

FIRST IN FOUR DAYS

NORTHERN PACIFIC RUNS A TRAIN FROM JAMESTOWN TO FARGO.

GRAND FORKS MAN'S STORY

SHOWS SOMETHING OF THE HARD- SHIPS SUFFERED BY THE WESTERNERS.

DRUMMERS HANDLE SHOVELS

In the Hope That They Might Be Able to Get to a Hotel.

F. J. Evans, of Grand Forks, arrived in the city last evening after having tried for three or four days to get out of that city. Each day he was prevented by the blockading of the trains. "Matters are getting somewhat better," said Mr. Evans to a reporter for the Globe last evening, "and judging from the appearances of things along the line today, the train schedules will be maintained from now on unless there is another storm. I came in via the Great Northern. There were three trains coming in at practically the same time, all No. 4's. That is three trains from Seattle were hunched and got to about the same time. Two of the trains were consolidated and arrived in St. Paul about 7:30 o'clock, and we followed this train on the third, about an hour and a half or two hours behind. The combined trains represented the coast business for three whole days. The trains were stuck between Grand Forks and Minot, Sunday and Monday's trains were brought into Grand Forks Tuesday morning, and the regular Tuesday train was enabled to come right through with a delay of only a few hours. The passengers on the delayed trains were mostly bound to Chicago, and they made quick time at the hotels and went South on the evening trains.

From Mr. Evans it was learned that the Northern Pacific also had had a hard time in North Dakota. The Northern Pacific sent its first train since last Friday from Jamestown to Fargo yesterday. The train was four days late, which shows the terrific obstacles which were overcome.

The Fargo Southern, which is controlled by the Milwaukee system, has been tied up since Friday. It will probably be opened today or Thursday, which will make about six or seven days delay.

"You have no idea as to the size and the strength of the drifts," said Mr. Evans. "I was on a train the other day where it required the combined strength of four locomotives to pull the coaches. Did you ever go through the experience of bucking a snow drift? Well you are just as well off if you have not. The four engines were frequently uncoupled from the train and then rushed pell-mell down at the drift at a speed of thirty miles an hour. The impetus was tremendous and yet the engines came to an abrupt standstill. It was dangerous work. The cabs of the engines were always provided with heavy wooden shutters to protect them from the ice and snow. I often saw the snow plow and the head engine run up on the snow, so compactly had it frozen.

"And by the way, I cannot understand why the Great Northern did not keep T. E. Adams as superintendent of the Dakota division. Adams was one of the best men on the coast. He was very faithful. During the storm two or three weeks ago, he stuck to the rotary snow plow for an even sixty-two hours, and did all that man could do to lift the blockade. I hope to see him reinstated soon, as do all the people up there."

"Speaking about hardships, last Saturday a train load of traveling men saw something of real life. They were going to Langdon to St. Paul via Barnesville on Northern Pacific No. 8, when the train became stuck in snow drifts. Time after time the engine tried to break through, but the drifts refused to give way. The traveling men then offered to assist in shoveling, and for seventeen hours they worked at it. There was no dining car on the train and it was a hungry and tired lot of men who pulled into the station when the train was finally released.

The snow is deeper than it has been in twenty-five years. It is so high along the railroads that the rotary plows are unable to throw it over the tops of the drifts. This is the reason the roads have not been opened. The greatest trouble is on the Northern Pacific at Valley City, where the drifts are thirty feet in many places."

BEGIN TO ROLL IN

Two Delayed Transcontinental Trains Arrived Yesterday.

The real situation of the transcontinental train service during the past six days has been too unsatisfactory to the railroads to warrant the officials saying much about it. Things are better today than they have been for a week past. This is the statement made daily. The roads were undoubtedly opened yesterday to some point west of St. Paul, but they were closed many days. It has been nothing unusual for trains to arrive in the city from twenty-four to fifty hours late, but the only manner the public learned of the delays has been through the belated passengers.

The blockade was declared to have been raised yesterday. More delayed trains arrived yesterday than on any day since the beginning of the storm.

Two transcontinental trains arrived in St. Paul yesterday noon, both of which should have arrived hours before. One train was Northern Pacific No. 2, from Portland. It should have arrived in St. Paul Sunday, but it did not pull into the union depot until 12:30 yesterday afternoon—two days late. Another train pulled in twenty minutes later. It was due Monday, but it was a day behind hand.

The main line of the Great Northern was declared open by General Passenger Agent F. J. Whitney yesterday afternoon. The official said there was still trouble on the branch lines. From other sources it was stated that the lines running to Dakota points will not be opened for several days. The snow is too deep.

The Milwaukee and the Omaha are still having some trouble with their branch lines, and communication will not be fully re-established for perhaps a week. An engineer who came through the snow-bound district yesterday said that in all his experience he had never seen the snow so deep. In

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Mannheimer Bros. 25% Discount on All Art Wares From Now Till Feb. 1. Lace and Embroidery Sale. Hosiery and Underwear. Take Luncheon With Us.

LOCAL NOTICES. To California. The Minneapolis & St. Louis railroad is the only line operating Phillips Tourist Cars. Ashville, N. C., Florida and Southern Resorts. Ashville and the mountain regions of the Western North Carolina have long been noted for their attractiveness as health and pleasure resorts.

CAUGHT A TARTAR. 1-Colonel Blud-I hain't natchelly bloodthirsty, but I reckon it hain't wrong to hope that this eagle will make the most of the lazy niggers that steal mah turkeys!

DIED. GARDNER-At Marquette, Mich., Jan. 25, 1897. Clarence O. Gardner, aged twenty-seven years. Funeral from residence of his father, Ira Gardner, 1020 Fauquier street, at 10 o'clock, Monday, Jan. 26.

MARRIAGES, BIRTHS, DEATHS. MARRIAGE LICENSES. Edward F. Rasey.....Rosa McGuire. Mrs. Mary D. Ball, 255 Louis st.....4 yrs. Clearance O. Gardner.....27 yrs. Christina Anderson, 756 York st.....67 yrs. Baby Louie, 88 Bedford st.....4 wks. Baby Jackson, Hyacinth and Wash.....1 mo. Baby Matzoff, Grove at.....5 mos.

AMUSEMENTS. METROPOLITAN. L. N. SCOTT, MANAGER. MATINEE TODAY SEATS 50c. MR. CLAY CLEMENT. THE NEW DOMINION. Management of Ira J. LaMonte. 3 Nights and Saturday Matinee, Commencing Jan. 28, the distinguished artist, MR. FREDERICK WEAR. Thursday and Friday Nights, KING LEAR. Saturday Night.....RICHARD III. Prices-50c to \$1.00. Matinee, 50 cents.

GRAND! POPULAR WITH THE BEST OF THE SEASON. A Play of Thrills. THE FATAL CARD. Matinee Today at 2:30. Next Tuesday Night-Emily Bancker.

PEOPLE'S CHURCH... Next Saturday Night, Jan. 30. JAMES WHITCOMB RILEY. The Inimitable Hoosier Poet. MISS LILLIAN BELL. AND JOHN FOX, Jr. In readings from their own writings. Seats at Howard, Farwell & Co.'s. Good seats at 75c and \$1.00. HEAR R