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R. A. Smith

MCLEOD COUNTY MINNESOTA.

LOCATION; BRIEF DESCRIPTION.

McLeod County lies in the central portion of southern Minnesota. The northern boundary line of the county is exactly midway between the equator and the north pole. It is bounded by Carver county on the east, Wright and Meeker counties on the north, Renville county on the west, and Sibley county on the south and southwest.

The area of the county is nearly five hundred and seven and a half miles. Were it not that two townships have been chopped out of its southeast corner, the county would be twenty-four miles square.

Of the two principal streams in the county, the Crow River is the most important. This river flows through the northern half of the county from west to east. Buffalo Creek, the other main stream, flows from west to east through the southern part of the county.

The two outstanding communities, the cities of Glencoe and Hutchinson, are located on the banks of these streams. These were the first settlements in the county and it was only natural that their locations were chosen near these bodies of flowing water.

There is an abundance of attractive lakes and lakelets in the county. Cedar Lake, though lying partly in Meeker county, ^{*extends into*} ~~has about~~ *the Leed county about three miles.* ^{*body of water*} ~~three miles here.~~ Otter Lake, a narrow but long lake, stretches over a good part of two townships. All the lakes are as fine and attractive as those of any other part in the state.

PRE-SETTLEMENT TIMES.

INDIAN OCCUPANCY.

It is not certain which tribe of Indians first inhabited the territory which now comprises McLeod county. It is highly probable that no permanent residences, homes or villages, were ever established by the Indians in this area.

Originally half of what is now McLeod county was covered with timber. This was a part of vast tract of wooded area known as the "Big Woods, the "Chahn Tanka" of the Sioux. These Big Woods extended about one hundred and twenty-five miles northwest from Waseca county. The width of this wooded area varied at certain points from twenty-five to fifty miles.

In this county, the western boundary of the Big Woods tract ran from Cedar Lake southeasterly, by Hutchinson, along the Crow River, to its northeastward bend. Here it crossed the Crow, extending three miles south. Farther south, after crossing Buffalo Creek, it tended southwesterly so that the wooded area included that part of Glencoe on the southeast side of the creek.

These woods abounded in all kinds of wild game. There were bears, wolves, panthers and lynx. The streams were alive with beavers, otter, fishers, minks, and muskrats. Otter Lake was so named because of the large number of otter it harbored. Deers, after grazing on the prairies during the grass seasons, came to the Big Woods to make their lairs in the thickets and underbrush.

The Indians were much too wise to set up their homes or villages in this area. By so doing they would scare and drive out these animals

and would destroy what to them was a great, natural storehouse that contained a never-ending supply of food. *clothing and skins for their teepees.* It is commonly known that buffalo constituted a great part of the meat supply of the Indians. But these animals were found in the prairies, and were hard to get close enough to by the Indians before the white men came and gave them arms and horses.

The bow and arrow was not a very efficient weapon with which to hunt buffalo on the open prairie. But in the Big Woods, it would be an easy matter for a hunting party to bring back sufficient meat and fish to satisfy the appetites of the inhabitants of the village.

— That is why they set up their villages at a distance. The closest Sioux village to the present site of Glencoe or Hutchinson, was at least thirty miles away, at Chaska and Traverse des Sioux.

Before the Sioux came down from the north, Iowas and ^Cheyennes inhabited this territory. There was an Iowan village at the site of Chaska, in Carver county, about 1770.

When the Chippewas, armed by the French of Lake Superior, with modern weapons, swooped down and drove the Sioux from the Mille Lacs region, these in turn *replaced* ~~drove~~ the Cheyennes and Iowas *in* ~~from~~ southern Minnesota. Thus, the Sioux Indians laid claim to being the sole owners of this territory.

But the Chippewas were relentless in their drive against the Sioux. For a long time a dispute raged between these two tribes, each claiming ownership of Minnesota territory. This dispute was not confined to words. Many a bloody battle took place between these tribes.

It was indeed a great honor for a Sioux warrior to carry the scalp of a Chippewa and vice versa.

By provisions of the treaties of 1825 ~~and 1837~~, a definite boundary was established between Sioux and Chippewa territory, securing what is now McLeod county to the Sioux. This, however, did not end the battles between them. On countless occasions, each tribe trespassed on the others territory with resulting skirmishes and casualties.

At the time that the treaty of Traverse des Sioux was signed, there were four principal bands of Sioux Indians in Minnesota. These were called the lower and upper bands. The lower bands consisted of the Meda-wa-kan-tons and the Wa-pa-kootas. The upper bands were composed of the ^Sis-se-tons and the Wa-pa-tons.

The region which now comprises McLeod county was claimed by the upper bands, chiefly by the Wa-pa-tons. The Wa-pa-tons chiefs who signed the treaty were, Running Walker, The Orphan, Lane Devil, Sleepy Eye, Extends His Head Dress, Walking Spirit, Red Iron and Rattling Moccasin.

In 1843, according to the Doty Treaty, the Sioux sold nearly all their lands in Minnesota, the Dakotas and ~~Iowa~~ Northeastern Iowa to the government. These lands were to become a great Indian reservation. The plan was to put all the Indians north of the Ohio River and the Mason and Dixon line, as well as all west of the Mississippi River above the Ohio, into this territory. This treaty was not ratified. Had it been ratified, McLeod county might still be Indian territory.

In 1862, the Sioux Indians rose against the government, descended upon helpless settlers, their wives and children, and engaged in wholesale murder and pillage. In retaliation for this action, the United States Congress confiscated all the lands and annuities of the Sioux Indians in 1863.

FIRST WHITE MEN IN MCLEOD COUNTY.

Perhaps the first white men who came to the territory which is now the State of Minnesota were the French explorers, Radisson and Groselliers. These brave young men made several trips from Montreal into what they called "the upper country" about the middle of the seventeenth century. There is much dispute as to whether they reached Minnesota. At any rate they were the first white men who carried back information about the Sioux Indians.

Soon afterward the explorations of Duluth, Hennepin and others, gave the people of Europe a knowledge of this region.

None of these explorers, however, actually came to the region which is now McLeod County, though they were very near it.

It remained for the fur traders to be the first white men to set foot here. These were naturally attracted here because of the abundance of animals in the Big Woods.

Many trading posts were established in the Big Woods section. There is no record, however, of any that might have existed in that portion of the Big Woods which now comprises this county. It is certain, though, that white hunters and trappers visited this country

during the latter part of the eighteenth century.

It were these hunters and trappers, who upon their return from their trips into this territory, brought back the news of a beautiful and fertile region. Later, in 1851, when the gates were opened to let through a stream of people looking for lands west of the Mississippi, upon which to settle, they found that all the favourable and enticing descriptions of these hunters and trappers were really true.

"The brave of every nation are joining heart and hand,
And flocking to America, the real promised land;
And Uncle Sam stands ready, with a child upon each arm,
To give them all a welcome to a lot upon his farm.

"Then come along, come along, make no delay,
Come from every nation, come from every way;
Our lands they are broad enough, don't feel alarm,
Uncle Sam is rich enough to give us all a farm."

While the Hutchinson brothers were singing this song throughout the country, Uncle Sam's invitation was being accepted in every corner of the "old world". Scandinavians, Germans, Poles, Slavs, Czechs; poor people, people oppressed and persecuted for a multitude of reasons in their homelands; were pouring into the "promised land".

It was with mixed feelings and emotions that these people left their old homes in quest of new ones. Human beings acquire a deep love for their homelands; the country where they were born, where they spent their childhood and where their ancestors before them were born, lived and died. It is not very easy for them to suddenly leave all that and strike out for a strange land, populated with strange people, and a strange language.

What were the reasons then, that impelled them to migrate in such large numbers, nevertheless? While it is true that many were influenced by love of adventure, yet there were deeper and more basic causes.

Among these the primary one was the economic reason. It was not the rich or well-to-do people who came to America. These were well satisfied to stay at home. It was the poor, the people who, in spite of hard labor, were unable to eke out more than a miserable existence for themselves and their families. These people, hearing of the golden opportunities in this new world, hesitated but very little to pack their few belongings, and make for that distant land.

A Norwegian emigrant song of those times, expresses very simply, yet deeply, the feeling of these people:

"Farewell, Norway, and God bless thee

Stern and severe thou wert always, but as

A mother I honor thee, though thou

Skimped my bread."

Hand in hand with the economic factor was another main reason which impelled widespread immigration to this country. That was the feeling of social and political discontent; the longing for equality. A well known song of Norwegian emigrants, written by a leader of a Skien labor union, contains the following lines:

"Every man with a bit of spirit ought

To leave Norway; America is a golden

Land, let there be no doubt about that.

The Atlantic Ocean may be wide, but

If you can possibly do it, break away.

"There is nothing here save for the "better folk."

"We poor folk must toil like slaves for
Our daily bread, while the "big bugs"
Live in ease and luxury on what we produce.
From the toiling hands of labor
They snatch the well-turned roast, for
They have a monopoly of the good things
Of the earth."

And another song:

"Over there fortune favors both high and low,
And all are equal before the law.

"You hear in this country a lot of fine talk
about liberty and equality, and that the
People hold the purse strings; but the
Bureaucrats are paid too well, while the
Common people must struggle along."

Such were the feelings of the people of a country which
had the most democratic society and government in Europe. It
is not hard to imagine, then, how the desire for freedom influe
nced immigration from other European countries where democracy
fared even worse.

When these people came flocking to this country and landed
on our eastern shore, Uncle Sam was ready to back up his promises.
There was plenty of land; fertile farm lands, mighty forests, to-
wering mountains, beautiful lakes and rivers; stretching thousands
~~XXXXXXXXXXXXXXXXXXXX~~
of miles westward, to the Pacific Ocean.

At the beginning of the nineteenth century, ^{much of} what is now Minnesota, was not yet a part of the United States. In 1803, the United States government bought a large tract of land west of the Mississippi, from the French. This is known as the Louisiana Purchase. With this transaction, the territory now known as the State of Minnesota, became a part of the United States. It took another fifty years, however, before settlement of this region began.

Up until 1851, southern and central Minnesota was forbidden territory to white settlers. It was the property of the Sioux Indians. Hunters and trappers were the only whites to venture across the river. But during this year, a treaty was completed whereby this territory was purchased from the Indians.

The descriptions of this area, brought back by those who made trips westward, were so enticing that many anxious pioneers could not wait until the treaty was completed and began making claims on the west side of the river, even prior to 1851.

During this year, a party of hunters, including Martin McLeod, made a trip westward, passing through what is now McLeod County. On their return, the St. Anthony Express and the St. Paul papers carried attractive and enticing descriptions by this party, of the country which they had traversed.

This territory became known as a beautiful country. The vast expanse of prairie and timber, combined with the beautiful lakes and ~~streams~~

streams, set among fertile soil, made it an ideal location for settlers. The nearness to St. Paul and St. Anthony (now Minneapolis) was another favourable point for this region.

When in 1854, this region was officially opened to settlement, people began pouring in here in large numbers. The ax, the saw and the plow, wielded by sturdy arms, began to remodel the face of the land. Trails were turned into roads. Giant trees, for centuries untouched by human hands, were felled and turned into lumber. This lumber was quickly used ~~xxx~~ in the erection of dwellings, hotels and stores. Towns and villages were springing up. Fields of golden grain and vegetables made their appearance. The foundations were being laid for present day cities, villages and farms.

EARLY SETTLEMENT--GROWTH AND DEVELOPMENT.

Among the first white settlers to reach McLeod County, was M Martin McLeod. This man later became an outstanding figure in the history of Minnesota.

Martin McLeod was born in Canada in 1813. He came to Minnesota in 1837. On his way from the Red River Colony, his party, composed of himself and two young officers named Hays and Pierce, were caught in a terrific blizzard about eighty miles northwest of Brown's trading cabin on Lake Traverse. During this blizzard the two officers froze to death. But McLeod was a sturdy man, possessed of remarkable courage and determination. Though he suffered much during the storm, he weathered it and escaped with his life.

McLeod was also intelligent, quick-witted and sagacious; he was well educated, well informed and even accomplished. In his little trading house far up in the wilds of Lac Qui Parle, his hours of recreation were spent in reading the best literature of the day and he was continually sending for more books.

He was a member of the first three Councils of the Territorial Legislature and president of the fourth. Together with one of his colleagues, he introduced a bill into the legislature for the establishment of common schools, which laid the foundation for our present public school system in the state.

Such was the character of the man who was instrumental in the foundation of this county, which was named after him.

Among his greatest services to the State of Minnesota was his activity of inducing immigration from Canada and in assisting in the

work which brought about the treaties of Traverse des Sioux and Mendota. He wrote numerous letters to Canadian newspapers describing the county. The result was that when the territory was organized, fully one-third of its Canadian-born citizens were here because of his efforts. He was married to a Sioux woman and spent many years as a trader among the Sioux Indians of the Upper Minnesota. Due to his position among the Indians he was able to contribute a great deal to the persuasion of the Wahpeton Sioux to agree to the Traverse des Sioux treaty.

FIRST SETTLEMENTS.

GLENCOE.

In June, 1855, Martin McLeod led a party of men in search of a suitable location in the Big Woods for the establishment of a town. The men who were with McLeod were John E. Stevens, Samuel Mayall, Franklin Steele, A. J. Bell and Isaac B. Edwards.

On June 5th, they arrived at the present site of Glencoe and decided to select this location for their venture. At the time of their arrival here, there were no traces of white men within a radius of thirty miles. This party of men then returned to Minneapolis.

Twenty days later, on June 25th, another party came here and began to work. Messers Bell and Chapman surveyed the townsite and then built their cabins. While in the process of building their cabins, they took shelter in their covered wagons. During this time, they were exposed to the merciless attack of great swarms of mosquitos.

It was with a great sigh of relief that these men spent their first

night within the walls of the cabins. The thick log walls shut out the winged pests and the men rested in peace.

Soon other settlers began to drift in, making their claims and beginning to clear the land and laying the foundations for their future homes. Farming was not begun until the early fall of 1855. Even then little of the land was fit for crop as yet. There were only about twenty acres of potatoes planted in the whole county. Consequently, all the necessities of life during the first year and most of the second, had to be brought in from already established centers. The provisions were mostly brought from Carver.

The growth and development of the community was rather slow at first. This was due to lack of lumber and other building material. While there was plenty of timber all around them, the pioneers had no means of turning that timber into lumber. This led to the building of a sawmill. Andy Bell and William S. Chapman erected a mill which was put into operation in August, 1856. At the time of its completion, this was farther towards the west than any other mill in Minnesota territory. The machinery for the mill was hauled from Minneapolis and Carver, over very bad roads.

With the mill operating at full speed, the community began to grow rapidly. Merchants and tradesmen began to appear and the place began to assume the countenance of a busy center. The first merchant in Glencoe was Francis W. Hanscomb.

The settlement was soon supplied with a blacksmith in the person of an Irishman by the name of Lawrence Gillick. He came in 1856. A minister made his appearance to care for the souls of the first set-

tlers. His name was Rev. Henry Elliot, of the Methodist^Episcopal church..

About September 1, 1856, a building was completed which was to house the first newspaper in the county, the Glencoe Register. A general store building was completed on August fifteenth of that year. J. Folsom's "Pioneer House" was the first principal hotel in the village.

The first post-office was established in 1855, with A. J. Bell as postmaster. The Exchange Bank was the first bank at Glencoe. It was established in the winter of 1858-59. D. Graham was its president and N. Graham its cashier.

At a mass meeting held February 16, 1860, it was decided to build a "suitable" school house and to levy a public tax to defray the expenses. The teachers for the winter were Mr. and Mrs. S. H. Folsom, and school was held in the original little building erected in 1856.

The Glencoe Register appeared in August, 1857. The paper handsomely advertized the advantages and future prospects of the community. The advertizement began;

"Glencoe is the county seat of McLeod County, Minnesota. ^It is 45 miles from St. Paul and sixty miles directly west from Hastings and Minninger, on the Mississippi. It is the key to the great Northwestern prairies and center of the very best agricultural district in Minnesota."

After two more highly descriptive and laudatory paragraphs, the

ad wound up with:

"Glencoe is settled by an honest class of inhabitants, many of whom have left the rugged hills of New England and in the far west sought this delightful place as their future home. All labor, and consequently all prosper."

HUTCHINSON.

The second settlement in the county was Hutchinson. The name Hutchinson was famous throughout the country at that time as it applied to the three Hutchinson brothers, Asa B., John and Judson. These three brothers were famous for their singing and the many concerts they gave throughout the nation.

The county was fortunate to attract these three brothers. In addition to their vocal prowess, they were also a decided asset to the county because of their indomitable spirit and free-thinking. It was largely due to their influence that the community they founded became known as an outstanding anti-slavery center prior to and during the civil war.

Were it not for a chain of accidental circumstances, the Hutchinson brothers would not be connected in any way with the history of this county or the state of Minnesota. William W. Pendegrast, one of the leading spirits of early times in McLeod county, was influential in getting these three brothers to come and locate here. It happened in the following manner:

The Hutchinson brothers, on their way west to Kansas with the intention of establishing a home for themselves along the frontier,

were giving a concert in Milwaukee. William W. Pendegrast, who was on his way east from Minnesota, stopped at Milwaukee and hearing of the concert, went to the theatre to attend it. Pendegrast was an old friend of the Hutchinsons and after the concert he invited them to meet him the next day for a friendly chat. They accepted the invitation and arrangements were made for getting together the following day.

The friends met as they agreed, and during their conversation, the Hutchinsons informed their friend of their intentions of going to Kansas. Pendegrast then told them of a wonderful place in Minnesota, "the most favored country on earth", and urged them to change their plans and go there. He argued that in Minnesota they could make a home for themselves and found a city they would always be proud of. His enthusiasm was so great and his picture so vivid, that the brothers were convinced and changed their plans accordingly.

On November 19, 1855, together with a group of other men, the Hutchinson brothers landed at the site of the present city of Hutchinson. Prof. William Pendegrast has the following to say in his description of this event:

"The charming woods, the winding sweep of the crystal river, the range of circling bluffs beyond, the smooth, lawn-like slope from forest to stream, the autumnal robings of shrubs and trees, and creeping vines, the bewildering beauty of the whole view, all combined to awaken their enthusiasm, stir their blood and set every nerve to ringling eith delight."

The next day, November twentieth, a meeting was held in the tent and a townsite company was set up. Col. John H. Stevens was chosen president and B. E. Messer, secretary. A. J. Bell, Lewis Harrington, Asa B. Hutchinson, B. E. Messer and J. H. Stevens were chosen as a committee to draft a constitution and by-laws. The following day, the articles of agreement were adopted. These were:

1. There shall be two townsites, each containint 320 acres; viz: Harmony, to be located on the south half of section 31, township 117 and range 29; and Hutchinson, on the north half of section 6, township 116, range 29.
2. The two sites shall be divited into one hundred shares.
3. The ^LHurchinsons shall each have ten shares. Each of the eleven men with them shall have five shares. The remaining fifteen shares shall be disposed of by the Hutchinsons as they think best.
4. The river shall be continued to be called by its Indian name, Hassan (Hard Maple).
5. Lewis Harrington, R. H. Pendegrast, and Henry Chambers were appointed to do the business of the company and dispose of lots and actual settlers.
6. Special meetings shall be held at any time on the written request of three shareholders.
7. Any shareholder neglecting to pay authorized assessments shall forfeit his stock.

8. It was voted to employ L. Harrington to survey the two townsites, his compensation being \$380.
9. Five acres were set aside for "Humanity Church".
10. Fifteen acres were set aside for a park (afterwards increased to twenty acres).
11. Eight lots were reserved for educational purposes.
12. It was solemnly declared that in the future of Hutchinson, women shall enjoy equal rights with men.
13. No lot shall ever be occupied by any building used as a saloon, bowling alley, or billiard room, on penalty of forfeiture of the lot.

The first log cabin was built on December, 1855. It was fourteen by sixteen feet in area. During the winter, John H. Chubb and Andrew Chubb came and built cabins. Isaac Hook came about the same time. Lake Hook was named for this early pioneer.

Soon, the first women arrived in Hutchinson. These were Mrs. B. E. Messer and Miss Eva Bartley. The first blacksmith shop was built in July by Mr. Putnam. J. R. Parshall erected a small store in which he kept a few goods. This was the first store in the settlement.

At this time Hutchinson was growing rapidly. Homes and business places were being built. Thousands of great logs from the forest near at hand, were cut. Since there was no sawmill, it was necessary to hew the logs by hand and fashion them with hand tools

for the service desired. Due to this all early buildings were made of whole logs. The frame structures were built ~~from~~ with lumber secured at other settlements. A great amount of labor was required for the transportation of the lumber, due to bad roads and primitive methods of transportation.

By the summer of 1856 it was generally recognized that the need for a sawmill in the community was imperative. But there was no money with which to build one. A solution to this problem presented itself in the form of an offer of the Hutchinson brothers to go on a concert tour, and the money thus earned would be used for buying the necessary machinery and erecting a mill.

They toured the states of Wisconsin, Illinois and Michigan and soon news filtered through that enough money had been raised and that the Hutchinson brothers proposed to buy the machinery in Chicago.

But with the buying of the machinery, the difficulties were far from finished. Transportation of this heavy equipment all the way from Chicago was yet a giant problem to be solved. Railroad transportation was yet in its infancy and one could never tell when a shipment of goods would reach its destination. Finally, however the machinery reached St. Paul. From there it was towed on a barge to Carver and ~~thence~~ it was placed in wagons and, drawn by oxen, the wagons finally rolled into Hutchinson. It took the wagon train three days to make the round trip. There was great rejoicing when the train was sighted. Six weeks after the equipment reached Hutchinson, the mill was completed and ready to begin operations.

During the time that the machinery was being procured, a great pile of logs had been cut and when the operations began in the fall, the mill worked at full speed throughout the winter.

Stimulated by the supply of lumber from the local mill, building in the settlement progressed rapidly and a slight boom was in effect. Much of the lumber from this mill found its way into other nearby settlements.

Food at this time was plain but plentiful. Meat was considered a luxury. Occasionally a bear hunt would take place and some huge bear would have the honor of adorning the tables at meal-time. On July second, a bear hunt was organized during which Lewis Harrington ~~killed~~ made a kill. The animal being old, the community had to be content with dry and tough bear meat for a while.

On the day following the above mentioned bear hunt, nine Sioux Indians arrived at the settlement. Lewis Harrington happened to be looking through his telescope and saw a group of Chippewa warriors roaming around not far from town. He lent his glasses to the band of Sioux and bade them look. It didn't take the Sioux long to catch sight of the little group of their traditional enemy, the Chippewas. They immediately prepared for the occasion, and cautiously advanced ~~to~~ after their enemies. They ambushed them and brought back two Chippewa scalps. Only one of their own number was injured in the battle.

The town barely started, with shelter meager and limited, the founders of Hutchinson faced the coldest winter Minnesota had known

Parson

at that time, the winter of 1856-57. The snow was three feet deep and travel was out of the question. These were trying times for the pioneers and their families but in spite of all difficulties they continued their work through the winter and the permanency of the settlement was assured.

BROWNTON.

Following the settlement of Glencoe and Hutchinson, another settlement began on the eastern shore of Lake Addie. This spot is now known as Brownton. In 1856, a number of people arrived here and made their claims. Log cabins were erected and the founding of a community began. The earliest settlers were Robert E. Grimshaw, William J. White, David Craig, John Pollock, George G. White and D. B. Bartlett. At first this place was known as Grimshaw's Settlement, being so designated on the maps of the time.

The first annual town meeting of the town of Penn was held at the house of R. E. Grimshaw, on May 11, 1858. There were sixteen votes cast at that time in this settlement.

The first bridge built in Penn Precinct was at the outlet of Round Grove Lake. At this spot there was an impassable swamp. In the fall of 1858 a detachment of U. S. soldiers tried to cross the swamp and had considerable difficulty in doing so. This led the the government hiring Samuel B. Brown to bridge the swamp.

An event long remembered in this community was the terrific storm which occurred in January, 1873. It started about 4 p.m. on January 7, with a gentle breeze from the northeast. The wind

changed to the northwest and brought a fierce gale. The gale kept increasing in severity very rapidly. The cold increased amidst a fog which made it impossible to see an object ten feet away. The storm continued for over two nights and two days. In this interval a man froze to death in Transit and another on New Auburn Lake.

Brownston was established as a village with the coming of the railroad. Its site was fixed October 15, 1877. The first family to locate here was John Hanson's. They came from Henderson May 10, 1878. On June 11, James Mathewson hauled the first load of lumber into the townsite, built a cabin and moved in with his wife and family on the 17th. The ensuing growth of this village was much faster than that of the first settlements in the county.

SILVER LAKE.

Silver Lake was laid out in 1881 by John J. Jerabek, John Mimms and J. S. Tolushek. A petition to incorporate the village was presented to the County Commissioners in November, 1899, and an election was ordered to decide for or against organization. The vote was in the affirmative. The population of the village was largely Bohemian and Polish.

The Bohemians were the first settlers here. On April 1, 1858 a number of Czechs left Racine, Wisconsin for McLeod County. These were Vaclav Kaspar, Josef Maly, Antonin Naratil and their families. Ox teams were used to pull the wagons which were loaded with the children and the most necessary household goods. The roads were so poor that the caravan preferred to use the prairie

beside the roads.

After experiencing many hardships and avoiding many dangers, they reached their destination. The journey took them three months to make. They stopped in McLeod County, about five miles east of Hutchinson and ten miles north of Glencoe, on July 6, 1858. Having chosen a thickly wooded section in which to settle, their first task was to clear the land for gardens in which to raise their immediate necessary food.

The first few years were spent in bitter poverty. Several times the elder Kaspar walked the fifty-five miles to Minneapolis to seek employment while the rest of his family toiled early and late, clearing the land, planting and harvesting.

Although Glencoe and Hutchinson were already on the way to becoming thriving communities, they were still unimportant as trading centers and trips had to be made through forty miles of almost pathless forest, to Carver where the nearest flour mills were located. The grain was taken there, usually by ox teams, to be ground. Often they were forced to unload their goods and carry them over swampy places. Because of the threatening danger of hostile Indians, they had to be heavily armed and usually travelled in groups for protection.

In 1859, several more Czech families joined those who were already settled here. Later, more settlers followed, taking homesteads close by the first comers. These groups laid the town of Rich Valley.

During the Sioux uprising of 1862, the Czech families in this

locality erected a stockade in which they sought protection from the Indians. All the men and boys were armed and the "fort" was carefully guarded. The Indians kept circling around the stockade but were too cautious to approach within gun shot and hesitated to attack. The settlers were also cautious, and thus escaped without losses. Most of the crops that year were left unharvested. Only the fields nearest the stockade were harvested and these only by men who were always armed and ready for any emergency.

After the Indian dangers subsided, the settlers devoted their time to cultivation of the land. Soon many others of their countrymen arrived from eastern Wisconsin, and their numbers grew. Many of these who came between 1870 and 1880, came directly from Bohemia and Moravia. These were attracted here by the others who were already settled here and who wrote to their friends and relatives in their homelands.

Those who arrived late were unable to obtain claims so they purchased farms from original yankee settlers, many of whom were ready to venture farther west with the ever expanding frontier.

In 1874 a few houses had been built beside Silver Lake from which the village later took its name. It was at first known as Fremont. In 1900 its population was listed as 321. In 1910 it was 382 ~~and~~, in 1920 it was 475 and in 1930 the census credited the village with 477 inhabitants.

Among the Czechs who settled in this county there were a greater number of protestants than in usual Bohemian settlements.

As early as 1871 these began meeting at various houses to conduct religious worship. As they were unable to obtain the services of a minister, volunteers from their own number read the sermons and lead in the singing and prayers. Their first minister was a German by the name of Fridrich Emtz who spoke through an interpreter. They were not satisfied, however, with this arrangement and wanted a pastor who could speak to them in their own language. Their desires were satisfied with the arrival of Reverend Frantisek Kun, an outstanding missionary pastor from Western Iowa.

The churches which were later built played an important part in the early life of Silver Lake. At one time they furnished practically the only means of social contact for the farmers and their families. It gave them the opportunity to visit with one another after services and other church meetings.

Up to 1893 rural schools were the only educational facilities available. District 38 served the town children. In 1893 a four room school-house was built within the village limits. Lawrence Moriarty was principal and teacher of the upper grades during the first year. Mathilda V. Bailiff, who was principal from 1911 to 1914, introduced a high school department in 1912. Until then, those who wished to continue their education above the elementary grades, were compelled to do so in neighboring towns. For many years a large number of Silver Lake youths attended the Hutchinson High-School.

The first generation of Czechs who settled here preserved their language, habits and customs. Many of them never did learn the use of the English language, yet had no difficulty in carrying

on business and social relations.

Persistent campaigns by teachers for the use of the English language, however, had their effects and the old-country language retained its grip only on the older people. Many of the old customs of dress and festivities were retained for a long time, but have been gradually abandoned. The community now is not any different than an other village in Minnesota.

OTHER SETTLEMENTS.

Lester Prairie, in Bergen township, is the youngest village in the county. The townsite was purchased from Fred Seefeldt by a townsite company and when the "depot" was opened, the town began to flourish. The village was incorporated in 1868. W. C. Schubert was its first president. The first newspaper in the village was established on May 25, 1895. The name of the paper was the Journal. A second paper, the Lester Prairie News, was established in 1901.

Stewart was founded in 1878. It was incorporated in 1888. The village newspaper, the Tribune, was established in 1896. It was established by E. H. McLeod under the name of the Reveille. ~~It has changed hands several times before reaching its present~~

The village of Winsted was platted by Eli F. Lewis. It was incorporated in 1887.

The village of Biscay is the home of the first cooperative creamery in the state. It was at first organized as a creamery and cheese factory. Later, the manufacture of cheese was abandoned.

Plato, Sumter, Koniska and St. George are the names of the rest of the villages in the county.

GHOST VILLAGE OF ACOMA.

The Minneapolis Journal of November 4, 1926, carries the following article on the end of an early settlement in the county:

"Once a thriving business center, the little town of Acoma today has practically ceased to exist.

"The auctioning of the Acoma creamery today wrote the last chapter of the town's business activities.

"The first incident leading to the passing of Acoma took place several years ago, when the Minnesota and Western Railroad pushed its way westward from Hutchinson and established the townsite of Cedar Mills.

"It was at once evident that the advantage of a railroad town would soon draw much of its business from Acoma. The general store soon was moved to Cedar Mills and on October 15th last, stockholders of the creamery company decided to close the plant and sell the properties.

"The Acoma butter and cheese factory, as it was first known, was the second cooperative creamery in the state. It was established in 1890.

"Standards of buttermaking sustained in this creamery were unusually high. The first buttermaker was brought here from New York.

"With the passing of the creamery, which probably will be moved or torn down, but one house and the school will remain of the original buildings."

FINANCIAL PANIC.

In the midst of a boom period around 1858, when settlements grew and new communities were springing up, news of a great financial crash burst upon the county. The Ohio Life and Trust Company of Cincinnati and New York had failed. Nearly all of the banks of St. Paul and Minneapolis followed suit.

The people of this county were very poor and suffered greatly during this period. What money they had, which was little enough, was in bills of the "free banks" of the country. These were promisory notes of the banks throughout the west and northwest. The value of these bills sank so low that it proved disaster to many families. Many settlers had borrowed money at two and three percent interest a month and had given mortgages on their farms as security. During these hard times of 1857-59 many of them could not meet their debts when they became due.

The result was wholesale foreclosures. Sometimes whole pages in the Glencoe Register contained lists of mortgage foreclosures. The lists of delinquent taxes also swelled and, as usual, the money sharks of the large cities, in this case Minneapolis and St. Paul, profited greatly at the misery of the poor people.

Karson

M. A. G.

10/18/37

AGRICULTURE.

Chas. Hanson

The preliminary work of farming in this county was somewhat different ~~than~~ ^{from} that of the prairie regions. After the land was cleared, however, the difference disappeared. The soil was practically the same.

At first, a few garden vegetables were planted with a view of supplying the immediate needs of the family. About twenty acres of potatoes were planted during the first year. The yield was large and very good. Martin McLeod took first prize on potatoes at the Territorial Fair. These "spuds" were raised on the farm belonging to John H. Stevens, near Glencoe.

In the spring of 1857, potatoes were selling at \$2.50 a bushel. Very few people could afford the luxury of eating potatoes. The entire yield was used almost wholly for seed.

The crop yield in 1857 was heavy, but a lot of damage had been done by grasshoppers. During this year, potatoes were so large they had to be cut in halves and quarters so they could be boiled.. Beets weighing twelve and fourteen pounds were raised. John H. Stevens raised turnips so large that only four of them could be fitted into a bushel basket. Cabbages, onions and other crops were planted and brought satisfactory results. Chinese sugar cane, later called sorghum, was raised by several settlers.

Are they as big now? If not, why not?

The fall wheat crop of 1856 showed a bountiful harvest. Wild honey was very abundant in the Big Woods country. In one instance, a single tree yielded seventy-five pounds of strained honey. Many fields of corn were ready for husking and cribbing

the first week in September.

In 1858, the planted acreage was increased with the hopes of bigger yields. A few fields of winter wheat withstood the cold ~~well~~ well and the yield was good. It ran from twenty to twenty-eight bushels per acre. Reapers and sowing machines were not yet known here and all grains were cut with cradles and all grass mown with scythes. Much of the grain was threshed out with flails and winnowed and cleaned in the wind. Sometimes it was tramped out by horses on a circular floor of hard earth. The progress was slow, but ~~the~~ ^{these} these were the best methods that could be employed for many years.

Because of bad weather that year, ~~and~~ the destructive work of grasshoppers the year before, crops were short and prices very high. A real scarcity of food was averted only because of the abundance of game and fish.

Deer, moose and other game roamed the country. Around the lakes, ducks, geese, brents, swants and other fowl built their nests. Large fresh-water fish, such as buffalo, sheephead, bass, perch and lake-trout were present in the lakes in large numbers. In 1857 a fish dam was built across the Crow River at Hutchinson and large numbers of fish were caught. Some of the buffalo ^{fish} weighed over one hundred pounds.

In 1859 the farmers were at a loss as to what to do about seed-wheat. A large area of land had been plowed and harrowed and the home grown seed was not sufficient to cover that area. Finally seed was obtained from Stearns County and Hennepin County at \$1.50 and \$2.00 a bushel.

While the winter wheat on the prairie regions of the state were destroyed that year, that of the Big Woods country withstood the cold and a good, heavy crop was reaped.

Not much of the produce raised in the county at this time was for sale. Most of it was used by the farmers themselves. The one thing which was sold and brought in the most money was ginseng.

About this time, blackbirds did a lot of damage. They descended upon the fields as soon as the seed was planted and continued their destructive work of eating up the seed, until the corn was gathered. The state legislature offered a bounty of fifty cents per one hundred heads of these pesky birds.

For several years, prairie fires were a serious menace. Cabins, sheds, hay and grain stacks were destroyed by these fires. What a terrible calamity such a fire would prove to be to the settlers can only be imagined if we know the hardships and the enormous amount of labor that was required for a settler to establish himself.

At first, the timbers had to be cleared. The trees were large and so close together that the branches and leaves would shut out the sunshine. Saws were almost unknown yet and axes were used to do this work with. Then, as there was no ready market for the timber, the logs had to be got rid of the best way possible under the circumstances. The logs were pulled together in great heaps and set on fire. Because the logs were green and would not burn easily, many times the fires had to be relit.

Due to the shading of the trees, shallow pools would not have a chance to dry out, and myriads of mosquitos would hatch out in these pools to plague the people. With no protection against them, the men, women and children were helpless against the attack of these pests.

Horses were rare and oxen were unwieldy and hard to handle on the fields. Most of the labor had to be done by hand and the work was slow and hard.

The log houses were usually covered with bark roof. Sometimes straw, tree limbs and twigs were used for this purpose. When it rained, everything in the house would get wet and all that could be done was to wait patiently until the rain stopped and then try to dry the soaked articles.

While land was cheap, tools and implements were high priced and most times beyond the reach of the poor settlers. When the crops were poor, it was naturally a deplorable situation. When the crops were plentiful, their prices went down and hardly enough was realized from them to pay for transportation to the markets.

At this time a wave of discontent was spreading among the farmers of the state. In spite of abundant harvests, the farmer somehow couldn't derive enough income to meet his obligations and satisfy his own economic needs. Many farmers claimed that if they would only receive their fair share of the price which their wheat was eventually sold for, they would be satisfied. But while wheat sold at 85 cents a bu-

shel in New York, they only received 50 cents a bushel. The estimated cost of production at the time was from 42 to 48 cents a bushel. Thus the farmer only made a mere 2 to 8 cents on a bushel of wheat. On the other hand, the 35 cents difference between what the farmer got and the price it sold for on the market, went largely to railroad companies, warehouses, commission agents, etc.

In this connection, Governor Hubbard in his annual message to the legislature in 1885 pointed out that, "From many points in the state, one half the value of a bushel of wheat is taken for its transportation to Chicago, while from remote stations the freight and accompanying charges upon certain kinds of grain, amount almost to confiscation."

Apparently the railroads were the biggest offenders from the viewpoint of the farmers. They were able to grab the largest share because of their monopoly of the means of transportation. While at first, many railway companies invaded this field, it soon developed that only a very few controlled all the roads. While in 1874 there were 20 separate railway companies operating in the state, three years later, that number was reduced to about one third of that. Most of the roads built had a monopoly from the start, but if it so happened that a parallel and competing line appeared, enough of its stock would be quickly bought by the old companies to give them control of the new line.

It was due to these conditions that the Populist movement

found such fertile soil among the farmers of McLeod County and those of the state as a whole.

In 1873, great raids of grasshoppers began. In 1874, nearly everything growing was destroyed by this plague.

Later, with the decline in wheat growing, attention was turned toward diversified farming and dairying. Shorthorns and native cattle were bred. But the large herds were few and progress in dairying was slow at first.

The churning of butter was a hard task for many years. Because of the primitive methods, the work was hard and the profits small. But, then the creameries and cheese factories came. With these came a new era, the dairy industry grew rapidly and the farmers' plight ~~rapidly improved.~~ improved correspondingly.

In 1914, the patrons of the creameries and dairies of the county received about \$824,000.00. McLeod County rated sixth in the state in this respect.

Of the seventeen creameries in the county in 1917, ten were cooperatives. Apparently the farmers realized that they could profit more if they pulled together, and the history of the cooperative movement in the whole state proves that their realization was correct.

TRANSPORTATION.

In the early days, transportation was a vital problem. It is easily recognized that even now, a community can-not

exist without commercial intercourse with other communities. This truth would apply a hundredfold in the days when the settlements were being established. It was necessary to bring in ~~xxxxxxxx~~ food supplies, clothing, etc., from older communities. Machinery had to be brought in for building purposes, and for the outfitting of sawmills, etc.

When the first white settlers came to the county, they found a number of Indian trails and paths. In the Big Woods section of the county, these paths were narrow, winding between giant trees. Certainly, many of these trails were not wide enough for a team and wagon to pass through. But the ax and the saw soon overcame this problem and the trails were widened into roads over which wagons could travel.

But even then, the travel over these roads was extremely difficult. Rains would make the roads muddy, slushy and rough. Progress over these roads, especially in bad weather, became a snail's pace. It was indeed a serious undertaking to make a round trip to Carver or Minneapolis with an ox team, over these roads.

Although the Crow River cuts through the county and connects with the Mississippi, not many attempts were made to effect transportation via this river. One attempt to start steamboat transportation on the Crow had a very promising beginning and a sad end.

In 1859, a steamboat was constructed on the river. The venture was undertaken at the initiative of a Hutchinson man by the name of Johnson. He conceived of the idea of building a steamboat which would

ply the Crow River and the Mississippi between Hutchinson and Minneapolis, carrying passengers and freight. He came forward with his proposition that the people of Hutchinson supply the material and labor to build the boat with. He was to be the Captain and owner. This was agreed upon and the construction of the boat began.

Meantime, Johnson convinced a man by the name of Chapman to go into partnership with him in this venture. Chapman sold his mill and invested his money with Johnson and became a partner in the steamboat "corporation".

When the boat was completed an excursion trip four miles down the river and back was enjoyed by all the people of the village. There were sixty-five on board. Then, preparations for the first trip to Minneapolis began.

Johnson approached a few young men and invited them to come along on this first journey and serve as the crew. According to his promises, the work would be light, the food good, and the whole thing will be more of a pleasure trip than anything else in which officers and crew alike will have a good time. With such happy promises, Johnson had an easy time to recruit enough young men from the village to come along on the journey. Among the crew was L. G. Pendegrast, who later was to become a judge.

During the trip, the promised board turned out to be mush and water and the work was much harder than was implied in Johnson's promises. The boys didn't mind the hard work so

much as the lack of nourishing and sufficient food. On one occasion, one of the boys saw Johnson chewing on something between meals and a suspicion was born that the officers were holding out on some better chow.

An opportunity soon presented itself to verify this suspicion. When the boat reached Lester Prairie, the whole population of that village came down to the river shore. This happened to be Saturday and the Lester Prairie people invited the officers and crew to lay up here over the week-end and to share with them their sabbath meals. The officers promptly accepted the invitation and just as promptly forbade the crew from doing the same. They said they didn't want to leave the boat unguarded.

Availing themselves of the opportunity of being alone on the boat, the crew made a thorough search and soon came across a store of hidden provisions containing biscuits, butter, cakes and pies.

A feast ensued in which the boys ate their fill. But there still was a good supply left. So, they filled their knapsacks and there was still some left that they had no place to put. The boys then left it up to Pendegrast to do with the rest of the food as he pleased. He picked up the remaining package and saying, "Here goes", he swung it overboard and into the river.

When Johnson and Chapman returned to the boat, the boys informed them that they had made up their minds to go back to Hutchinson and that he could look for another crew.

Another crew was procured at Lester Prairie and the boat

continued on its way to Minneapolis. Reaching the city, Johnson managed to sell the boat and run away with the money, leaving his partner, high and dry, holding the sack.

Dec 16 -

M.S.U.

Thirteen years after this unhappy adventure McLeod County was to experience a veritable revolution in transportation. The famous "iron horse" came panting into the county, much to the delight and happiness of the inhabitants.

The Hastings and Dakota Railroad Company began building a line from Hastings to Glencoe. A month before the line was to be opened, this road was sold to the Chicago, Milwaukee and St. Paul Railway Company. The line was opened on August 14, 1872. Thus, on this date, McLeod County moved closer to the cities of the east. No more would the people have to depend on oxen and horses to transport their agricultural products, carry their mail, etc.

At first it was planned to extend this line westward immediately. But circumstances were such that a considerable delay was unavoidable. In 1873 grasshoppers ruined the crops and the people westward were too poor to support a line.

Five years later, however, the glittering rails stretched 82.4 miles west of Glencoe and penetrated Montevideo. Brownton greeted the iron horse on June 18, 1878 and Stewart ten days later.

Meanwhile the people at Hutchinson were laboring to bring the railroad to their community. The movement to bring the railroad to Hutchinson was begun in 1876. On February first of that year, twenty-two voters of the city petitioned the Board of supervisors to call a special town meeting to determine for or against the issuance of railroad bonds. The railroad companies

seeking these bonds and offering their services were: The St. Paul and Pacific Railroad Company, The Minneapolis and Northwestern Railroad Company, The St. Cloud, Mankato and Austin Railroad Company and the Minneapolis, Lyndale and Minnetonka Railway Company. Though all these early railroad companies were putting in their bids at the time, none of them fulfilled their contracts with the city of Hutchinson. It was the Milwaukee, St. Paul and Pacific Company which was the first to run a train into Hutchinson.

The trials and tribulations that went with the work of bringing the road to Hutchinson are typical of the entire development of communities in early days. It took ten and one half years between the time when the first petition was signed in 1876 and the time when the first train actually arrived.

The first bonds were voted to aid the St. Paul and Pacific Company. The election was held on February 24, 1876. Three hundred and twenty ballots were cast. Of these, two hundred and seventy-nine were in favor of the bond issue and forty-one were opposed.

The St. Paul and Pacific, however, failed to build the projected line and on July 19, 1877, the Board of Supervisors called for a special town meeting to vote on the transfer of the bonds to the Minneapolis, Northwestern Railway Company.

The majority of this vote favored the transfer of the bonds and it was also decided that Lewis Harrington, as Chairman of the Board of Supervisors, was to deliver the bonds to Lucius F. Hubbard, then governor of Minnesota, who was in turn

to deliver them to the rialroad company when it fulfilled its contracted obligation, "to build a railroad line from Minneapolis to the village of Hutchinson and have cars running thereon to the village of Hutchinson by the first day of January, A. D. 1881."

On March 30, 1880, the ^Board of Supervisors requested Harrington to go to St. Paul and get back the bonds from the governor, as the railroad company had them released back to the village. They had failed to carry out their contract. On June 28th of that year, the bonds were cancelled.

Then came the St. Cloud, Mankato and Austin Railroad ^Company with an offer of running its line through Hutchinson. The proposition was made to the village October 24, 1882. This company promised to have cars running through Hutchinson on or before December 15, 1884, if \$20,000 worth of bonds were donated to them for this purpose.

On October 25th, a petition was presented for an election to consider this proposal. The election was held November 7, and the vote was three hundred and thirty-six for and twenty-four against. ^Four months later, \$20,000 worth of bonds were placed in the hands of H. P. Upham, then president of St. Paul's First National Bank.

This railroad company also failed to live up to its promises and again the village was disappointed. These bonds were burned.

This was not the last disappointment, however, Another

company came forward with an offer. This time it was the Minneapolis, Lyndale and Minnetonka Railway company. Their proposition in which provisions were made for rail connections to the Iowa border, was submitted April 12, 1886. An election to issue bonds was held on the 26th of the same month. The vote was three hundred and eighty-four in favor of the bond issue and seventy-four against it. Apparently this enterprise went the way of the first three, as nothing tangible came of it.

Finally, however, the Milwaukee, St. Paul and Pacific made a and carried through a contract to run a line into Hutchinson.

The occasion of the arrival of the first train into the village, is described as follows in the Hutchinson Leader of September 17, 1888:

"A happy time was had Friday afternoon on the entrance of the branch line of the Milwaukee from Glencoe. Nearly half the people from Hutchinson, including about one hundred ladies ~~with flowers and evergreens~~ and the band, went down to the track. The engine was handsomely decorated by the ladies with flowers and evergreens, and hearty cheers greeted the whistle. To Agnes Bonniwell, daughter of Senator W. T. Bonniwell, was awarded the honor of driving the first spike within the village limits. Senator Bonniwell drove the second and then followed D. A. Adams, Dr. Benjamin, H. V. Bonniwell, O. D. Hutchinson and Frank Pellet. There were speeches, band music and many cheer to mark the auspicious occasion.

Thus the "iron horse" displaced the old methods of pas-

senger and freight transportation in the vicinity of Hutchinson.

EDUCATION.

One of the first concerns of the early settlers in McLeod County was the education of their children. In spite of the thousand and one worries and cares of the early settlers; the enormous problems and superhuman labor facing them; provisions for the teaching of the "three Rs" to their children was begun almost as soon as the first settlers landed in the county.

The first school in the county was conducted in a log cabin in Glencoe, in 1856. Early schools were held in granaries, log cabins, sod houses, etc. The furniture in the school houses were not the uniform desks and seats as we know them today, but a variety of "what have you." Some had long benches running the full length of the room on three sides. Some had a few rough boards which were used as tables. In some early schools the children brought their own chairs with them each morning, and took them back at night. The pioneers were mostly poor people, and they did their best under the circumstances. As the people improved their economic conditions, and the settlements grew, the school-houses were improved.

In Hutchinson, the first school was conducted in an ell of a log tavern during the winter of 1857-58. There were seventeen pupils with W. W. Pendegrast as the teacher. His salary was twenty-eight dollars a month. He took his pay in

county orders which sold for twenty-five cents on the dollar. *2x plain this letter*

In the act of congress authorizing a territorial government in Minnesota, which was approved March 3, 1849, it was provided that when the lands are surveyed, sections sixteen and thirty-six in each township are to be reserved for the purpose of schools.

The first Legislative Assembly in Minnesota, acting on a bill introduced by Martin McLeod, enacted a law for the support of common schools.

But the development of the educational system in Minnesota was slow at first. In 1854, five years after the enactment of the school bill, there were only six school districts in the territory and not more than a similar number of log school houses. In later years, more rapid progress was noted in respect to the school system. The schools at Glencoe and Hutchinson became flourishing institutions and the number of school districts increased rapidly.

In 1865, the report to the State Superintendent of Public Instruction from McLeod County, stated that there were eighteen school districts. There were then five hundred and sixty-nine persons between the ages of five and twenty-one in the county, of which two hundred and sixteen attended school. There were then ten teachers.

A law was passed by the state in 1864 calling for appointment of county school superintendents by the County Commissioners. Acting under this law, the commissioners of Mc-

Leod County appointed Liberty Hall, of Glencoe, as the first County Superintendent of Schools.

In the years that followed, many of the hardships of the pioneer days were overcome. Progressive industry and comforts took their place, but the educational system did not keep up with the times. L. P. Harrington, County Superintendent of Schools, in his report in 1890, noted that there were still 1,370 children of school age enrolled in the common schools who did not attend forty days during the year. Believing this was largely due to the fact that children were doing some kind of labor, he suggested that a more strict compulsory school law might bring out many of these children and give them a chance to receive an elementary education.

In 1858, the first school house was built in Hutchinson. In August of the following year, this structure was blown down during a storm. There was no school during the winter of 1859-60. In the summer of 1860, Mr. Pendegrast, with the aid of a number of other citizens, used the lumber which was salvaged from the wrecked building, and built the Academy which bore his name.

On Thanksgiving Day of that year, the school was opened with a great celebration. Money was raised for a bell. This was the bell which was rung by the Indians when they set fire to the building on September 4, 1862, during their attack on the Hutchinson stockade. The bell is preserved and displayed on conspicuous occasions.

Until 1866, school was conducted in a log building in the public square. In 1866 a frame school building was erected and Mr. Pendegrast taught there until 1882. At this time he was appointed to take charge of the State School of Agriculture and had to leave Hutchinson.

Hearing that a teacher was wanted in Hutchinson, Minnesota, Mr. H. L. Merrill hurried here from Maine. He came to Glencoe by train and from there to Hutchinson on horseback. He got the job and served in the capacity of superintendent for thirty-three years until his resignation in 1915.

CHURCHES.

In the early years, settlers of different origins wanted to worship God in the same manner as they had done in their homelands. But for a long time it was impossible to build churches to accomodate these various groups. The groups were small and whatever building was done at first, it was to satisfy economic needs.

Lack of churches, however, did not deter the pioneers from conducting religious worship. Religious meetings were held in private homes. Missionary preachers arrived to conduct services and gradually congregations were formed.

Among the first religious organizations in the vicinity of Hutchinson was the German Lutheran Society of Acoma township. It was formed in 1865 with fifteen charter members. Their first pastor was Reverend Henry ^{Braun} ~~Richter~~. Other early pastors were Reverend Johannes Hunzicker, Reverend Richter, Rev. Carl Ruprecht and Rev. Christian Albrecht.

The first edifice was replaced in 1870 with a more modern structure, thirty-five by fifty feet, equipped with a bell tower and two bells.

Another early church was built by the Evangelical Association of Acoma. The society was formed in 1859 but a church was not built until 1870. This church was erected five miles northwest of Hutchinson.

The Evangelical Dreienigkeits (Trinity) Lutheran Church in Lynn township was organized in 1884 with the erection of a church five miles southeast of Hutchinson.

St. Morten's Danish Lutheran Church of Lynn was erected in 1886, four and a half miles southwest of Hutchinson on the Stewart Road.

The Zion Evangelical Lutheran Church was organized in 1895. The society was formed September 29, 1895, with thirteen members.

CULTURAL ACTIVITIES.

Of the recorded efforts at cultural life and organization in early days, the Bohemian Reading and Educational Society at Silver Lake is outstanding. This society was organized in 1876. Josef Kadlec, Pavel Chernausek, Josef Janesky, Vaclav Zavoral, Vaclav Pessek, Josef Zila, Jan Kasper, Antonin Zeleny, Josef Friauf, Frante Kasper were charter members of this society. Meetings were held at the homes of John J. Danek and John Drahos. Dues were set at ten cents a month and the meetings were held on the first Sunday of each month.

In the by-laws of the society was a resolution that \$20.00 worth of books are to be bought every year for the library; to teach school in the Bohemian language; organize a Czech choir and a dramatic club.

Seventy cents were netted at the first dance given by the society. It was held at the home of John H. Danek on April 17, 1876.

A hall was erected in 1883, midway between Silver Lake and Hutchinson. It soon became ~~apparent~~ a familiar landmark in this area. Many dances and affairs were held in this hall.

h. A. G.
Oct 23

Ransom
and story
SIoux UPRISING.

Early history and the life of the frontiersmen are replete with thrilling and highly adventurous incidents. Every day would bring new adventures, new dangers and heroic deeds. Many of the stories of the early times in Minnesota and McLeod County reflect the sterling character and daring nature of the men and women who braved tremendous hardships and dangers.

Probably the most colorful story of early times in McLeod County revolves around the Sioux Uprising of 1862 and the defense that was organized, particularly around Hutchinson, by the white settlers.

With the suddenness of a stock-market crash, the savage fury of thousands of Indians descended on the helpless people of the frontier. No white man, woman or child was safe once they fell into the hands of the savages. Buildings were burned, crops destroyed and countless lives lost during the uprising.

When the news of the first murders reached Hutchinson, the settlers made ready for the defense of their lives. Throughout the county, many people were hurriedly fleeing to larger cities. In Hutchinson, a large crowd gathered, most of them with the intention ^{of} leaving, just as quickly as possible. Seeing this, W. W. Pendegrast hurriedly drew up an agreement for the formation of a company to defend Hutchinson and vicinity, which read as follows:

"We, the undersigned citizens of Hutchinson and vicinity,

in view of the threatening danger from the Sioux Indians, who are now on the war-path, devastating the country to the west of us, massacreing the inhabitants, agree to form ourselves into a military company to be known as the Hutchinson Guards, for the purpose of protecting our families and homes, and to that end agree to elect a company of officers; to obey them as implicitly as though they were dully appointed and were mustered into service. We further agree to continue this organization for three months or till all danger from an Indian attack is passed."

This agreement was circulated among the men, but few were willing to sign it. Some were for leaving, others wanted to stay but to fight the Indians in their own way. Becoming disgusted, Pendegrast threw the paper away and left.

At this point an extraordinary thing occurred. Three women picked up the paper, and proceeding energetically, circulated it among the men. Promising to become members of the company themselves in spite of the fact that they were of the weaker sex, they succeeded to enlist the majority of the men for this dangerous venture of braving the savage ferocity of the Indians.

Preparations for defense were swift and decisive. A company was organized with the following officers: Lewis Harrington, captain; Olliver Pierce, First Lieutenant; Andrew Hopper, second Lieutenant; W. W. Pendegrast, orderly-sergeant; Prentiss Chubb, B. G. Lee and Silas Green, sergeants; John Hartwig, J. E. Chesley, W. H. Harrington, Charles Retsloff, Charles Stahl,

Charles McAlmond, B. Welton and C. H. Mohr, corporals.

An order was issued that no one could leave town without a pass. Work was started on a fort. This was built in the public square. In twelve days the stockade was completed. It was one hundred feet square with bastions at each corner and port holes every four feet. Guns and ammunition arrived on the 27th.

Hutchinson was one of the very few frontier towns to take such action. The large majority of communities and farm-houses were deserted, the population having fled to larger cities and forts for safety.

On September third, a company of about sixty men under the command of Captain Strout, was ambushed and attacked by a force of three hundred Indians, at Acton. Having been forewarned of this attack, the soldiers withstood it with small losses and retreated towards Hutchinson. The story of the warning of Captain Strout and his men, contains a deed of great bravery.

On the same day that Captain Strout's company left Hutchinson for Acton, another company, under the command of Captain Whitcomb, was attacked by one hundred Sioux Indians and were forced to take refuge at Forest City.

With the aid of field glasses, Captain Whitcomb saw the Indians hurrying toward Acton and he figured that Captain Strout's company was to be attacked that night. Realizing that unless Captain Strout was warned, his company would be caught by surprise

and probably destroyed, Captain Whitcomb called his men together and explained the situation to them. He then called for volunteers to act as scouts to go and warn Captain Strout.

This was no ordinary mission. With the whole countryside swarming with savages, it was almost certain death to attempt to break through. In spite of this, three men promptly stepped forward and volunteered for the mission. These were Jesse V. Branham, about twenty five years of age and a family man, H. Holmes and Albert Sperry, both in their early twenties and single. Captain Strout then asked them if they realized the danger attending their projected trip, to which they replied that they did. The party was then placed in charge of Branham and the dangerous venture began.

Jesse V. Branham later described their trip as follows: "Just as the sun was setting on September 2, 1862, my companions and I, who were serving as scouts, left Forest City and galloped south and westward. We went south to avoid the timber for the first eight miles. Gradually it darkened. The sky was clear but there was no moon. We passed Round Lake to the right, Minnebelle on the left and Evans to the right. Then, the timber outlined against the sky, and the outlet of the lake told us we were near Green Road which would take us northwest and directly into Acton. It was cloudy now, but we dismounted to examine the road tracks and saw where Strout and his men had passed.

"I whispered to Holmes, 'Can you see your hand before your

face?' Holmes whispered back, 'Not a bit of it.' While on the prairie our horses' hoofs had made no sound, but now there was no grass, and the beat of feet was painful to hear, for we knew we were followed by a merciless foe who never sleeps while on the war-path. On we went, trusting to the instinct of our horses to keep the road. We passed landmark after landmark, faintly discernible against the horizon.

"At last we reached Old Kelly's Bluff and had covered twenty miles. Now there was no sign of Strout. We wondered, each man to himself, for no word was spoken, if we would be able to find the camp, and if not, where could we go for cover when day broke. As we passed the Howard Baker house, where the August massacre had occurred, the baying of dogs was heard and we knew the Indians were camped there. We kept on and reached the Robert Jones hamlet and then white tents were visible in the darkness.

"'Strout's here', we exclaimed as one man. In a whisper I told the men to halt. We were close enough to hit the tents with a stone, but we had not been halted. We hailed the guard and received the answer and then went forward. Unmindful of their danger, the camp was sleeping. We delivered our message to Captain Strout and then a council was held. It was decided to await daybreak and then fight our way back to Forest City. A guard was placed and the men slept once more. At dawn we fell in and began to march. The Indians soon made their appearance coming from all directions. The all-days fight began. We would march for a ways and then fire a volley at the

the Indians, and march again. Men began to fall everywhere."

It must have been a grand sight to see this small group of men, marching and fighting every inch of the way. Out-numbered greatly by wild and savage Indians who made charge after charge, yelling, as only Indians could yell, their terrible war-whoop, this little group fought calmly and bravely its way back to Hutchinson.

Finally Hutchinson was reached. The casualties were three men killed and fifteen wounded. The brave Branham was among the wounded, having been shot through the lung.

It was learned later that the Indians had planned to surprise Strout's camp at three o'clock in the morning. Little Crow himself, assisted by three of his sub-chiefs, was to lead the attack. But when the three scouts rode into camp, they were seen by a group of Indians and their plans were changed. It can easily be imagined what the consequences would have been had those three brave scouts not warned the company in time.

At the Hutchinson stockade, the wounded were cared for and a general warning was sent out to all who could be reached in the vicinity that the Indians were on the way.

The next morning the Indians appeared in large numbers. They occupied the town, surrounded the fort and set fire to the buildings. Dancing, chanting and yelling, these savages presented a strange sight amidst the burning buildings. To

add to the general uproar and tumult, some of the savages rang the school bell, as the building burned.

Continuous firing was kept up between the besieging Indians and the whites within the fort, but the fort held. In the meantime, a messenger, William Ensign, got through the Indian lines on his way to Glencoe for reinforcements.

About sundown, a cloud of dust could be seen in the direction of Glencoe. The cloud came nearer and nearer to Hutchinson and soon the stars and stripes became visible. With tremendous joy the besieged within the stockade realized that reinforcements are appearing. The Indians, realizing their danger, fled.

Though there were no direct casualties within the stockade as a result of the fighting, many unfortunates who were outside its walls, fell victims to the Indian uprising in this vicinity.

There were four hundred and forty-seven people in the fort of whom three hundred were women and children. The fate of the children in the crowded fort was extremely sorrowfull. About forty of them succumbed to illness and several died within the stockade.

On August twenty-third, a searching party, headed by Lieutenant Pierce, set out to find Caleb Sanborn, who had gone out to his farm east of Cedar Mills. They came upon a group of Indians who tried to ambush them. Daniel Cross, one

of the searching party was killed and the rest escaped.

On the fourth of September, a group of Germans left the fort for their farms, thinking that the Indians were all gone and they were safe. Just as they reached the first turn in the road to Acoma, a volley of rifle fire met them. Mr. Heller, who was walking in advance of the team, was severely wounded. He was helped into the wagon by the others and the entire group made record time, back to the fort.

KILLING OF LITTLE CROW.

On July 3, 1863, Nathan Lampson and his son, Chauncey, of Hutchinson, left on a hunting trip. While they were quietly coming along a dim path, northwest of Hutchinson, Nathan Lampson caught sight of something moving among the bushes. Peering through the thicket, he saw, not a deer as he had expected, but two Indians. One of the Indians was a young boy and they were both engaged in picking berries.

Mr. Lampson thought this a good chance to drop a couple of red-skins. Stealing up within close range and resting his gun against a tree trunk, he took careful aim at the elder Indian and fired. The bullet pierced the Indian's side, but he did not fall. Finding the location of his assailant, the Indian sent a bullet through his shoulder.

Mr. Lampson went down. Trying to reload his rifle, he found that he stuck a ball that was too large for his gun into the muzzle. After getting it down a ways, he could move it no further. This put him into a helpless position. The Indian,

his gun loaded, was advancing on Lampson and most likely would have finished him had not Chauncey Lampson come into the picture.

When Chauncey heard the firing and saw his father falling, he guessed as to what happened. He then proceeded cautiously in the direction where the fighting took place. Thus it happened that the Indian and young Lampson came upon each other face to face. They both fired at the same time so that only one report was heard. The Indian's bullet whined past Chauncey's cheek harmlessly, but dangerously close, while Chauncey's bullet found its mark. The Indian now fell fatally wounded.

Chauncey, thinking his father dead, and fearing lest more Indians were about, promptly took off for Hutchinson. Upon his arrival in the town, he gave the alarm and a searching party was organized to look for the body of the elder Lampson.

They found the body of the Indian approximately where he fell. A little further they found Lampson's shirt and his gun, but Lampson was nowhere to be found. After a long search, they returned to Hutchinson.

A big surprise awaited them when they returned, for who was to greet them, but Nathan Lampson himself. Being afraid lest his white shirt would give him away, he discarded it together with his useless gun, and lay concealed in the thicket until nightfall. He then made his way back to town and ar-

rived there, to the joy of his family, after the searching party had left.

It was later discovered that the dead Indian was none other than Little Crow, the leader of the Sioux Uprising. The boy who was with him was ~~hisxxxxx~~ Wo-wi-na-pa, his sixteen year old son.

Little Crow's body was brought into Hutchinson on the fourth of July. This was made an occasion for a wild celebration. An officer of a company of cavalry severed the head completely from the body with his sword.

Dr. John Benjamin later got possession of the head, put it in a solution of lime, with the intention of presenting it to the State Historical Society. The body, which was buried at first, was later dug out by an unknown party and its whereabouts became an unsolved mystery.

M.S.U.
Oct 29

(From Minneapolis Journal of June 7, 1939)

FIRST MINNESOTA CREAMERY CO-OP 50 YEARS OLD TODAY
Butter Price Used to Hinge on Its Taste, But Not Since 1889

McLeod file

By W.F. SCHILLING

Today marks the fiftieth anniversary of the founding of the first co-operative creamery in Minnesota. The date is auspicious in that it falls in June which has been designated nationally as Dairy Month, with Minnesota taking the lead in its observance.

In the years prior to 1889 Goodnow & Ives store was the greatest farm marketing place for butter in McLeod county. This firm sold everything from black-strap molasses to nutmeg graters, or exchanged wares for cord wood, skunk hides, ginseng and family pack butter.

Locale By The Smell

Charley Goodnow, A.I. Hamilton, Isaac Kowe and J.A. Tney used to sample this butter and pay for it in trade at from 5 to 11 cents a pound, depending on the smell and taste.

If the butter smelled like kolacky it was from the Bohemian settlement; if it smelled like sauerkraut it sure was credited to the German farmers who settled the town of Acoma; if it had a fishy odor it was from a Scandinavian home and then if these official "smellers" found a red hair in a jar it was credited to the Belle lake country north of town where the Irish made their homestead claims.

But no matter the fragrance, odor or color, it all was legal tender for groceries, calico, tobacco or snuff and was taken into the back room and all mixed together and repacked in five pound jars possessing only one smell and hauled by the daily freight wagon to Sumter, the nearest railway point.

Arriving in Minneapolis it was fresh country butter, fit for the most fastidious taste. In other words butter in those days was just butter.

Better Butter Prices

Carl Hagen, a very far sighted farmer living near Biscay, made better butter. His wife kept the milk and cream away from the sauerkraut jar, the cabbage cellar and the sprouting potatoes and when Carl took a jar of his butter to town he could get a few cents more a pound than the rank and file who made just "butter." He discovered that farmers could profit by making better butter.

Mr. Hagen discussed with his neighbors the advisability of pooling their milk and building a creamery and cheese factory to take the daily product of the cows of the community and get an experienced man to handle the product and make a grade of butter that would, because of its quality, command a much higher price.

On March 15, 1889, after lengthy discussion, articles for the first co-operative creamery in the state were drawn up and signed.

The following farmers were the original signers to the first co-operative creamery in Minnesota: John Kennedy, Henry H. Pahlman, Henry Ulrich, Carl Hagen, John Junglaus, William Schultz and John A. Moffatt. The first officers were: John Kennedy, president; Carl Hagen, secretary; and Henry Ulrich, treasurer.

\$2,200 Raised for Co-op

These men were the highest type of pioneer farmer of their day and because of their standing in the community it was not long before \$2,200 was raised and a general meeting was held on June 12, 1889, when 32 farmer stockholders were signed up.

At this meeting it was decided every farmer who had subscribed stock had to haul at least one load of rock to help build the foundation for the creamery.

This was further evidence of the splendid co-operative spirit that permeated the community and today in this little settlement all but one of the originators of the co-operative creamery have either sons or daughters who are carrying on.

New Plant in 1913

In 1913 the old creamery was torn down and a \$12,000 plant built.

The suggestion of Carl Hagen that quality butter would sell for a better price found many believers, for one by one the farmers of that community saw by example and felt in their pocket books the results.

Other communities followed the lead of the Biscay farmers, and on December 27 of that year farmers about Chatfield organized and purchased a privately owned creamery that was then in operation and on February 17, 1890, the Co-operative creamery at Clark's Grove was instituted.

Some farmers said that if the creamery was started farmers would haul so much milk that the market would be flooded with butter and instead of the price being ten cents a pound it would be worth only five.

But the incorporators guarded against this and passed a resolution compelling the patrons to take out stock in proportion to the number of cows they owned.

Many creameries were started later and many of these were built on a promotion basis. Capital was raised among the business men of many communities to build a creamery with intent that the farmers might have a better market for the product of the cow. But it was too often found that it took cows and not cash to run a creamery and many of the ill-conceived early adventures failed.

For the last 25 years virtually no failures have met the farmers who wished to co-operate to manufacture and sell their dairy products and millions of dollars have been added to the income of the farmers because of their joint efforts in cooperation.

These creameries have acted as a nucleus to better farming and marketing practices.

Today as the fiftieth anniversary of the first Minnesota creamery is being celebrated, farmers line up in front of the modern creamery with their trailers and trucks, instead of their horses and oxen.

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(article includes pix of Original Co-operative at Biscay 50 years ago; portraits of Carl Hagen, John Junglaus, Henry H. Pahlman, and Henry Ulrich.)