

Western Advance.

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

SATURDAY, MAY 9, 1874.

The St. Paul Press says it is informed by dealers that Minnesota No. 2 wheat now brings from three to three and a half cents more per bushel in Chicago than the same grade from any other State.

Lowell is out in the May number of the Atlantic with a poem on Agassiz. It is short, but we recognize the same masterly hand which wrote the ode on the death of Lincoln, which we think the finest poem of the kind in the language, surpassing even Tennyson's ode on the death of the Duke of Wellington. In sheer vigor of utterance, mental grip, and condensed imagery, Lowell certainly leads all the living poets.

We hope to see some decided and earnest expression from the Christian world against the heathen custom of cremation, or burning the dead, which is now being seriously proposed both in Europe and America. Thus far the matter has been treated with levity, except by those who are organizing cremation associations and endeavoring to change the beautiful Christian custom of burying the dead. Some one has said that the civilization of a people may be estimated by the manner in which they adorn their cemeteries. Christian nations cannot afford to give up their cemeteries and churchyards, nor destroy the beauty of "Gray's Elegy" and the most sacred poetry extant. Thoreau said he "could embrace the earth for joy," and would "rejoice to be buried in it," and we have no more of this pagan cremation nonsense.

THE TEMPERANCE CRUSADE.
The St. Paul Pioneer speaks lightly and frivolously of the women's temperance crusade, and says: "Either prayers have not been heard, or not answered. The excitement out, common sense is in, and we judge there must be some very foolish women in places where this eruption has prevailed, at the scanty results actually achieved." The scanty results achieved are summed up in the New York Christian Advocate as follows: "Thirty-seven cities and towns entirely freed from the liquor traffic; 7,601 saloons in Ohio, Indiana and Illinois closed, and 800 liquor sellers not only reformed but converted." No other temperance movement ever accomplished so much in so short a time.

THE MILWAUKEE & ST. PAUL.
The Milwaukee & St. Paul Railroad Company has, it seems, fixed its own rates and refuses to adopt the rates fixed by law. It will run trains under its own tariffs, and if prosecuted will defend the action and carry the case to the Supreme Court. Should the Supreme Court decide against it, traffic to which the new law applies will cease, and the trains will be taken off. The Milwaukee Sentinel interviewed the officers of the road, and says:

In answer to the question as to when the company intended to take off its trains, it was stated that it is not desired to do anything until compelled to. The company will not willingly take off a single train; but close calculation of the lowest possible working expenses, compatible with the safety and efficiency, and of the revenue under the new law, have been made, and it has been found that under the most liberal estimate (based upon a calculation of the company's business made prior to the New York meeting) the year's workings would leave the company short \$500,000 in the payment of interest on bonds alone. The company could not operate a single week at the new rates. Interest could not be provided for when due, and the stockholders would hold a worthless property. It would amount to confiscation.

NARROW-GAUGE RAILROADS.
Narrow-gauge railroads seem to be steadily growing in favor. Wherever they have been tried they have given good satisfaction and are paying roads. We have recently some facts concerning these roads. We learn also that there is now a narrow-gauge road in operation between Painesville and Youngville, in Ohio, forty-nine miles in length. The total cost of the 49 miles was \$490,420.21, making an average of \$7,763.09 per mile. Of this the building of three miles and a half involved extraordinary difficulties, and cost \$140,937.80; deducting this the average cost per mile was \$6,361.73. The earthwork is about four feet narrower than the embankments for ordinary roads. The engines weigh 17 tons, have six driving-wheels, and haul 12 eight-wheel cars up a grade averaging 53 feet to the mile. In one place the grade is 82 feet to the mile for two miles, and at another it is 60 feet to the mile for three miles. There seems to be an important saving over the usual gauges in the reduction of dead-weight carried. A train of 12 cars, loaded as usual, is equal to about 1,044 tons of freight, against 405 tons of dead weight. On ordinary roads the weight of the load and the car is usually about equal. The receipts of the Road last year were \$15,157.88, and the operating expenses \$9,925.56, making a net profit of \$5,232.32. It is very certain that an ordinary railroad would not pay expenses there.

Another road, built upon precisely the same plan as the above road, is in operation in Michigan called the Mineral Ridge Road. This road is built from the Lake into the copper and ore regions. It has heavy grades, some being as high as 700 feet to the mile. The report of the road for the last three months in 1873, shows net earnings to the amount of about \$7,000. The road is about twelve miles long. It is not expected that the narrow gauge can ever supersede the present gauge, but these roads will be of great value as feeders to the main lines, and as saving railroad-facilities to regions which would otherwise be without them.

FARMERS' DEPARTMENT.

DESTROYING GRASSHOPPER EGGS.

The Media Times contains an article which is important, if the statements made to the editor are true. The Times says that in the vicinity of Media a small red bug (or spider) about the size of a kernel of wheat is found in great numbers, and that these little bugs creep down into grasshopper nests and eat the eggs voraciously. These bugs have been found in different localities in that county, and the Times thinks the grasshoppers are doomed. As to its authority, the Times says:

The bugs have been seen by some in years past but nothing as thick as this year. They have made their appearance quite recently this spring, yet they are fast on the increase. The first we learned of them was from Mr. J. D. Johnston, Chairman of Supervisors in the town of Antrim, who with two of his neighbors, reliable men, made a thorough test which proved conclusively that these red bugs are making serious work among the eggs. Other equally reliable gentlemen living in the same neighborhood have made examinations, and without knowing what Mr. Johnston had done corroborate his statement fully.

CORN PLANTING.

The Western Rural, in an article on corn planting, says:

Three inches is the utmost depth at which corn should be planted. It is a good and quick germination, unless the soil is exceedingly dry; two inches being the proper depth to ensure the most speedy sprouting, the condition being ordinarily favorable. This depth, however, would be light planting when the harrow is to be thoroughly used before and after the corn has come up. In this case, three inches would be better unless the soil is exceedingly heavy.

Another circumstance, not generally known by farmers, is that good sound seed planted very early, if it do not become water-soaked, will remain in the ground until the weather becomes warm and then sprout promptly; and, coming up, is far less susceptible to cold, and will stand a frost that will entirely kill later plantings. Not that we are advising planting corn with view to having it a long time in the ground before germinating; nevertheless it is a fact that it will do this and grow when later planted corn will not.

STATE ITEMS.

A cheese factory is to be established at Marshall.

Austin is about to establish a public library. We have had one in Worthington for nearly a year.

Dalrymple, of Cottage Grove, is putting in two thousand acres of wheat this spring.

The Elward Harvester works at St. Paul are shipping two to three car loads of machines daily. Two machines were recently shipped to Copenhagen, Denmark.

The Mankato Review says that Gen. J. H. Baker, Commissioner of Pensions, is at home on a brief visit to recruit. The General is warmly congratulated by his friends and neighbors for his complete vindication of his official record from the charges preferred against him.

L. E. Fisher, the veteran editor is to continue his connection with the Pioneer. The new manager says that the Pioneer and Fisher part company a hundred or two years hence, it will be only when the caterer has his ascension robes on.

Henry Young, a merchant of Chaska, disappeared a few days ago, and has not been heard from. It is supposed he left through a railroad bridge into the Minnesota river while attempting to cross, and was drowned, or that he has left the country on account of financial troubles.

The Red Wing Republican says the first river shipment of wheat from that point this season was the largest shipment ever made by a single steamer and its cargo. It comprised six barges of wheat in bulk, loaded by steamers, Imperial, and consisted of 72,000 bushels.

The Winona Republican announces that a party of gentlemen of established business ability and capital in Winona have secured the right for the State of Minnesota to manufacture a stock company to manufacture the barrels on an extensive scale.

NEIGHBORHOOD NEWS.

Whooping cough prevails about Lake Crystal.

The Jackson Republic says quite a German immigration is coming in about Heron Lake.

R. D. Owens has severed his connection with the Spirit Lake Beacon, having disposed of his interest to A. B. Funk.

The Prairie Schooner says: "The lakes and ponds throughout this part of the country are literally swarming with ducks and geese."

The Rock County Herald says that all are through planting small grain in that county and that all have sufficiency of seed.

The Spirit Lake Beacon says it has not heard of any grasshoppers hatching out as yet in that locality.

Mr. Alanson Arnold, of Spirit Lake, fell a few days ago and a stick penetrated his eye wholly destroying the sight.

The Rock County Herald says that Charles Williams, of Beaver Creek township that county, had his stable, all his farm machinery and some hogs destroyed by fire.

The Shelby Gazette says that Mr. Bowles of that county finds grasshopper in plowing and wants to know whether they are the native or migratory species.

The Windom Reporter says L. Roberts, of Tarrytown, N. Y., is about to purchase 7,000 acres of railroad land near Windom. Good for Windom.

COLONY DEPARTMENT.

Answers to Colony Correspondents.

We have received a number of letters recently, asking what advantage there is in taking Colony Certificates. The best answer we can give to this is to say that a gentleman who has just removed his family and his goods to Worthington saved \$54 in fare and freight by having a Colony certificate. The Colony have arrangements with several leading railroads to bring colonists here at second-class rates for first-class passage. The saving on each ticket between Chicago and Worthington is \$8.45.

F. A. E., Granville, Licking County, Ohio, asks: Can I get 40 acres of land adjoining some village, with a house and shop in town, support a family of six persons and live like a Christian?

Mr. E. is a carriage and wagon maker, and we have no doubt that in a few years he could build up a good business here. Land can be had within easy reach of town at moderate rates, whether at Worthington, Bigelow or Hersey. As to living like a Christian, if he cannot do so here, there is no place in the country where he can. We have regular church services at three places on Sunday, have three good Sunday Schools in operation, and no liquor saloons, billiard rooms, or other devices to tempt men. A gentleman who spent last week in Worthington, and who has traveled a great deal both in Europe and America, said that he never saw a place where there was such general good order or where the people averaged better. Mr. E. has three daughters, one of whom is a music teacher, and two are school teachers, and wishes to know whether they can find employment here. To this we answer that we have quite a number of school and music teachers now in the Colony. There are from ten to twelve persons here who have taught music, and many more who are school teachers. There will be probably fifty school districts organized in the county by fall, and there will soon be a demand for teachers. We have a Seminary here, not as complete yet as the Seminary at Granville, where Mr. E. lives, but in time it will be, and we have, we think, a better community morally than even Granville.

W. H., of Elk Creek, Erie county, Pa., asks: What sort of weather did you have the past winter, and what sort have you now?

This is a question easy to answer. Taking the fall, winter and spring together, we never saw 8 months of as fine weather. The autumn here are almost uniformly beautiful, the fine Indian Summer weather continuing from six to eight weeks. The winter was mild and beautiful, with no severe storms, and almost continuous sunshine. While rain, mud and sickness prevailed in Ohio, Indiana and other States, we had no rain, no mud, enough snow for fair sleighing, and nearly everybody rejoicing and bubbling over with abounding good health. Our railroad was blocked but twice during the winter, and trains were delayed altogether not more than three days. On New Year's day the Union Sabbath School enjoyed a sleigh-ride on Okakana Lake, and the weather was so mild that children went without their wrappings. The Spring has been as beautiful as the winter. Farmers say they never knew a more favorable Spring for farm work. Wheat and flax are already sown, and potato and corn planting is beginning. We are ahead of portions of New York and Pennsylvania in Spring work. The snow storms which have been prevailing throughout the States South and East of us, have not affected us. For six or seven weeks we have had but one little flutter of snow that passed off in less than a day, and that was brought by a south-east wind. There is no doubt about this being as fine a climate as there is on the continent.

James G. Bennett and Marcellus Tozer returned a few days since from a prospecting tour in southwestern Minnesota. They were successful in all their efforts, and have discovered a large tract of land, where our old friend Hon. J. A. McDonald is located, and pronounce it to be almost a modern Eden, and the Garden spot of the West. Mr. McDonald is well located, happy and prosperous, and thinks he has found his future home. Success. We shall not be surprised if we lose Messrs. Bennett and Tozer also.—Polk County Wisconsin Press

Not only is this the garden spot of the West, but the Cream of the Prairies also, and "a modern Eden" without any poisonous serpents. We not only get the cream of the land here in southwestern Minnesota but we get the Minnesota climate at its best, occupying a middle ground between the ague districts and the more rigorous climate of the extreme north. And here in the National Colony, we have the cream of the people also, having a temperance community and a people remarkable for intelligence and enterprise.

THE IOWA RAILROAD LAW.

Gov. Baker, shortly time ago, addressed a letter of thanks to Gen. Bishop, General Manager of the Sioux City and St. Paul Railroad, for the part his company had borne in the free transportation of supplies to needy homesteaders. In the letter the Governor expressed his relief to the destitute homesteaders. Mr. Bishop says that they had not been begrudged, although the Companies had been the poorest homesteaders of all. The road had been built through an uninhabited country, and had been constantly operated at a heavy loss. He did not anticipate that the Iowa Legislature, with a knowledge of their business and prospects, by arbitrary enactment, would prescribe a new and foreign classification, confusing and disorganizing their business with connecting roads, and enact into law a detailed price-list for services, which was just as absurd, unjust and impracticable as it would be to enact the Chicago law to govern the retail stores of Iowa for two years without change.

C. C. LUCKEY. GROCERY AND CONFECTIONERY STORE.

Having purchased an entire new stock of Groceries and Confectioneries, we now invite the public to call and examine our goods and prices, and will guarantee the same to suit all.

Our stock of SUGARS, TEAS, COFFEES AND SPICES Is well selected and prices made to suit the times.

Canned Fruits.

COVE OYSTERS, PEACHES, CHERRIES, PLUMS, TOMATOES, &c.

DRIED FRUIT.

CHERRIES, PRUNES, BLACKBERRIES, APPLES, PEACHES, CURRANTS, &c., &c.

CONFECTIONERIES.

COMMON AND FANCY CANDIES, ORANGES, LEMONS, RAISINS, FIGS, DATES, ALMONDS, BRAZIL NUTS, ENGLISH WALNUTS, &c.

Our TOBACCOS, and CIGARS, will be of the best quality, and will keep a large supply. Our motto:

"By Industry We Thrive."

We find that there are so many unpleasant things connected with the Credit System, that we have, after due consideration, concluded to start out on the ready pay principle, or its equivalent.

STORE.

In Shuck's building, opposite the Park.

WORTHINGTON SEMINARY.

The 34th Session of Worthington Seminary will begin on Sunday, April 25, and continue until Wednesday, July 1, 1874. The Seminary is designed to prepare youth for the ministry, and to provide for the education of young men of a College Course, and no pains are spared by the Board of Instruction to render the Seminary a grand success in all its branches. Such an institution is of great importance to the State, and the Seminary, to those outside, by affording opportunity for acquiring a broad and liberal education at moderate expense. The Seminary is on a firm foundation, thus secure an instrument for the advancement of the Social and Educational interests of the community. All communications should be addressed to C. T. DUNNING, Sec. of Faculty, Worthington, April 12, 1874.

United States Mail.

MINNESOTA.

POST OFFICE DEPARTMENT.

PROPOSALS will be received at the Contract Office of this Department until 3 o'clock p. m. of Friday, May 10, 1874, for the transportation of mail, by day, by stage, by rail, or by any other mode, from St. Paul, Minn., to the following points: Alexandria, Minn., and the route of departure and arrivals herein specified, No. 2618 from Weaver, by Smithfield and Lyon, to Millville, 27 miles and back, once a week. Leave Weaver Friday at 7 a. m.; arrive at Millville by 6 p. m.; leave Millville Saturday at 7 a. m.; arrive at Weaver by 6 p. m.

No. 2619 from Forestville, by Carlomona, to Preston, 9 miles and back, three times a week. Leave Forestville Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Preston Tuesday, Thursday, and Saturday at 1 p. m.

No. 2620 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.

No. 2621 from Forestville to Wasioja, 6 miles and back, once a week. Leave Forestville Saturday at 6 a. m.; arrive at Wasioja by 12 p. m.; leave Wasioja Saturday at 12 p. m.; arrive at Forestville by 6 p. m.

No. 2622 from Dodge City to Merton and Ellwood, to Owatonna, 12 miles and back, once a week. Leave Dodge City Friday at 12 m.; arrive at Owatonna by 3 p. m.; leave Owatonna Friday at 3 p. m.; arrive at Dodge City by 6 p. m.

No. 2623 from Moscow to R. M. Station, 3 miles and back, once a week. Leave Moscow daily, except Sunday, at 8 a. m.; arrive at R. M. Station by 9 a. m.; leave R. M. Station daily, except Sunday, at 10 a. m.; arrive at Moscow by 11 a. m.

No. 2624 from Jordan, by Helena, Saint Benedict, Frazer, Redfield, Saint Hubertus, and Ravenstein, to Jordan, equal to 20 miles and back, once a week. Leave Jordan Saturday at 6 a. m.; arrive at Helena by 7 p. m.; leave Helena Sunday at 7 a. m.; arrive at Jordan by 7 p. m.

No. 2625 from Shakopee, by Saint Mary's, Lydia, Cedar Lake, Plum Creek, New Market, Shakopee, equal to 25 miles and back, twice a week. Leave Shakopee Tuesday and Thursday at 7 a. m.; arrive at Saint Mary's by 7 p. m.; leave Saint Mary's Tuesday and Thursday at 7 p. m.; arrive at Shakopee by 7 p. m.

No. 2626 from Holden to Kenyon, 6 miles and back, once a week. Leave Holden Wednesday and Saturday at 7 a. m.; arrive at Kenyon by 7 p. m.; leave Kenyon Wednesday and Saturday at 7 p. m.; arrive at Holden by 7 p. m.

No. 2627 from Rush City, by Burnettsville, (W.), and Anderson, to Grantburg, 20 1/2 miles and back, once a week. Leave Rush City Tuesday at 6 a. m.; arrive at Grantburg by 12 p. m.; leave Grantburg Tuesday at 12 p. m.; arrive at Rush City by 6 p. m.

Proposals invited for twice-a-week service.

26226 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 11 p. m.; arrive at Excelsior by 3 p. m.

26227 From Wayzata, by Lino, to Leighton, 15 miles and back, once a week. Leave Wayzata Saturday at 1 p. m.; arrive at Leighton by 5 p. m.; leave Leighton Saturday at 5 a. m.; arrive at Wayzata by 12 m.

26228 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.

26229 From Bloomington, by Richfield and Minneapolis, 15 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 12 m.; arrive at Bloomington by 5 p. m.

26230 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 12 m.; arrive at Lake Town by 1 p. m.

26231 From Glenwood, by Sunter, Lake Addie, Collins, Swanee, and Birch, to Beaver Falls, 60 miles and back, once a week. Leave Glenwood Monday 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.

26232 From Saint Cloud, by Brockway, North Prairie, two rivers, Pike Rapids, and Green Prairie, to Fort Ripley, 52 miles and back, once a week. Leave Saint Cloud Monday at 7 a. m.; arrive at Fort Ripley by 5 p. m.; leave Fort Ripley Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Saint Cloud by 5 p. m.

26233 From Littlefield, by Manahaw and Koron, to Paynesville, 26 miles and back, three times a week. Leave Littlefield 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 Littlefield by 5 p. m.

26234 From Atwater, by Harrison and Green Lake, to New London, 18 miles and back, twice 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 12 m.; arrive at Atwater by 7 p. m.

26235 From Leif Valley, by Milona, to Alexandria, 20 miles and back, once a week. Leave Leif Valley Saturday at 6 a. m.; arrive at Alexandria by 12 m.; leave Alexandria Saturday at 12 m.; arrive at Leif Valley by 7 p. m.

26236 From Clitherall, Battle Lake, Blooming Grove and Aurora, to Beaver Falls, 28 miles and back, once a week. Leave Clitherall Monday at 7 a. m.; arrive at Beaver Falls by 7 a. m.; leave Beaver Falls Tuesday at 7 a. m.; arrive at Clitherall by 7 p. m.

26237 From Richmond, to Victor City, 11 miles and back, once a week. Leave Richmond Saturday at 8 a. m.; arrive at Victor City by 12 m.; leave Victor City Saturday at 12 m.; arrive at Richmond by 5 p. m.

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