

in the "excursion train" on August 29, 1866, was the "Keokuk, No. 1," James Tibbetts, engineer, and R. Patch, conductor.

Robert Given, now of Dallas, Texas, was conductor of the first freight train entering Des Moines, August 30th, 1866, drawn by the "Leighton," Jack McKeachie, engineer. This train brought up a big consignment of lumber for H. F. Getchell & Co.

Some years after this, a "chesty" individual, wishing to say something smart, in speaking of the "Gate City," remarked that the "Gate" had been left open and business had sauntered out never to return! Well, never mind. When the Mississippi river is improved with a six-foot channel from St. Anthony's Falls to the mouth of the Missouri, and thence with a fifteen-foot channel to the sea, and the Des Moines river, by canalization, becomes an arm of the great waterway system which is to be, our old sweetheart will come to her own again!

Des Moines, Iowa.

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THE WESTERN PLAINS are literally covered with buffalo. The number each year seems to increase rather than diminish. They go in immense droves and at times seem to cast a dark shadow over the valley.—*St. Charles City Intelligencer*, September 25, 1859.

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NOTICE is given that the Synod of Iowa will meet in the First Presbyterian Church, at Vinton, on the fourth Thursday (22d) of September, at half past seven o'clock p. m. Arrangements have been made with the Western Stage Company, the Railroad and Steamboat Companies, to return persons in attendance on the Synod free, who have paid full fare one way.—*St. Charles City Intelligencer*, September 8, 1859.

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