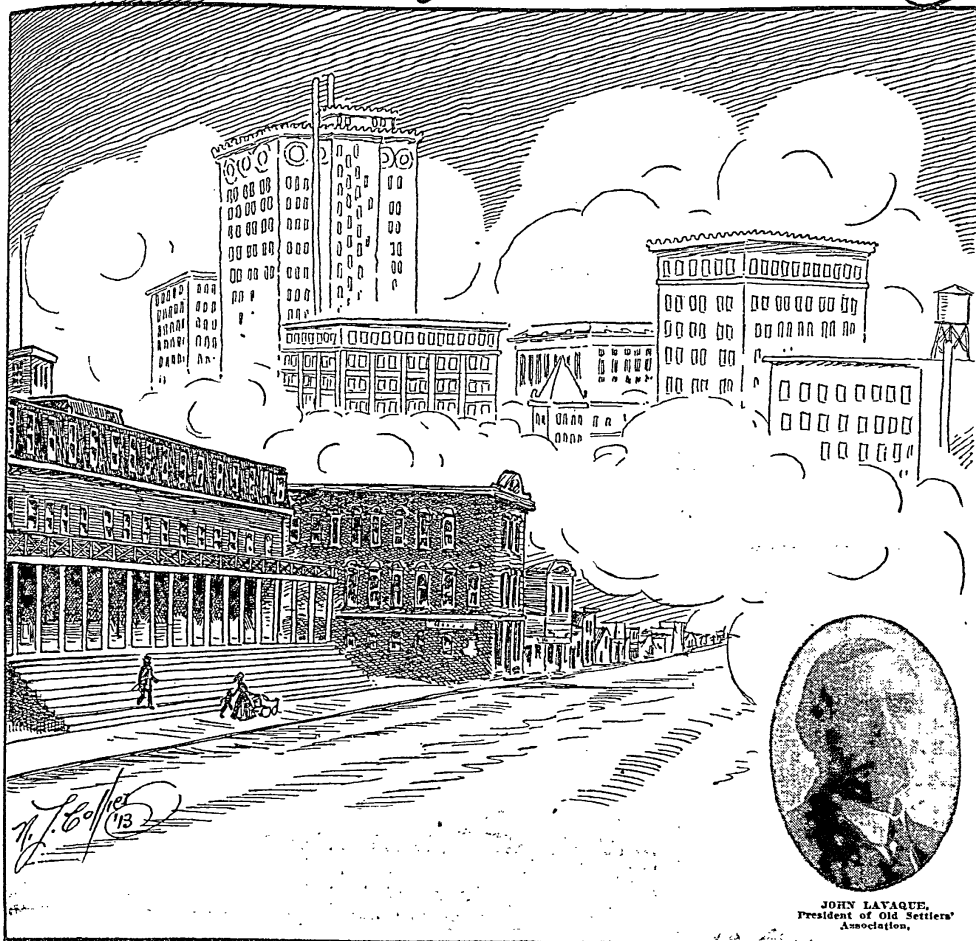


# Some of Duluth's History.



JOHN LA VAGUE,  
President of Old Settlers' Association.

From the old Clark House to the Alworth building is a long cry, but the separating chasm spells "Duluth's Progress."

**D**ULUTH has a future, the most pessimistic admit this, but Duluth has a past, dear, sweet, and almost enchanting are those early days to the surviving founders of the city, who now in the richness of years can see where the greater changes have been wrought, where progress has been more pronounced and where time has been more kindly in the preservation of city landmarks.

An old manuscript has just been brought to light by President John LaVague, president of the Old Settlers' Association, which gives a clear and accurate insight into the activities in Duluth, when the present city was in the infant class. The paper is contained in the record of the Old Settlers' association being the address of Hon. J. J. Egan delivered before that body in Ingalls hall, Dec. 16, 1886.

The address has to do with both the inception of commercial activities and the enjoyment of social conditions as they were then. Being written by one who participated in all the early vicissitudes of the early Duluth, and one who worked with indefatigable energy for the improvement and growth of the city, the paper is herewith produced as a valuable addition to the sidelights on Duluth's history:

**T**HE name of Duluth sounds sweetly, is unusually easy to remember, and almost equal in path and strength to that of Superior, its sister city across the bay.

Lake Superior is one of the largest fresh water bodies in the world, and Duluth is at its head; the head of navigation on the American continent, connected directly with the oceanic system of the Lake Superior and Mississippi railroad, that meant and means today Jay Cook, J. Edgar Thompson, William M. Banning, William Branch, James Smith Jr., and others who are the authors of the creation, growth and development of the city of Duluth. They came here, looked over to the east, measured the distance to and from tide-water, gauged the trade to the eastern hemisphere, Chicago and Japan, looked across with the whole world and said: "Here," as Seward said of the city of St. Paul, "here is the City of Empire here is the place for a great city."

The terminus of the Lake Superior & Mississippi railroad, now the St. Paul & Duluth (the Northern Pacific railroad), was established at Duluth and thence therefrom came and became your greatness.

From St. Paul to Duluth was a wilderness of swamp and forests; few, if any, white men now known to you, except Dunphy of Twin Lakes, lived south of Lake Superior on the line of the present railway. The trip by stage over the military road was one of the worst in the world. I took a trip in 1868, with two others, to recruit health and to make a fortune; the former was duly recruited, the results of the latter is to be written by some future historian.

The commerce of the head of the lake at times consisted only of trout and whitefish. Edmund Ingalls was the merchant prince, followed by Shaw of Superior and other daring adventurers. They were carried by sleigh in winter to St. Paul. The return cargo consisted of fresh meat, calico, beads for the Indians and other luxuries. We endeavored to make pre-emptions at the Northern Pacific junction and at the place now called Thompson. The season was midwinter and snow

deep. E. C. Young was on the ground at Fond du Lac. Windfalls and great pine trees encumbered our pathway, and we concluded it was not a good agricultural country. George R. Stuntz, Saxton, Nettleton, Ingalls and J. D. Ray would come to St. Paul occasionally and talk every one to death about building a railroad to Duluth. Luke Marvin, the register of the land office, and J. B. Culver, occasionally put on a pair of moccasins and started for St. Paul to aid with their moral support the enterprise of starting a railroad.

Early in May, 1869, after serving as a member of the legislature from Ramsey county, the speaker started for Duluth to take up a permanent abiding place. Your humble servant had for capital a satchel with a few old clothes and a gold-headed cane presented by an admiring constituency. The cane attracted the attention of the Indians en route. But when I presented myself to Anderson, Avery, Becker, Hayes, Thompson and the Ritchies, George Morrison and others of Superior, carrying that gold-headed cane, stating that I was the advance agent of the great railroad that was to terminate at Duluth, consternation and dismay seized the camp. There was a sound of revelry by night, and tempting offers in the way of land grants were made to locate at the great seaport. We walked across the bay in the month of May, 1869, and beheld the embryo city, eight or nine houses, not over 15 white adults, and that was all.

## Prosperity Visits the City In 1867; Real Boom Started

J. B. Culver, Nettleton, Ray, Martin, Luce, Foster, Carey and Decker were the great magnates. In an old store north of the breakwater, J. R. Carey, Culver, Nettleton and Freeman Keene were having a quiet four-handed game of old slacks for a can of tomatoes. I was lodged at Decker's brewery. The bluffs and hills of Duluth and Lake Superior and Superior City, for real estate purposes had lain dormant and lifeless since 1857. In that year prosperity and speculation in corner lots ran riot at the head of the lake.

Superior for miles, to the Nemadji, was laid out in city lots. Rice's Point, Oneota, Fond du Lac and Waubegan (pronounced Woebeegone) each

claimed supremacy, but night came, a financial depression covered the face of the earth and only a few faithful sentinels remained to keep watch and ward over the head of Lake Superior. Culver was to war, became the colonel of a Michigan regiment and returned at its close. A few remained on duty at Superior, and George R. Stuntz, Nettleton, Ray, Saxton, Carey, Luce and Marvin kept vigil over the lifeless corpse of Duluth. To them all honor. A glorious resurrection took place; the lifeless corpse touched by the wand of Jay Cook, sprang full armed from the tomb. Banning, Branch and James Smith Jr. had won the good fight, and henceforth the sun of prosperity gilded the lake and your bluffs reached back the glad acclaim.

## Minnesota Is Freed From Michigan Railway Systems

Minnesota has triumphed and her people are free—free from the monopoly of Lake Michigan railway systems free from the tribute that the products of the state and of the northwest were paying to one route to the east. The majority of the men who came to Duluth to settle were remarkable from an entire absence of money; they were intelligent, cultured and active, and some of them are connected today with the highest monuments of your prosperity and greatness. R. S. Munger, Woodbridge, Forbes, George Barnum, A. J. Sawyer, Anson Northrup, A. M. Miller, George Spencer, Frank Burk, Ike Litchfield, J. W. Raymond (now of Bismarck), the Christies (Lloyd and Dan), the Leopold boys, George Sherwood and Frank McWhorter and others were among them. Colonel Graves came also, came with good financial backing and built the Bay View house, and then came in all his majesty and splendor the Napoleon of his day, Gen. George B. Sargent. He marched up Minnesota Point on an Indian trail to where the Hayes block now stands, took another trail leading westerly on the exact line of what is now Superior street, and the next day purchased \$30,000 worth of real estate from William Nettleton, clerk. This person was not very well dressed, talked smoothly, seemed to have had considerable experience in the world, and transacted all the

business. He could tell a good story, and when a northeaster came he would warm himself by the old stoves at the financial headquarters on Minnesota Point in the house of Commodore Saxton. This able clerk would then damn the town, shiver with cold, claimed there could be no future to such a God abandoned country, and when he had the people sufficiently blue would purchase some real estate from them at a very low price, at the same time kindly telling them it was a great favor. It is hardly necessary to state that the gentleman was George C. Stone.

Dr. Foster started the first paper, hardly a newspaper, in April, 1869. Thomas H. Pressnell was his foreman, printer and publisher. Dr. Foster received a bonus of real estate for maintaining his paper, now worth \$200,000. The donors were Nettleton, Ray, Culver, Luce and Marvin. The Clarke house, standing where the Spencer and Forbes block now stands, was constructed in 1869 by General Sargent. Money was being expended freely and with a liberal hand in the construction of the railroad, passengers rushed in and every boat brought passengers and strangers to buy real estate. Champagne was introduced, only one grade of society was tolerated, and that, of course, was first class.

## Charter Adopted; Culver Selected as the First Mayor

Musicals were given on Minnesota Point by the Buffalo Glee club. Sherwood, McWhorter, Burns and others, assisted by the talented artists, Burke, Asa and Henry Leopold, the whole winding up with a dance in which the first families joined. Henry Leopold fiddled, and oh such fiddling!

A city charter was prepared and passed by the legislature, a city election held, Culver beating John C. Hunter for mayor by 35 votes, and a city government established by the following officers: Col. J. B. Culver, mayor; Orlando Luce comptroller; George C. Stone, city treasurer; W. Van Brunt, city clerk, and R. S. Munger, Sidney Luce, Edgar Nash, Ansel Smith, B. Decker, C. E. Sweet and D. Geiger, aldermen.

A general hurrah time prevailed, and you have a paint picture of Duluth in 1870. The very antithesis of General Sargent at the time was a singular man across the bay of Superior. He was then, as he is yet, a Yankee; he could outtrade any one. He kept a store, was chairman of the board of county commissioners, enhanced the value of county orders to his own advantage and that of the public; he traded with Indians, came to the winter, took chattel mortgages in summer, kept all his papers in his hat, and his blotter and day book on a smoothly whittled shingle, and always carried a sharp knife for an eraser in case the account needed change. We tried to introduce the shingle in evidence before Judge Selby as a book account, and at first succeeded, but his honor finally ruled it out—there had been too many material alterations. The gentleman is the Hon. J. D. Howard.

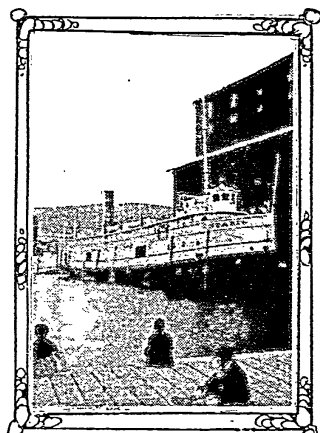
When Howard had made his pile he thought he would go into politics. We taught him, as prophetic thereto, to play cards, billiards, drink whisky, play pin pool and go around with the boys, none of which things he had done before. He was beaten, but the boys had a good time and he never regretted it.

He continued to sing, "We'll never miss the water till the well runs dry," and was elected to the state senate in 1880.

General Sargent claimed to own the world, loved a glass of wine, was liberal, advertised Duluth, and he is really one of the founders of Duluth. John H. La Vague was the first painter to engage in business. John C. Hunter was the first merchant and storekeeper of the new regime that put life and activity into Duluth. The names John La Vague and Hunter were and now are synonyms of honor.

A. J. Sawyer, with energy and activity, A. J. Miller, Captain Farrell and his brother, William, were active and enterprising. H. G. Finkle, now of Moorhead, took a prominent part in surveying the city, and the McLeans, McLennans and the enterprising and thrifty Scotch population added to the public weal. The great lawyers of the place, because there were only two, in 1869, were E. F. Parker and myself. We had no law business nor any books, and when the waves dashed high on Minnesota Point the halfbreeds and newcomers gambled as to who was the best lawyer. One day it would be Parker, the next day Egan.

J. R. Carey in 1868-1869 held the office of mail carrier from Duluth to Superior under the Andy Johnson administration. It is unnecessary to say that, with only a short interval, he has held office ever since. E. G. Swanson represented the Scandinavian population, and his intelligence, honesty and thrift have ever since kept him in the van. In 1869 the construction of elevator "A," recently burned, was begun. C. B. Newcomb had charge and, being an elegant, young and Christian gentleman, he considered it the proper thing to have all his employees assemble every morning for prayers. This mob of over 200 men, of all nationalities and religions, some of them just off the Union Pacific road, and altogether a hard lot, took it first as a joke, but when Mr. Newcomb on two or three successive occasions led the prayers he would get a bootjack, loaf of bread or fish hurled at his head. The prayer stopped after the first week, and has never since been directly or indirectly connected with the elevator system or wheat business of Duluth. Mr. De Coster was the engineer in charge of the construction of the railroad at the end. He was a character, tall, dark, like and supple of limb, and spurned the base degree from which he ascended, assuming to know everything.



Old Elevator A, Showing "Ontario" in Outer Harbor.

with halfbreeds to the right and left of him to make salams and carry out his simple hebebees, and with the powers of position and expenditure of money, he was more than a pasha in our midst.

A great problem at that time was the question of harbor. The best engineering skill of the day determined on a breakwater, and the breakwater was begun, contemporaneous with elevator "A." The Lake Superior & Mississippi railroad started it and furnished the money. The project to cut across the point was suggested, and so great was the enterprise of Culver, Ray, Nettleton, Markell, Graves, General Sargent, Martin and Hunter, the men then managing the affairs of Duluth, that the present canal was begun. A contract was made with Williams & Co., of which your honored citizen, Major Upham, was one of the firm, and the work began. Superior City looked at the work in affright and terror. "What," exclaimed its inhabitants, "turn the channel of the St. Louis river from its accustomed course, open a gateway for the St. Louis river to turn its currents from the shores of Superior City and run it through a canal at the base of Minnesota Point? No, never!" The idea prevailed that the velocity of the current of the St. Louis river scoured the channel of the new government piers at the entrance of the harbor of Superior, and that a canal at the point where it now is would divert the waters of the St. Louis river, impair its velocity, and thereby the improvements being constructed by the government at Superior be damaged, ruined.

The suit was begun in the name of the United States, but the real party was the state of Wisconsin, moved by the property owners of Superior. The case was brought before Judges Miller and Dillon. The attorneys in behalf of Duluth were then attorney general of the state of Minnesota, H. P. Masterman, and myself. I then being the city attorney of Duluth. The injunction was granted, and with a heavy, sad heart I turned my face toward home. Before leaving I requested the clerk of the court not to be in a hurry about forwarding the order. Judge Spooner and the attorney general of Wisconsin, Mr. McKim, were in the city at the time, and the next morning of rejoicing I lit up the waters of the bay and lake across from Superior City, and almost everyone got gloriously full.

## Through Washington the Canal Is Finally Started

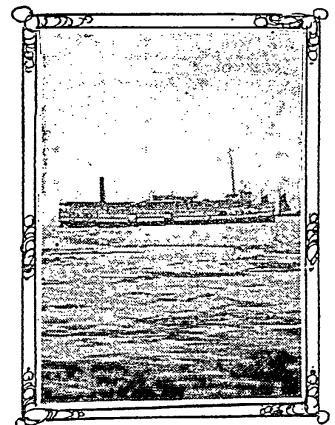
On reaching St. Paul and consulting the railroad authorities, I started for Washington to see what could be done, and after a week of successful management succeeded in getting General Humphrey, chief engineer, and General Belknap, secretary of war, to ask the department of justice to consent to a dissolution of the injunction on condition that the dyke be constructed across Superior bay, between Minnesota Point and Rice's Point, and that the construction of the dyke be in the name of the city of Duluth, and that I had knowledge that the city of Duluth could or would do it, but it was the best that could be done, and I came home rejoicing. J. D. Ensign met me at St. Paul with a bond and sureties. The injunction was dissolved even before Mr. Carpenter in Washington or any of the lawyers or the people of Superior City had any knowledge of the matter. This was the second turning point in the history of Duluth.

The work of constructing the canal went on. A dyke was built across the bay, commencing at the end of Rice's Point, over which a track was laid, and locomotives and railroad cars loaded with stone and gravel traveled.

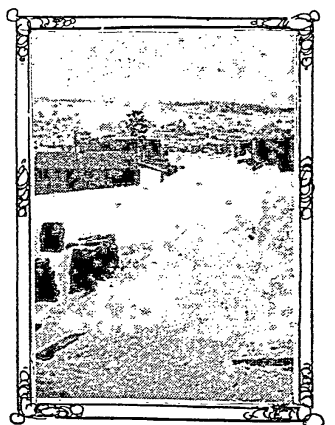
The citizens today can scarcely realize the energy and enthusiasm of the men who planned and built that dyke, aided by the Lake Superior & Mississippi railroad, and the novel sight of seeing a train of cars running across the bay. In all the harbor difficulties of Duluth great credit is to be given to Col. D. C. Houston, then chief engineer of the district, and also for the faithful rendering by Colonel Graves, by reason of his army acquaintance. The state of Wisconsin next sought an injunction against the construction of the dyke, but in the hands of Mr. Ensign, Judge Stearns and Governor Davis, the suit came to naught.

I remember the rejoicing that went up when the waters of the lake and bay intermingled in the canal, and the enthusiastic J. D. Ray waved his hat and almost jumped into the waters, so great was his exultation. The breakwater had been constructed out into the lake some 800 feet, but a storm came and carried away all but what remains today. A providence seemed to have watched all this time over Duluth. The canal was about completed when the breakwater was destroyed, and Engineer De Costa's conspiracy to run the railroad down Rice's Point and across to Superior was thwarted and removed. At that time to have the railroad come no nearer Lake Superior than Rice's point, and then run across the bay, would have been disastrous. The wash underneath the crib work of the dyke destroyed it in a year. The government abandoned its legal proceedings, and the dyke is only a thing of the past.

The first work on the Northern Pacific railroad was begun in the winter of 1870 at a point one mile south of the now Northern Pacific junction, at a place called Kokomo. General Spaulding was chief engineer, and a party of the then distinguished citizens started to inaugurate this great enterprise as his guest. We were far prouder of the invitation than we would be if it attended here at the close as the guests of Mr. Villard. The proceed-



Steamer Manistee, Ice Bound in Harbor on June 9, 1875.



St. Croix Avenue Taken When That Street Was a Business Center.



Duluth as It Looked About 1875. Taken From Lake Avenue.

# SOME OF DULUTH'S YESTERDAYS AS TOLD BY ONE OF THE OLD TIMERS

CONTINUED FROM PAGE ONE.

ings were opened by prayer. Ray, Seip, Markell, Marvin and others were rigid Presbyterians, and insisted that, as the denomination was the first to have built a church in Duluth, and with a large majority of its inhabitants, it was entitled to have its minister, the Rev. Mr. Suter, go down to history crowned with the eternal fame to follow. General Spaulding, however, selected the Rev. Mr. Galliger, an Episcopal clergyman, to bless the enterprise. Ray and Marvin were blue, as if the growth of Presbyterianism was checked for all time. Dr. Foster swore, said it was an outrage and a shame, and we all thought that a religious war would begin then and there and the work of the construction of the road would cease for all time. But the opening of the road had other troubles.

Hiram Hayes of Superior, representing that city, was selected to handle the first spade and fill the wheelbarrow with dirt, then a question arose as to who should have the honor on the Minnesota side of wheeling the barrow. Ray, Nettleton and generally every one of the old settlers claimed being the oldest inhabitant. Colonel Culver was selected by General Spaulding, and then the disgust that clouded the brows of the disappointed men was fearful to behold. Some went off into the bushes and left the scene, and one disgusted pioneer was heard to exclaim, "They could go to — with their darned old road," that he would have nothing to do with it. Then came speeches, and as all were natural orators, every one wanted to talk, so that Jay Cook could see what important men they were. The religious warfare had not yet died out. The Presbyterians rallied, and to heal the wound General Spaulding closed the proceedings with prayer by the Rev. Mr. Suter. This is the first instance in the history of American railway construction when a railroad blowout opened and closed with prayer, and yet it is so hard to please every one in this world that the voice of that pious and good man, R. C. Mitchell, was heard strenuously objecting to any prayers at all.

## The Northern Pacific Made to Change Junction

The people of Duluth subsequently protested so vehemently against the Northern Pacific connecting with the Lake Superior railroad at a point so directly in a straight line to Superior City that the junction was changed to where it is now.

The only paper in Duluth was the Duluth Minnesotan, controlled by Dr. Foster. R. C. Mitchell controlled the only one at Superior. As soon as the good doctor got his bonus he became unmanageable, and either he could not use us, or we him, but, at any rate, we entered into secret negotiations to bring Mitchell and his paper over to Duluth. Quickly and silently, at dead of night, we took Mitchell and his outfit, including cases, to Duluth.

The official position occupied at the hands of the people of Duluth and the occasional trips to Washington to subvert some public interest led me to meet the martyr, Garfield, when he was chairman of appropriations. One night at his home until a late hour, and when he had more important engagements, we went over a large map showing the city of Duluth and the surrounding territory, traced the canal and the objections to it, and the government not having at that time recognized the canal, it was important to have it recognized in the appropriation bill, no matter how small a sum, so that the government engineers could no longer embarrass us. In the appropriation bill passed at that session the canal was recognized and we got a large appropriation. General Averill, then a member of congress, also rendered great aid. The Cooks, Henry D., Jay and Pitt, were always ready to battle on our side.

The politics of 1869 to 1874 were peculiar and bitter. Major Seip and W. W. Billson ran against each other for the nomination to the senate. Seip caused a circular in Scandinavian to be circulated that Billson had not subscribed to some Swedish church, and also that Billson was seen drinking a glass of beer once at the Northern Pacific junction while attending a caucus. The two charges almost proved fatal to Billson. The politics were purely

personal. George C. Stone, Colonel Feller, Ansil Smith, Colonel Culver, Nettleton, Frank Burke, Dr. Smith, Joe Knowlton, Colonel Graves, J. F. McLaren, Swanstrom, Sherwood, Tom McGowan, Rod Keenan and others prominently representing one side, and we generally won the day. Our campaign methods were to take in two saloons each night. We would go in with a rush, the Glee club sing a song, drinks all around, speeches, drinks, songs again, speech, drinks and farewell. I may have omitted some of the drinks, but this will suffice for an illustration.

The Clark house was a great figure in those days, all the bloods boarding there. Parties, where the ladies, young and old, of the city assembled, and the gentlemen in swallowtails and kids welcomed to the lancers and the waltz. Across the hall Colonel Hull and Mr. Scott, the proprietors, presided, both of whose names for good fellowship and kindness should ever be treasured in the hearts of the old citizens. The banquets, the games, the rejoicings in that house can not be told in public.

General Schenck came to Duluth at an early day to buy real estate under the auspices of Messrs. Banning and Branch. They sold him some interests in the so-called Endion division for about \$4,000, and in the evening after the papers were examined and deed drawn, General Schenck and his secretary and Branch and his attorney sat down for a quiet game of draw for recreation. The result was that Schenck came out \$500 ahead, and Branch exclaimed to me the next morning: "By jink, that old fellow can play poker, can't he?"

Schoenberger, who established the blast furnace, Colonel Gaw, engineer of the Northern Pacific railroad, the steamboat captains and other gentlemen now residents of your city, can give you the details. The ladies were especially kind to the newcomers, receiving them with gracious hospitality, and Mrs. Ray, Mrs. Markell, Mrs. Nettleton, Mrs. Culver, Mrs. Marvin, Mrs. Saxon and others, by kind actions and encouraging words, restrained every one, mixed with every one, and their influence was exemplary in the extreme. Mrs. Dr. Smith, Mrs. William R. and George C. Stone followed suit, and their kindness and politeness to young men of that day are, or should be, remembered. C. Ed Eyester and A. G. Simonds were with us. Tom McGowan you have always with you, and the bright spirits that clustered and brought conviviality around are too numerous to mention.

## Damage Caused by Hailstorms

NEW ORLEANS was visited a few days ago by a hailstorm. Some of the hailstones were reported to be as big as a man's fist, which caused a lot of runaways and much direct damage.

But what made it more picturesque than the ordinary storm was that a flock of wild ducks were flying over the city when it broke out and a dozen or so fell, killed or stunned, to the street. The reported size of the stones does rather take away one's breath at first, but many stories have been told on the authority of men who are above suspicion of being Munchausens of equally large hailstones having fallen in various parts of the world and killed much bigger game than wild ducks—such as sheep, pigs and even human beings.

India has the reputation of having more severe hailstorms than any country and Great Britain less. It is told in all seriousness by the natives that in the reign of Tippo Sahib in the latter half of the eighteenth century there fell at Seringapatam a hailstone as big as an elephant, which took three days to melt. It is suggested that the foundation for this extraordinary yarn is that a large number of big stones fell into a pit where they may have frozen into a mass.

There appears to be better foundation for the story that in the Orkney Islands stones as big as goose eggs have fallen, but these were a mass of small ones which had come together in the course of their descent. In September, 1856, a strip of country near Florence was ruined by hailstones which were said to weigh from 10 to 14 ounces, and at Tomsk, in Siberia, in the summer of 1883 two women were killed by hailstones. A few days later a tract of vegetation almost four miles wide in Iowa was destroyed, a woman was killed and many people ere badly injured in one of these storms.

Commodore Porter wrote many years earlier an account of his experience when on the Bosphorus in a boat with the American minister to Turkey:

"The whole Bosphorus was in a foam as if heaven's artillery had been discharged upon us and our frail machine. Our fate seemed inevitable. Our umbrellas were raised to protect us; the lumps of ice stripped them into ribbons. We fortunately had a bullock's hide in the boat, under which we crawled and saved ourselves from further injury. One man of the three oarsmen had his hand literally smashed, another was much injured in the shoulder."

Two of his servants on another boat were so badly hurt that they were confined to their beds for a long time with wounds.

"The scene lasted maybe five minutes, but it was five minutes of the most awful feeling that I ever experienced," writes the commodore. "When it passed over we found the surrounding hills covered with masses of ice—I cannot call it hail—the trees stripped of their leaves and limbs and everything looked desolate."

"The scene was awful beyond all description," continued Porter. He had been in earthquakes, in terrific seas and in action had seen death and destruction around him in every shape, but he had never experienced such a feeling of awe as on this occasion.

On the afternoon of May 17, 1894, a remarkable hailstorm occurred at Cleveland, Ohio, such as is not likely to be repeated there in the present generation. The stones, many of which were as large as billiard balls, weighed from one to five ounces and sections of them showed they were as the rule formed around a single nucleus and not the result of the congelation of several separate pellets. Nearly everything in glass that was exposed to the brunt of the storm, such as electric lights and greenhouses, was destroyed and horses, too terrified to stir, winced under the stinging shot which they could not avoid. Some persons were stunned by the falling stones, which even went through straw hats and cut scalps.

It is said that the total yearly damage done by hail in rural districts all over the world, that is, not counting the breaking of glass, etc., in the cities, is \$200,000,000. Figures showing exactly how much of that amount should be credited to the United States are not available because the tornado and hail insurance statistics are not published separately by insurance companies. Some years ago there were companies in this country which devoted themselves entirely to hail insurance, but they apparently have died out or taken up tornado insurance also. Of the hail and tornado insurance companies there are now 16 in the western states of Kansas, Montana, North Dakota, Iowa, Minnesota, Oklahoma and Arkansas, and in one southern state, North Carolina.

There are some parts of the European continent that apparently suffer much more than we do from hailstorms. Austria is the greatest of these sufferers. Many were the schemes her people devised for preventing the fall of hailstones, which were more dreaded by wine growers than the phylloxera, for hail not only robbed them of their precious grapes, but maimed the vines and impaired their productiveness for years.