bodies, life almost extinct. The engineer, James Peterkin, did not speak after he was found, and died in a few minutes after he was brought ashore. He was a young unmarried man, about 25 years of age, a native of Poughkeepsie, New York, and had many warm friends on the line. His remains were taken to his people, leaving here Wednesday.

The fireman, Richard Grandon, did not long survive the engineer (about 15 minutes), he had his senses till he died, and talked very intelligibly, giving instructions about his business, etc. He said they could have jumped, but Peterkin stood to his post trying to save the engine by breaking the coupling, and he would not desert him. His leg was broken and nearly severed from his body, and it was found necessary to cut the remaining cords and fibres with a knife in order to free him from the engine. He also was a young single man, about the same age as Peterkin. He has a brother in Omaha, Neb. He was buried here Wednesday.

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Mrs. Matilda La Fontain, a daughter of Mrs. Aitkin, above named, and the mother of Tyler Warren, of White Earth, was next to come ashore. Her injuries were slight, comparatively, a broken rib and some bruises being the extent. She and her mother were taken to the Bishop House, where they were cared for, and where Mrs. La Fontain still remains.

The last was the dead body of Buk-Quan-ja, and Indian woman, a sister of Mrs. Aitkin.

Attention was next directed to the three men on the pier. They were let down into the boat below by ropes and brought ashore, and proved to be A. J. Sawyer, of the commission house of Sawyer & Davis, of Duluth; Dr. J. C. Lamb, of Watervliet, Mich.; and Louis Thirgart, of Moorhead, Minn. Mr. Sawyer had some bruises about the head, a small cut on the wrist, and a sprained leg. Dr. Lamb's upper lip was badly cut, being split up past his nose into his cheek, and his left arm and leg slightly bruised. Mr. Thirgart was bruised in several places about the head and limbs, and considerably jarred.

These it was found by this time constituted all the passengers, and ended the search about an hour after the disaster.

M. T. Salisbury, who was conducting the train for the regular conductor, R. Bushnell, who was away on leave of absence, and the brakeman, J. R. Wauh, very narrowly escaped injury by jumping from the train to the bridge and running back to terra firma, and it is generally supposed that after they struck the bridge they made tolerably good time until they were at a safe distance, though they appeared to know but little about it themselves.

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The wounded, excepting Mr. Sawyer, who went home Wednesday, are under the care and treatment of Dr. J. C. Rosser, receiving every attention, are progressing finely, and will very soon be entirely recovered.

The accident has been a very severe one, the greatest ever met with on this road, which has been noted for its freedom from accident.

The amount of damage sustained by the road in the loss of the train, freights, etc., we have been unable to learn, but it must be very large as the cars were all loaded.

The transfer of passengers across the river, by the ferry, was commenced the day of the accident, and will be continued until a temporary bridge is erected, upon which work is progressing with all possible speed, and no delay in travel ensues, and very little to freight, as the bridge will be ready for trains by this day week, Aug. 7th.

Many theories existing regarding the cause of the disaster, a coroner's jury was summoned on Wednesday by the coroner, Dr. Rosser, and an investigation had, which lasted through Wednesday, Thursday, and until noon yesterday, and the following verdict was arrived at at 5 o'clock yesterday evening:

State of Minnesota, County of Crow Wing. An inquisition taken at the City of Brainerd, in the County of Crow Wing, on the 28th day of July, A. D. 1875, before J. C. Rosser, coroner of said County of Crow Wing, upon view of the bodies of James Peterkin and Richard Grandon, lying there dead by the oaths of the jurors, whose names are heretofore subscribed, who being sworn to inquire on behalf of the State of Minnesota, when, how, and by what means the said James Peterkin and Richard Grandon came to their death, upon their oaths do say: That the above named person came to their death on the 27th day of July, A. D. 1875, by the falling of the railroad bridge over the Mississippi river, at or near Brainerd, Minnesota, while freight train No. 5, drawn by engine No. 45, of which they were engineer and fireman respectively was passing over;

And we further find that the above train, No. 5, was passing over the bridge at the usual speed of about four miles per hour. That the west span of the bridge broke first, caused by its being constructed of unsuitable and unseasoned timber; that it broke by the actual weight of the train; and that the whole bridge was considered unsafe by many persons not connected with the Northern Pacific Railroad, and several that were men who were competent to judge of its condition.

And we find further, That the several officials of the Northern Pacific Railroad, whose duty it was to make examinations of the bridge, as to its safety, were either incompetent to judge of its condition, or were guilty of gross neglect in not making the necessary repairs.

And we further find, That the conductor of the train did not warn the passengers of their danger when he had ample time to have done so.

H. D. Pettibone, J. L. Starcher, E. L. Strauss, Thos. P. Cantwell, W. H. Leland, H. G. Conykendall

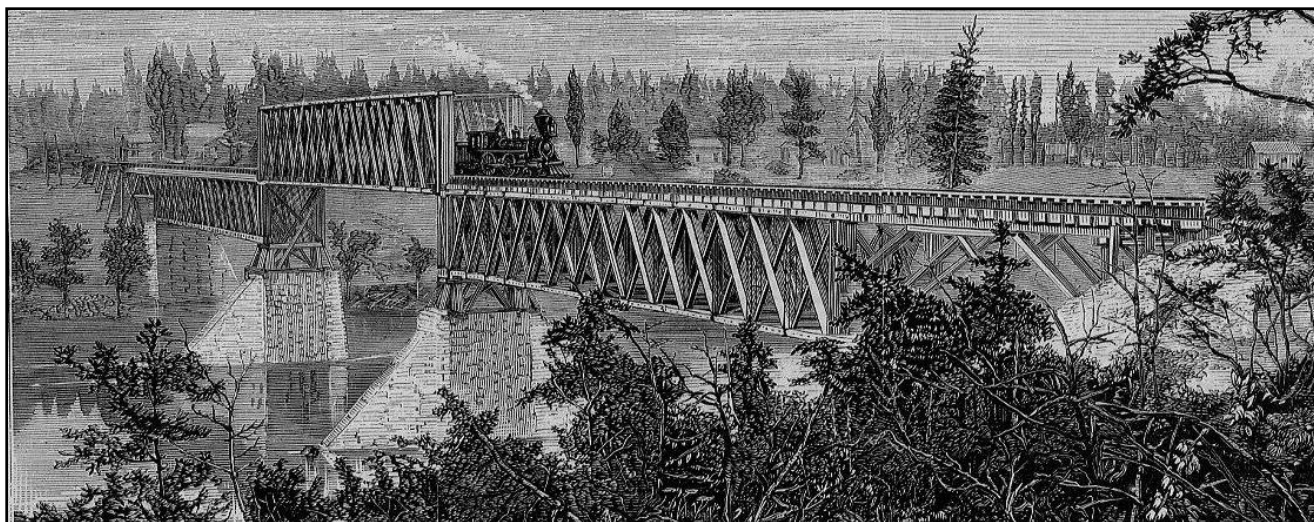
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In giving this verdict to the public we do not wish to be understood as advancing it as our theory or opinion in the matter. There is to this, as every thing else, two sides to the argument, and while we give the verdict as one side, we think it but simple justice that the other side be heard.

If the bridge went down by the actual weight of the train, owing to inherent defects in the bridge of long standing, why has it not gone down before, when far greater weight has been upon it, and under less favorable circumstances? Two and three engines, coupled together, have crossed it repeatedly, and that too since the time it is claimed it has been unsafe! And why did the engine at this time, which weighs three times as much as the cars, pass over it in safety, and the cars break it down? For the testimony, all goes to show that the engine and several cars were off the bridge when it fell.

The testimony of none of the passengers was taken before the jury, and it will be remembered that one of them, Mr. Sawyer of Duluth, persisted very strongly that a car jumped the track and caused the disaster. It will also be remembered that the testimony of all experts taken before the jury, with one exception, pronounced the bridge in a safe condition, and that one said it was a safe and good bridge up to the time he was discharged from the services of the company as bridge inspector and repairer.

And as to the conductor, it must be remembered that he was inexperienced and that his "ample time" was extremely limited, taking into consideration the fact that he did not know that the whole bridge was not going down. We think it very expedient under such circumstances for every man to look out for himself. (*Brainerd Tribune*, Saturday, July 31, 1875, Page 1)



5. Brick Structure of the Month



High School Little Falls, Minnesota



In the erection of the contemplated new high school building on the site of the one recently destroyed, the public buildings of this city will receive an addition of a large and substantial structure of imposing appearance. The plans and specifications accepted by the board at its last meeting were prepared by Otto Schleusener, of this city, who will also have supervision of the erection of the building, and it will undoubtedly be a credit to the city and its designer.

The contemplated building will be in size 73x89 feet in its extreme parts, and will consist of a basement, the first and second floor, a third floor or attic and tower. It will be built of **Little Falls brick**, with, probably, a rock footing. The rooms will be divided by brick walls, so that in case of fire the flames cannot spread from one room to the other. There will be two separate stairways in a spacious hall, one entrance on the south, and one on the east side of the building. It will face to the south, and have full arched windows towards the south and east, and flat arched, or segment windows toward the west and north.

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It will have a mansard roof covered with slate or cedar shingles, and a tower 100 feet high on the front toward the south. The plans are prepared for a probable later addition of two or three more rooms, which will, when built, add much to the appearance of the building. It will be, when completed, a fine looking structure, and will rank with the best in the city. It will be heated by steam or warm air; have all modern conveniences and a perfect system of ventilation.

The basement will contain the heating apparatus and closets, and (as it is very little in the ground) three rooms which may be used for class rooms. On the first floor will be two class rooms 23x30; one 23x34; one 25x34; a room for a library 12x14; a cloak room to each class room, the hall and two stair cases. On the second floor will be two class rooms 23x30; the high school 34x40; two recitation rooms 17x23 each, superintendent's office 14x16; superintendent's private office 8x9; hall, stair-cases and necessary cloak rooms.

On the third floor will be three rooms 14x20 each, for laboratory work and store rooms. The estimated cost, including heating, is below \$20,000. The plans are intended to be ready to figure by the 15th or 20th of the month, and the successful bidder is expected to commence work about April 1st. Home labor and material will be preferred wherever it can be done without much extra cost. The board expects to have the building finished and ready to put in the seats by Aug. 15. (*Little Falls Weekly Transcript*, March 12, 1897, Page 11)

The excavating work for the basement of the new school house is being rapidly pushed with a large force of men and teams. There is considerable frost in the east side of the grounds, but it is expected that work will be commenced on the stone foundation walls the latter part of this week. (*Little Falls Weekly Transcript*, April 16, 1897, Page 7)

The frame work for the steeple on the new school house tower is up, and the flagstaff was put in position Monday. The top of the steeple is one hundred feet from the ground and the flagstaff is eighteen feet above that. Saturday evening some venturesome small boys climbed to the topmost staging of the steeple, and the sight made those who saw them extremely nervous. Superintendent Schleusener with one of the police went over to the building and ordered the boys down, and to prevent any more of them from going up to that dangerous position the ladders were removed. (*Little Falls Weekly Transcript*, June 25, 1897, Page 7)

Janitor Fraser is now at work clearing up the new school building and placing the desks, seats and other articles of furniture in position. (*Little Falls Weekly Transcript*, August 20, 1897, Page 7)

The tone of that new school bell is a terror to truant boys – as well as to the rest of the community. (*Little Falls Weekly Transcript*, September 10, 1897, Page 7)

The purchasing committee was instructed to have the High School grounds cleared up and in readiness for the opening of school tomorrow. (*Little Falls Weekly Transcript*, September 10, 1897, Page 7)

6. News Nuggets

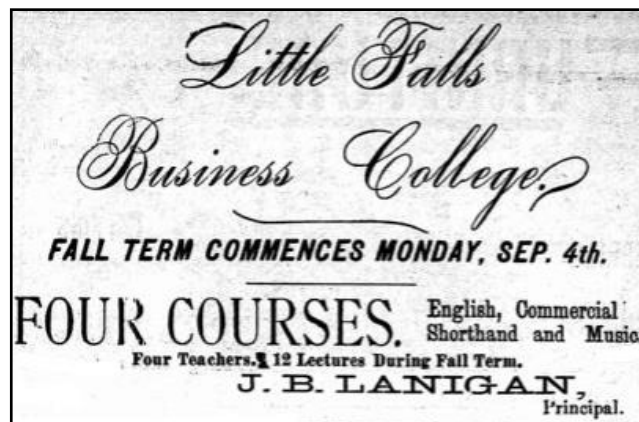
News Nuggets

On Monday last there were three fights in town. One fight was between a young man and a young woman, and in about a second the young man had his left eye dressed up in mourning, and he retreated in great disorder. (*Little Falls Transcript*, July 11, 1878, Page 4)

The Fourth in Morrison County, Little Falls. A picnic was had in the grove north of town, and nearly everybody living hereabout was in attendance. There was excellent music, both vocal and instrumental. Fuller and Abbott's band, of St. Cloud, played some very fine pieces, although no move was made until a very late day toward having a celebration here, the arrangements seemed complete in every respect. E. S. Smith, Esq., delivered a very entertaining oration, which was full of happy hits and sparkling points. He was followed by Dr. J. O. Simmons, who ably explained some of the features of American independence. A considerable sum of money was raised for the benefit of the Episcopal church by the sale of ice cream and lemonade. (*Little Falls Transcript*, July 11, 1878, Page 4)

They are raising wheat of astonishing size down in Swan River. We have some samples, taken from the field of D. Corbin, that measure five feet and three inches in height, and were cut above the ground. William Green has a field of wheat that competent judges believe will yield 35 bushels to the acre. (*Little Falls Transcript*, July 11, 1878, Page 4)

Hon. F. R. Delano says that the work of constructing fences along the line of the Brainerd branch (of railroad) will be let by contract shortly, and persons desiring to bid should write to H. E. Sargent, St. Paul, Minn., for particulars. (*Little Falls Transcript*, July 18, 1878, Page 4)



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On Sunday last a man discovered a cow, belonging to Charles Stewart, fastened between two trees about two miles east of town. Having no axe with him, he notified Mr. Pedley, who chopped down one of the trees and liberated the cow. The distance between the trees was only seventeen inches. (*Little Falls Transcript*, July 11, 1878, Page 4)

St. Paul Pioneer Press, July 26. Mr. Robert Jordan, residing at No. 47 Valley street, had a narrow escape from death last evening. He was engaged in repairing his cistern, for which purpose he went down, and very stupidly took with him a pot of burning charcoal. He had not been at work long before the very natural result followed – the fumes of the burning coal prostrated him, and his earthly fate would have been sealed had it not been for the timely exertions of a young man named Arbuster, who managed to drag Jordan up the ladder to the mouth of the cistern, which is in open air. Here he was held until further assistance was rendered available, after which he was extricated. For a time after he was brought to terra firma, Jordan was delirious and well night frantic, after which he relapsed into insensibility. Dr. Hagan was promptly summoned, restoratives were applied, and in an hour or two all danger was over. (*Little Falls Transcript*, August 1, 1878, Page 4)

Some fears are entertained that there will be a tornado this fall when all those Keller fanning mills (these devices remove straw, chaff, stones, weed seed, dirt, and immature seeds from wheat) that J. A. Warnken is selling are put in operation. The New Improved Keller mill is the best in the world, and the people know it. Mr. Warnkern sold a car load in a few days around Rice's Station and in Buckman township. (*Little Falls Transcript*, August 1, 1878, Page 4)



A movement is on foot to organize a hook and ladder fire company in this town, and all persons who have any property liable to be burned are expected to meet at the Court House next Saturday evening at 7:30 o'clock to consult and organize. A subscription paper has been circulated to raise funds to buy a truck and the necessary implements, and the money already pledged gives encouragement to go ahead. (*Little Falls Transcript*, August 8, 1878, Page 4)

Raphael Bellefenille, proprietor of the Belle Prairie tannery, has taken a contract to tan and dress for buffalo robes 780 buffalo skins, and will get \$1,000 for the job. The skins were sent from Red river, and were expected to be at Belle Prairie next week. (*Little Falls Transcript*, August 8, 1878, Page 4)

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John Hall Whipple, son of Bishop Whipple, of Faribault, was found floating in the river at Louisville, Ky., on the 6th inst. He had been gambling and spreeing in Chicago and Cincinnati, and had probably been murdered. (*Little Falls Transcript*, August 15, 1878, Page 4)

Mr. James J. Hill returned to St. Paul last evening from a personal inspection of the Sauk Valley and St. Vincent branches of the St. Paul & Pacific, and he gives a glowing account of the way the work is progressing on these lines. The iron is on hand to build the road to Pembina and to Alexandria; the ties are being cut and carried forward at the rate of about forty car-loads a day, with fifty thousand on hand as a fund from which to draw; and the iron is being spiked down at the rate of a mile and a half a day. Mr. Hill is confident that the boundary line will be reached by the first day of October, and that the company will be ready to run its trains through to Winnipeg by that time. The Pembina branch of the Canadian Pacific, it is expected, will not be behind the St. Paul & Pacific, and there is little doubt that in sixty days Winnipeg and St. Paul will be linked together by bands of steel. The iron and ties are on hand for the Canadian branch, and St. Paul mechanics will probably take a hand in building a couple of bridges, the construction of which is the most important part of the work. The Sauk Valley branch is being extended at a rate that is equally satisfactory. A large force of men are at work; the tracklayers are now between Sauk Centre and Osakis, and the cars will be running to Alexandria on or before the 1st of October. (*Little Falls Transcript*, August 15, 1878, Page 4)

John R. Coykendall, proprietor of a wholesale notion house in Minneapolis, a friend of Leon Houde of this place, came up for the fore part of this week to recreate by hunting prairie chickens. Wm. A. Dolliver of Minneapolis, and P. B. Leech of St. Louis, came with him for the same purpose. Last evening Mr. Coykendall brought in forty-six chickens which he had shot during the afternoon. Another party of gentlemen came up by private conveyance last evening to hunt chickens, and stopped at the Vasaly House. (*Little Falls Transcript*, August 22, 1878, Page 4)

The insane asylum at St. Peter is being investigated again by the Senate committee, and the St. Paul Globe truthfully says: "Sufficient crookedness has already been discovered in the accounts of the insane asylum at St. Peter to warrant fully the investigation. The examination of the bills shows that innumerable petty thefts have been committed by both the steward and the trustees. The State has been taxed for the expenses of the superintendent and three trustees on a visit to the centennial exhibition at Philadelphia, and one of the trustees had the cheek to charge the State five dollars for telling the lunatics what he saw there. The very lame apology for the charge is made that the convention of insane asylum superintendents was held at Philadelphia during the centennial, but no reason is given for having four representatives there when one would have been sufficient. The table expenses allowed are somewhat curious. The butter consumed cost as much as the flour, corn meal and buckwheat flour combined, and there was more mutton and beef used than of all kinds of food besides. The prices paid for butter, eggs, and other products have been extraordinarily high, leading to the suspicion that there must have been a "divvy" somewhere. There are other very suspicious accounts charged to the State that need explanation." (*Little Falls Transcript*, August 22, 1878, Page 4)

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The Flower of the Family
 Is the Little Elk Flour,
Known everywhere as the best,
under the following brands:
CREAM OF THE WHEAT, Best Patent.
JUDGE, Family Patent. MAJOR, Straight.
BAKERS' KING. X X X.
 We make a specialty of all kinds of custom
 work. All kinds of feed ground to or-
 der. Bran, Shorts, Etc.
C. E. BEALE & CO.,
 Little Elk. - - - - Minnesota.

On Friday last a poor widow from Two Rivers brought two of her children to the Court House, and left them there to be provided for by the county. She could talk no English, but it was understood that she was unable to provide food for them, and they were sent to the Elk Horn House where they still remain. (*Little Falls Transcript*, August 29, 1878, Page 4)

Early last Friday morning Willie Wizzorich, son of John Wizzorich of Swan River, left his home in that township and got lost in the woods. A large number of persons joined in the search for the missing boy, but he was not found until Saturday evening. He was seen in the woods at that time by James Green, and was about three miles from home. As soon as he saw Mr. Green he was frightened and tried to run away, but was soon captured and returned to his parents. (*Little Falls Transcript*, August 29, 1878, Page 4)

A man from Two Rivers came to town on Monday last, got a number of Merrill school books for use in his district, and started for home in the afternoon. When he got to Wm. Green's ferry, he concluded to ford the Mississippi, as he was on horseback, and save his fifteen cents. Near the middle he suddenly came to deep water, and both man and horse disappeared for a moment beneath the waves. They finally succeeded in reaching shore, but the Merrill school books were the worst looking lot ever seen. (*Little Falls Transcript*, August 29, 1878, Page 4)

Sherburne County Star. A drunken gang again took possession of our town last Sunday evening, and made [the] night hideous with their low, obscene shoutings, tearing down fences, and destroying people's property with impunity. The town should be incorporated, and then there would be some chance of punishing the perpetrators of these frequent outrages. (*Little Falls Transcript*, August 29, 1878, Page 4)

St. Paul Pioneer Press, Sept. 5. Yesterday morning, as the passengers were alighting from the St. Paul & Duluth train, at 6 o'clock, three men, as if by previous understanding, rushed up to a man named Dial, and while two attracted his attention the other picked his pocket, containing \$50, and rushed away, and all three were out of sight before aid could be summoned to prevent this bold robbery. (*Little Falls Transcript*, September 12, 1878, Page 4)

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Last Thursday morning at the early hour of 1:32 the special train bearing President Hayes and party arrived at Sauk Rapids, and A. DeLacy Wood, of the Benton County Press, determined to interview the President. The following was taken from the Press shows how he did it: "Our reporter, shocked at the failure of Sauk Rapids people to turn out, borrowed a plug hat, and, cheered by the smiles of Hon. Jeremiah Russell, and the majestic whirl of his cane, determined, at all hazards, to tell the President all about the future great city, and mustering up courage enough to face a cannon's mouth in the midst of battle, he proceeded to enter the Chief Magistrate's apartments. There was no trouble in opening the door leading to the platform of the coach, but, alas, far human hopes and expectations, there happened to be another door that was locked. The reporter peeked through the key hole, and thought he saw the President, but we guess he didn't, as we do know he Arabian like, silently stole away, thinking this world a hollow mockery." (*Little Falls Transcript*, September 12, 1878, Page 4)

About twenty-five persons assembled at the depot after midnight last Thursday night to see President Hayes, but the train went by at the rate of thirty miles an hour. (*Little Falls Transcript*, September 12, 1878, Page 4)

The amount of wild rice gathered this season at Rice Lake, six miles east of town, is estimated at one hundred bushels. The entire yield is probably about two thousand bushels, but as it has to be gathered by hand in a slow and tedious manner the most of it goes to waste. Some inventor should invent a machine for gathering it. (*Little Falls Transcript*, September 19, 1878, Page 4)

Sauk Centre Herald. Mrs. Emily Crane, of this town, on Monday of last week, her 66th birthday, walked from here to Little Sauk, a distance of 15 miles, in three hours and five minutes. Pretty lively walking for an old lady. (*Little Falls Transcript*, September 19, 1878, Page 4)

Sauk Centre Herald. We are informed that Mr. A. J. Haney, of West Union, Toddy county has cleared sixteen hundred dollars from his bees this season. Mr. Haney is an old hand at the business and thoroughly understands taking care of bees. (*Little Falls Transcript*, September 19, 1878, Page 4)

Nearly every day the streets of Little Falls are lined with teams which have come in from the country hauling wheat and other produce, and the merchants and their clerks are so busy that they hardly get time to eat their meals. This is no exaggeration, and it forms a very striking contrast with the condition of things before the railroad was built, when a man with a basket of eggs or a pail of butter would sometimes glut the market so that the next basket of eggs or pail of butter that was offered could not be sold. The improved condition of things is a matter of general comment, and it is conceded that Little Falls and the entire county are to enjoy a permanent and growing prosperity. (*Little Falls Transcript*, September 26, 1878, Page 4)

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Sauk Rapids Sentinel. While engaged in his slaughter house last Sunday afternoon, Mr. E. Cross saw a bear leisurely entering the yard. Mr. Cross brought his fusee [flintlock rifle] to bear on the animal, pulled the trigger, and bruin dropped dead, pierced through the skull with buckshot. The carcass weighed 150 pounds, and yesterday quite a number of our citizens enjoyed bear steak. (*Little Falls Transcript*, October 3, 1878, Page 4)

Alexandria Post. Last week Mr. E. Oleson of Holmes City was stacking hay. When he returned from dinner, twenty loads of hay were in ashes. A spark that dropped from his pipe did it all. By the fire, in [the] south-east part of the county it is probable that near 3,000 bushels of wheat were burned, besides large quantities of oats and hay with fencing and buildings. (*Little Falls Transcript*, October 3, 1878, Page 4)

Sherburne County Star. Willie Magner, assistant telegraph operator at the depot, picked up a gold watch and chain on the railroad track last Saturday, just after the train went up, and up to the present time has been unable to find an owner for it. It probably dropped out of somebody's pocket when jumping on the train. (*Little Falls Transcript*, October 3, 1878, Page 4)

It is nearly impossible to obtain brick at this place to build chimneys and for other purposes. None can be had from St. Cloud, and they have to be brought from St. Paul at a total expense of thirty dollars per thousand. Yet there is first class material for the manufacture of brick in several places within a mile of Little Falls, and fuel costs only a trifle. Morrison county needs at least one good brickyard. (*Little Falls Transcript*, October 3, 1878, Page 4)

Alexandria Post. Some railroad hands overloaded with John Barleycorn's potations [alcohol], indulged in black eyes and bruises and were tendered accommodations in the luxurious apartments of the county corral until no more applicants could be admitted. The forlorn remainder spent the hours of night in oblivious slumber. (*Little Falls Transcript*, October 10, 1878, Page 4)

John Currie offers a good clay bed for making brick and free fuel for five years to any person who will start a brick yard on his farm three miles west of town. (*Little Falls Transcript*, October 17, 1878, Page 4)

Little Falls Transcript!

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