

Western Advance.

Terms \$2.00 a Year, \$1.00 for Six Months.

SATURDAY, APRIL 25, 1874.

Mr. Blakely, who has purchased the St. Paul Pioneer, took charge on Wednesday.

Mr. W. L. Crawford has sold his farm of 160 acres, in Mower County, six miles east of Le Roy, for 6,000 bushels of wheat, payable in six years—1,000 bushels each year.

The President has vetoed the currency bill because he is opposed to inflation and desires a return to specie payments as rapidly as possible.

The ice was out of our lake on the 19th and out of Lake Pepin on the 22d, but it still shuts up the Straits of Mackinac.

The lower Mississippi country from Monroe to the mouth of the Red River is overflooded, and 10,000 people are on the verge of starvation. Appeals are being made for aid which are being responded to from the Northern cities.

We have received the speech of Hon. M. F. Duggan, Member from this District, delivered in the House, upon the bill to regulate commerce by railroads in the several States. With the friends of the measure, he boldly declares his belief in the power of Congress to regulate commerce among the States carried on by railroads.

The overflow in the lower Mississippi country seems to be the most serious one ever known. The river is forty miles wide at Memphis, and vast tracts of country are overflowed, drowning out the inhabitants.

The department of agriculture has received very full information concerning the appearance of wheat throughout the country. The returns cover a large proportion of the winter wheat area in each State. The winter has been extremely favorable in all sections. No previous season has been more generally so since the inauguration of crop reports.

The House committee on railroads, have authorized General Hunt to draft a report in favor of the construction of a double-track freight railway from the Mississippi Valley to tide water at or near New York. The committee have taken considerable testimony upon the cost of transporting grain over such road. The evidence shows that it can be moved for 15 cts. per bushel from Chicago to New York, and at corresponding rates from other points in the Mississippi Valley.

A bill has been introduced in Congress to equalize the bounties of soldiers who served in the late war. It provides that there shall be paid to every honorably discharged non-commissioned officer, private soldier, musician, artificer and wagoner, including those borne on the rolls as slave, who served in the United States in the war of the rebellion, the sum of eight and one-third dollars per month for all his time of service between the 12th of April, 1861, and May 9th, 1865, or in case of volunteers up to the time of the muster out of the volunteer organization to which he belonged; in case of the death of any such person, payment is to be made to his widow and children. Any bounties heretofore received from the United States or any State are to be deducted from the allowance hereby authorized. No bounties shall be paid to substitutes, or to persons discharged as minors. No attorney shall be allowed, on pain of fine and imprisonment, to receive more than \$10 for prosecuting any claim under the foregoing provisions.

THE WABASH & FAIRBANKS NARROW-GAUGE RAILROAD.
Parties interested in building a narrow-gauge railroad from Wabasha to Fairbault, it seems are taking the work in hand with vigor and there is a fair prospect that the road will be built. We hope to see this project successfully carried out, for we believe, as before stated, that narrow-gauge railroads will assist the country greatly in solving the transportation problem and will be the means of giving rural facilities to many remote regions which could not otherwise have them. Besides, they may be made of great service in building up points like Worthington, as they can be cheaply constructed as feeders to trunklines. Their great value, however, will be especially felt in connecting interior points with water transportation. We notice that a narrow-gauge road has just been completed in Iowa, from Des Moines to Ames, a distance of 30 miles, at \$7,000 per mile and all will not be over \$9,000 per mile. The Iowa Eastern narrow-gauge has given great satisfaction. A narrow-gauge car will carry about 185 bushels of wheat and about five cords of green wood.

The Mankato Union says it is proposed to extend the narrow-gauge from Fairbault to Mankato.

IMPORTANT RAILROAD MEETING.
A meeting of prominent railroad officers was recently held in New York to consider what action should be taken under the railroad laws of Wisconsin, Iowa and Minnesota. Among the lawyers present were O'Connor, Everts, Hoar, Curtis, and others, and their unanimous decision was that the laws in question were unconstitutional, that they were acts of wholesale confiscation, and that they would never be sustained by the Supreme Court. The Boards of Directors, therefore, unanimously resolved to resist the laws, and instructed their managers to go on and run the roads upon business principles, fixing such passenger and freight rates

as they may think best for the interests of all concerned. The Superintendents claim that the operating expenses of their roads are 75 per cent. of the gross receipts and that the recent laws will cut down receipts from 25 to 40 per cent.

Since this information was received, a St. Paul Pioneer reporter publishes an account of an interview with the managers of the Milwaukee & St. Paul road, in which he learned that they do not intend to ignore the law and refuse to make concessions. They say they propose to make material modifications in their rates, and make no discriminations whatever. A Milwaukee paper also reports an interview with the President of the road, in which it was intimated that the law, if enforced, would compel the road to stop running.

A writer in the Mankato Review, speaking of the location of Mennonites, at Mountain Lake, says:
No better immigrants could our State desire than these Mennonites; and no more congenial home could the Mennonites find than the one offered them here. But the St. Paul and Sioux City Railroad is unmerciful in the matter of attracting immigrants. Its Land Department is a mere skeleton—simply an apology for doing nothing. The company does not advertise, publishes no pamphlet, employs no agent—in fact, cultivates a masterly inactivity. A little wire pulling and log rolling is all that for the rest most respectable of all railroad companies does for getting Mennonites. For securing other settlers along its line, all it has ever done is to grant a very liberal contract to the Temperance colony of Miller, Humiston & Co.

WHAT A TEXAN THINKS OF MINNESOTA.
A very heavy land owner and banker from Texas spent the summer months in Minnesota, and after a close observation of the State, he writes:

"I am much pleased with what I have seen of Minnesota. The agricultural capabilities of the State are much greater than I had supposed, and quite sufficient, I think, to sustain your prosperous cities, St. Paul and Minneapolis, in their rapid growth and manufacturing development. The entire region is evidently well adapted to the growing of small grain, especially wheat, which in the vicinity of Litchfield seems to me better in growth and promise of yield than any I have seen elsewhere in any recent journey through Pennsylvania, Ohio, Indiana, and Illinois; and the grass crop, native grass, is equal to any I have ever seen outside of Texas."

Douglas county will harvest a crop of peas this year.

The Sioux Rapids Sentinel states that in Peon county is "exceedingly rich in iron."

The population of Red Wing is estimated at 5,000.

The Corps of U. S. Engineers who made an examination of the falls at Minnesota, report that it will cost \$419,192 to preserve them.

The Lake City Leader says: One of our seeders men says that "the seeder trade is run into the ground," as prices have been "cut" so that good seeders, are selling for forty or fifty cents instead of seventy dollars. We expect that such is the kind of squeezing that Granger's intend to give the "middlemen" all around.

Rev. J. Cadwallader, of Lake City, is conducting a very successful revival in St. Paul. The Press says "his method is plain, simple and quiet," and very successful.

H. H. Young, of the Rochester Record and Union, has invented a mauling machine, which is said to work rapidly and accurately, and can be furnished at a cost not exceeding \$30.

The wind loom mill recently erected on Greenwood Prairie, Olmsted county, has commenced running, and is pronounced a complete success.

NEIGHBORHOOD NEWS.
The Rock County Herald says:—Our streets are daily lined with emigrant teams, destined to locate in Rock county and the eastern part of Dakota territory.

The Jackson Republic says: The mammoth Calla Lilly of Mrs. S. Avery, which was mentioned among the house plants last fall, is now in full bloom, having two large white blossoms, each standing three and one-half feet from the earth in the flower-pot in which it grows. It has five leaves which rise still higher than the blossoms.

The Spirit Lake Beacon says: How many newspapers can boast of an 1812 prospect on their subscription list? The Beacon counts one in the person of uncle Joseph Clark, who is over eighty years old, and as "spry as a cricket."

The Esterville (Iowa) Indicator says of seeding up this way: Farmers have been busy sowing grain, and some have even finished. Not but for Minnesota, while the farmers of Southern Iowa, and Illinois, were contending with a foot of snow.

The Rock county Herald says: During the high wind last Sunday, the stable of Mr. Orlin Bissett at the Kanawha, on the road from this place to Worthington, was destroyed by fire. A span of horses and harness belonging to Ed. Gillham of this place, and a cow belonging to Mr. Bissett were also killed. The fire is supposed to have been kindled by a spark from the stove-pipe.

A saloon-keeper, at La Verne who was visited by the ladies and requested to discontinue the ruinous traffic, writes to the Herald and says: "Some few men in this place hold up their hands in holy horror at the idea of drinking a dram of whiskey, who have a cigar in their mouth from morning till evening, with the knowledge that this 'vile' practice is injuring their health every day."

FARMERS' DEPARTMENT.

PROFITS OF FARMING.

Whether farming pays or not, that is the question. The shiftless farmer thinks it does not, while the energetic farmer knows that it does. The Cincinnati Times gives some examples of successful farming in Iowa which are rather on the side of those who believe it pays. Thus a lawyer bought 2,000 acres of land near Webster City for \$24,000, and sowed 1,700 acres in wheat. In two years his net profits from exceptionally good crops of 35,700 bushels the first year and 39,000 the second, amounted to \$30,000. A Swede, stricken in health, went to the State with \$250 in his pocket, and worked for wages until he was able to buy a few acres, which he planted in wheat. His first crop brought him in \$6,000, or four times the value of the land, leaving him with a clear balance, after all payments were made, of \$3,000. Then he sold his land for \$27 an acre, or \$3,400, making him richer by \$6,240 than when he started, one year previous. Another man, on a twenty-seven acre farm, found himself with nearly \$1,000 clear profit at the end of the first season. In another case, a rented farm of 100 acres brought in, with only half a crop, sufficient to enable the tenant to purchase the land.

The Minnesota reports abound in similar instances. Poor men have purchased farms and paid for them out of the first crop frequently. Dalrymple, the largest wheat grower in the State, has cleared a quarter million dollars in crops and the advance in his land during the past seven or eight years. Of course, farming pays when it is well done.

TESTING SEED CORN.

The Western Rural gives the following methods for testing seed-corn:
Another plan for testing seed corn is to examine the general appearance of the grain. If it break from the cob, presenting a black appearance at the point of attachment, and if it leaves the cover and filament with the cob, it is probably, but not certain, that the seed is not so true. It may germinate slowly, or it may not germinate at all, according to the conditions under which it is placed.

To test the seed, we advise that those in do it shell from various ears more or less of the kernels. Mix them together and, counting them from ten or a dozen, plant the quantity raised. The favorable place for germination. Note how many of the seeds planted grow readily. From the percentage which grow, an estimate may be made of the proper number to drop in each hill, in planting the field, to ensure a stand. Another test is to take the ear and break it through the middle. If it break brittle, and the cob is bright and firm, and the grains firm, the probability is that it is good.

SWEET POTATOES.

A. A. Soule, of Mountain Lake, in the neighboring county of Cottonwood, writes to the St. Paul Press as follows, giving his experience in raising sweet potatoes:
I am in receipt of yours of the 20th inst. My experience in the cultivation of sweet potatoes is so limited that it would be of little value to you readers. I can give you accurate figures as to the area planted or the quantity raised. I with the plow threw up a ridge about ten rods long, as high as it could well be done, with four furrows, two being turned against the other two, and planted the sets three feet apart. The land was not manured or fertilized. The yield was about three barrels. One-half were of a good marketable size, the others small. The flavor was excellent. I intend this season to plant a larger patch, manure liberally, and cultivate at the proper time, they can be grown here without difficulty.

NEW ADVERTISEMENT.

United States Mail.

MINNESOTA.

- POST OFFICE DEPARTMENT.
WASHINGTON, March 31, 1874.
- PROPOSALS will be received at the Contract Office of this Department at Washington, D. C., on or before May 30th, 1874, (to be decided by June 10th) for carrying the mails of the United States from June 1st, 1874, to June 30th, 1875, on the routes in the State of Minnesota, and the schedule of departures and arrivals herein specified, viz:
- No. 2019 From Weaver, by Smithfield and Lyon, to Millville, 25 miles and back, once a week.
Leave Weaver Friday at 7 a. m.;
Arrive at Millville 10 1/2 p. m.;
Leave Millville 8 1/2 a. m.;
Arrive at Weaver 6 p. m.
 - 2020 From Forestville, by Carlton, to Preston, 5 miles and back, three times a week.
Leave Forestville Tuesday, Thursday, and Saturday at 9 a. m.;
Arrive at Preston by 12 m.;
Leave Preston Tuesday, Thursday, and Saturday at 1 p. m.;
Arrive at Forestville by 4 p. m.
 - 2021 From Preston to Benson's, 3 miles and back, six times a week.
Leave Preston Daily, except Sunday, at 8 a. m.;
Arrive at Benson's by 9 a. m.;
Leave Benson's Daily, except Sunday, at 10 a. m.;
Arrive at Preston by 11 a. m.
 - 2022 From East Clarence to Wasioja, 6 miles and back, once a week.
Leave East Clarence Saturday at 10 a. m.;
Arrive at Wasioja by 12 m.;
Leave Wasioja Saturday at 2 p. m.;
Arrive at East Clarence by 4 p. m.
 - 2023 From Dodge City by Merion and Ellwood, to Owatonna, 12 miles and back, once a week.
Leave Dodge City Friday at 12 m.;
Arrive at Owatonna by 3 1/2 p. m.;
Leave Owatonna Friday at 3 30 p. m.;
Arrive at Dodge City by 6 30 p. m.
 - 2024 From Moscow to R. 6. Station, 3 miles and back, once a week.
Schedule to make connection with mail-trails.
 - 2025 From Elysian, by Marysburg and Lake Washington, to Saint Peter, 22 miles and back, once a week.
Schedule to be satisfactory to the Department.
 - 2026 From Jordan, by Helena, Saint Benedict, Fraha, Heidelberg, Saint Hubertus, and Ravenswood, to Grant, 100 miles and back, once a week.
Leave Jordan Saturday at 8 a. m.;
Arrive at Grant by 10 1/2 p. m.
 - 2027 From Shakopee, by Saint Mary's, Lydia, Cedar Lake, Pike, and Maple Glen, to Shakopee, equal to 26 miles and back, twice a week.
Schedule to be satisfactory to the Department.
 - 2028 From Holden to Kenyon, 6 miles and back, twice a week.
Leave Holden Wednesday and Saturday at 1 p. m.;
Arrive at Kenyon by 3 p. m.;
Leave Kenyon Wednesday and Saturday at 5 p. m.;
Arrive at Holden by 7 p. m.
 - 2029 From Kenyon City, by Burnettville, (W.), and Anderson, to Grant, 20 1/2 miles and back, once a week.
Leave Kenyon City at 6 a. m.;
Arrive at Grant by 12 m.;
Leave Grant Tuesday at 1 p. m.;
Arrive at Kenyon City by 7 p. m.
 - Proposals invited for twice-a-week service.

- 2020 From Excelsior to Eden Prairie, 6 miles and back, 6 times a week.
Leave Excelsior daily, except Sunday, at 10 a. m.;
Arrive at Eden Prairie at 12 m.;
Leave Eden Prairie daily, except Sunday, at 1 p. m.;
Arrive at Excelsior by 3 p. m.
- 2021 From Wayzata, by Lutz, to Leighton, 13 miles and back, once a week.
Leave Wayzata Saturday at 1 p. m.;
Arrive at Leighton by 3 p. m.;
Leave Leighton Monday at 4 a. m.;
Arrive at Wayzata by 12 m.;
Proposals invited to embrace Parker's Lake.
- 2022 From Maple Plain to Saint Bonifacius, 9 miles and back, once a week.
Leave Maple Plain Friday at 9 a. m.;
Arrive at Saint Bonifacius by 12 m.;
Leave Saint Bonifacius Friday at 1 p. m.;
Arrive at Maple Plain by 4 p. m.
- 2023 From Bloomington, by Richfield and Litchfield, 13 miles and back, three times a week.
Leave Bloomington Monday, Wednesday and Friday at 12 m.;
Arrive at Minneapolis by 12 m.;
Leave Minneapolis Monday, Wednesday, and Friday at 1 p. m.;
Arrive at Bloomington by 5 p. m.
- 2024 From Lake Town to Chaska, 6 miles and back, once a week.
Leave Lake Town Saturday at 10 a. m.;
Arrive at Chaska by 12 m.;
Leave Chaska Saturday at 1 p. m.;
Arrive at Lake Town by 3 p. m.
- 2025 From Glenwood, by Summit, Lake Adelle, Hillen, Swasey, Panora, and Birch Colony, to Beaver Falls, 60 miles and back, once a week.
Leave Glenwood at 7 a. m.;
Arrive at Beaver Falls next day at 4 p. m.;
Leave Beaver Falls Wednesday at 7 a. m.;
Arrive at Glenwood next day at 4 p. m.
- 2026 From Saint Cloud, by Brookway, North Green, Two Rivers, Pike Rapids, and Green Prairie, to Lake Park, 52 miles and back, once a week.
Schedule to be satisfactory to the Department.
- Proposals invited for twice-a-week service.
- 2027 From Litchfield, by Mankato, to Kenosha, to Paynesville, 26 miles and back, three times a week.
Leave Litchfield Monday, Wednesday, and Friday at 7 a. m.;
Arrive at Paynesville by 5 p. m.;
Leave Paynesville Tuesday, Thursday, and Saturday at 7 a. m.;
Arrive at Litchfield by 5 p. m.
- 2028 From Atwater, by Hartwood, and Green Lake, to New London, 18 miles and back, once a week.
Leave Atwater Tuesday and Friday at 6 a. m.;
Arrive at New London by 12 m.;
Leave New London Tuesday and Friday at 1 p. m.;
Arrive at Atwater by 7 p. m.
- 2029 From Leaf Valley, by Miltona, to Alexandria, 20 miles and back, once a week.
Leave Leaf Valley Saturday at 6 a. m.;
Arrive at Alexandria by 12 m.;
Leave Alexandria Saturday at 1 p. m.;
Arrive at Leaf Valley by 7 p. m.
- 2030 From Clitherall, Battle Lake, Blooming Grove and Audable, to Fergus Falls, 35 miles and back, once a week.
Leave Clitherall Monday at 7 a. m.;
Arrive at Fergus Falls by 7 a. m.;
Leave Fergus Falls Thursday at 8 a. m.;
Arrive at Clitherall by 7 p. m.
- 2031 From Richwood to Detroit City, 11 miles and back, once a week.
Leave Richwood Saturday at 8 a. m.;
Arrive at Detroit City by 10 a. m.;
Leave Detroit City Saturday at 1 p. m.;
Arrive at Richwood by 5 p. m.
- 2032 From Du Luth, by Beaver Bay, Grand Marais, Nanton, O. J., and Portage, to Pigeon River, 100 miles and back, once a week.
Leave Du Luth every Thursday at 7 a. m.;
Arrive at Beaver Bay next Saturday by 5 p. m.;
Leave Beaver Bay every Monday at 7 a. m.;
Arrive at Du Luth next Wednesday by 5 p. m.;
Leave Pigeon Bay every Monday at 7 a. m.;
Arrive at Pigeon Bay next Saturday at 12 m.;
Leave Pigeon Bay every Monday at 7 a. m.;
Arrive at Beaver Bay next Saturday by 5 p. m.
- 2034 From Lake Benton to Kandaska, 25 miles and back, three times a week.
Leave Lake Benton Friday at 8 a. m.;
Arrive at Kandaska by 6 p. m.;
Leave Kandaska Thursday at 8 a. m.;
Arrive at Lake Benton by 6 p. m.
- 2035 From Lake Benton to Medary, 27 miles and back, once a week.
Leave Lake Benton Monday at 8 a. m.;
Arrive at Medary by 4 p. m.;
Leave Medary Tuesday at 8 a. m.;
Arrive at Lake Benton by 4 p. m.
- 2036 From Caledonia to Brownsville, 14 miles and back, three times a week.
Leave Caledonia Tuesday, Thursday, and Saturday at 2 p. m.;
Arrive at Brownsville by 6 p. m.;
Leave Brownsville Tuesday, Thursday, and Saturday at 7 a. m.;
Arrive at Caledonia by 11 a. m.
- 2037 From Chatfield to Fountain, 9 miles and back, once a week.
Leave Chatfield daily, except Sunday, at 7 a. m.;
Arrive at Fountain by 10 a. m.;
Leave Fountain daily, except Sunday, at 1 p. m.;
Arrive at Chatfield by 4 p. m.
- Close connection to be made with eastern and western mail-trails.
- 2038 From White Earth, to Audubon, 22 miles and back, three times a week.
Leave White Earth Tuesday, Thursday and Saturday at 9 a. m.;
Arrive at Audubon by 3 p. m.;
Leave Audubon Monday, Wednesday, and Friday at 9 a. m.;
Arrive at White Earth by 3 p. m.
- 2039 From White Earth, to Emerald and Brush Creek, to Banks, 20 miles and back, twice a week.
Leave White Earth City Monday and Friday at 7 a. m.;
Arrive at Banks by 2 p. m.;
Leave Banks Tuesday and Saturday at 7 a. m.;
Arrive at White Earth City by 2 p. m.
- 2040 From Swasey, by Lake Side and Cosmos, to Lake Lillian, 26 miles and back, once a week.
Leave Swasey Tuesday at 7 a. m.;
Arrive at Lake Lillian by 6 p. m.;
Leave Lake Lillian Wednesday at 7 a. m.;
Arrive at Swasey by 6 p. m.
- 2041 From Alexandria, by Moe, to Hermon, 75 miles and back, once a week.
Leave Alexandria Monday at 7 a. m.;
Arrive at Hermon next day at 6 p. m.;
Leave Hermon Wednesday at 7 p. m.;
Arrive at Alexandria by 6 p. m.
- 2042 From Winnebago City, by Elo, Pleasant Mount, Hope, Antrim, and South Branch, to Saint James, 30 miles and back, once a week.
Leave Winnebago City Friday at 7 a. m.;
Arrive at Saint James by 7 p. m.;
Leave Saint James Saturday at 7 a. m.;
Arrive at Winnebago City by 7 p. m.
- 2043 From Wabasha to Alma, ten miles and back, six times a week, by steamboat, during season of navigation.
Schedule to be satisfactory to the Department.
- 2044 From Wadena to Parker's Prairie, 30 miles and back, twice a week.
Leave Wadena Tuesday and Friday at 7 a. m.;
Arrive at Parker's Prairie by 6 p. m.;
Leave Parker's Prairie Wednesday and Saturday at 7 a. m.;
Arrive at Wadena by 6 p. m.
- 2045 From Lake Johnson, by Gilchrist and Ancker, to Lake Johnson, 22 miles and back, once a week.
Leave Lake Johnson Wednesday at 8 a. m.;
Arrive at Glenwood by 5 p. m.;
Leave Glenwood Thursday at 8 a. m.;
Arrive at Lake Johnson by 5 p. m.
- 2046 From Eden Lake to Cold Spring City, 12 miles and back, once a week.
Leave Eden Lake Friday at 8 a. m.;
Arrive at Cold Spring City by 1 p. m.;
Leave Cold Spring City Friday at 1 p. m.;
Arrive at Eden Lake by 5 p. m.
- 2047 From Eden Lake to Claremont, 8 1/2 miles and back, three times a week.
Schedule satisfactory to the Department.
- 2048 From Saint Peter to Norseland, 10 miles and back, once a week.
Leave Saint Peter Saturday at 9 a. m.;
Arrive at Norseland by 12 m.;
Leave Norseland Saturday at 1 p. m.;
Arrive at Saint Peter by 4 p. m.
- 2049 From Wells, by Mansfield, State Lake, and Hartland, to Northwood, 35 miles and back, once a week.
Leave Wells Friday at 6 a. m.;
Arrive at Northwood by 10 1/2 p. m.;
Leave Northwood Saturday at 6 a. m.;
Arrive at Wells by 7 p. m.
- 2050 From Worthington to Shetek 35 miles and back, once a week.
Leave Worthington Friday at 7 a. m.;
Arrive at Shetek by 7 p. m.;
Leave Shetek Saturday at 7 p. m.;
Arrive at Worthington by 7 p. m.
- 2051 From Fairmount, by Amber, Tenhassen, Lake Belt, and Howell, to Esterville, 32 miles and back, twice a week.
Leave Fairmount Tuesday and Thursday at 7 p. m.;
Arrive at Esterville by 7 p. m.;
Leave Esterville Wednesday and Friday at 7 a. m.;
Arrive at Fairmount by 7 p. m.
- 2052 From Blooming Prairie, to Geneva, 13 miles and back, once a week.
Leave Blooming Prairie Saturday at 8 a. m.;
Arrive at Geneva by 12 m.;
Leave Geneva Saturday at 1 p. m.;
Arrive at Blooming Prairie by 5 p. m.
- 2053 From Blooming Prairie to Dodge City, 21 miles and back, once a week.
Leave Blooming Prairie Thursday at 6 a. m.;
Arrive at Dodge City by 12 m.;
Leave Dodge City Thursday at 1 p. m.;
Arrive at Blooming Prairie by 7 p. m.

THE NATIONAL COLONY

LOCATED IN SOUTHWESTERN Minnesota and Northwestern Iowa.

Twelve Townships of Rich Prairie Land In Nobles County, Minnesota.

1,500,000 ACRES

PRAIRIE & MEADOW LANDS, Situated in Southwestern Minnesota and Northwestern Iowa.

Soil and Climate

The CREAM OF THE PRAIRIES and the GARDEN OF THE STATE.

The Climate of the Mountains and the Soil of the River Bottoms.

Government Lands.

Several Townships of GOVERNMENT LAND in the County STILL VACANT.

RAILROADS.

These lands are on the Sioux City & St. Paul Railroad which runs daily trains to both cities.

Towns and Villages.

Three THRIVING VILLAGES growing up in the Colony.

Worthington the Business, Railroad, Social, and Educational Centre of a large extent of country.

TRADE.

NINE COUNTIES NOW TRADING AT WORTHINGTON.

FARMING.

A FARMING POPULATION of several thousand now on the lands and the County RAPIDLY FILLING UP.

TEMPERANCE.

The National Colony is organized upon a TEMPERANCE BASIS. NO INTOXICATING BEVERAGES sold in the County.

EDUCATION.

Good PUBLIC SCHOOLS and a SEMINARY OF LEARNING now in operation at Worthington.

Advantages.

FERTILE SOIL,

CONVENIENT MARKETS,

HEALTHFUL CLIMATE,

CHRISTIAN SOCIETY.

Superior Mail, Railroad, School, Church and other Privileges.

NO AGUE,

NO CONSUMPTION,

NO LIQUOR TRAFFIC,

NO DESPOTISMS,

NO INDIANS.

RAPID INCREASE IN THE VALUE OF LAND ASSURED.

Send stamp for copy of the National Colony Journal, giving full particulars, to

MILNER, HUMISTON & CO.,

Worthington, Nobles County, Minnesota, March, 1874.

St. Paul & Sioux City

Sioux City & Saint Paul R. R.

TIME CARD.

Going West. Leave St. Paul at 7.30 a. m. Worthington at 8.05 a. m. Arrive at Sioux City, at 9.40 p. m.

Going East. Leave Sioux City at 6.30 a. m. Worthington, at 6.55 a. m. Arrive at St. Paul, at 8.00 p. m.

ARRIVAL AND DEPARTURE OF MAILS

ARRIVES. Eastern (daily) 5.5 p. m. Southern 10.50 a. m. Western—La Verne, Sioux Falls, Monday, Wednesday and Fridays at 6 p. m. Spirit Lake, Tuesday and Friday 6 p. m. Lake Shetek, Saturday 6 p. m.

DEPARTS. Eastern (daily) 10.50 a. m. Southern 5.5 p. m. Western—La Verne and Sioux Falls, Tuesday, Thursday and Saturday 7 a. m. Spirit Lake, Monday 7 a. m. Jackson, Wednesday and Saturday 7 a. m. Lake Shetek, Friday 7 a. m.

All mails close 20 minutes before departure. Office hours from 7 a. m. to 7 p. m.—Sundays, from 12 m. to 1 p. m.

C. C. GOODNOW, P. M.

WORTHINGTON MARKET.

WHEAT 90c @ 1.00
FLOUR 50c @ 55c
COBEN 80c @ 85c
OATS 70c @ 75c
HAY 10 @ 12
BEANS, WHITE, 4 @ 4.50
BUTTER 25
EGGS 25
GROCERIES—COFFEE 35c @ 40c TEA 75 @ 1.50
SUGAR, (White A. 12 @ 14; B. 12 @ 13; C. 12 @ 11; D. 12 @ 10; E. 12 @ 9; F. 12 @ 8; G. 12 @ 7; H. 12 @ 6; I. 12 @ 5; J. 12 @ 4; K. 12 @ 3; L. 12 @ 2; M. 12 @ 1; N. 12 @ 1; O. 12 @ 1; P. 12 @ 1; Q. 12 @ 1; R. 12 @ 1; S. 12 @ 1; T. 12 @ 1; U. 12 @ 1; V. 12 @ 1; W. 12 @ 1; X. 12 @ 1; Y. 12 @ 1; Z. 12 @ 1.

For particulars address:—Land Department St. P., S. & C. St. P. R. R. Co., St. Paul, Minn.

J. S. SHUCK, H. D. BOOKSTAVEN, Attorneys at Law, Notary Public.

WESTERN HOME

Real Estate, Loan & Insurance Agency.

SHUCK & BOOKSTAVEN

Have established an agency for buying and selling real estate and offer unsurpassed facilities in selling land or providing purchasers, with the most desirable bargains, in both wild and improved lands, Homesteads, Pre-emption and Free Claims located in Nobles and adjoining counties. In connection with this branch of our business, we have secured the services of B. W. Woodworth, County Surveyor, one of the oldest settlers and most experienced men in the country as locating agent.

Special attention given to Land Office business, to contested and appeal cases arising under the Pre-emption and Homestead Laws.

Insurance effected in first-class companies. Loans negotiated. Conveyances promptly and neatly done. Office first door east of Post Office.

WORTHINGTON, MINNESOTA.

TEED & BAKER,

General Dealers in

Ready-Made and Custom

CLOTHING.

Have received their

Stock of WINTER GOODS

HEAVY OVERCOATS,

FLANNELS,

Wool Yarns, Home-Made Socks,

Ladies' and G