

## THE LINDBERGH COLONY

TODAY IN MINNESOTA even the children of immigrants have only a vague idea of how their relatives reached this country. Few diaries were kept and fewer still give details about minor but interesting facts, such as steamship conditions and rates, landing difficulties, the hopes and fears of the men and women leaving their homelands forever, railroad routes and rates in America, and other minutiae that have real meaning for later generations.

So it is pleasant to find one group that came to Minnesota for whom there is a fair amount of data, not only on the topics listed above, but also for the difficulties put in their way in their native land in an endeavor to prevent their migration. This was a company of Swedes who settled near Big Lake in Sherburne County. For them there remain rather detailed narratives of the entire procedure by which they were enlisted for the enterprise, and how they assembled in Sweden, crossed to England, went thence to Canada, journeyed to St. Paul, and then sought homesteads. The explanation of the survival of details in this instance — whereas they are so noticeably absent for other colonies — lies in the personality of their leader.

He was Måns Olsson Lindbergh, the eldest son of Ola Månsson, a well-known leader of the agricultural estate in the Swedish Riksdag, or parliament, in the fifth and sixth decades of the nineteenth century. Ola Månsson migrated to Minnesota in 1859, just as the superior court of Sweden was convicting him of embezzlement in his capacity as one of the directors of the loan office of the Bank of Sweden at Malmö. From the vantage point of today we can judge that Ola Månsson's enemies — and he had many, largely because of his liberal ideas — “framed” him, and that he was guilty only in a technical sense. But for many years his

name was one of reproach in Sweden. So when his son, Måns, on the morrow of returning from the American Civil War as a sort of glamorous figure, published a booklet on Minnesota and announced that he would lead a colony of Swedes to that state, the newspapers of Sweden began a running commentary on him and his project that lasted for several years. From those newspaper articles and a few other sources, the story of the Lindbergh expedition can be told.

Måns Olsson was born at Gårdlösa in Skåne, the southernmost province of Sweden, on April 4, 1835, the son of Ola Månsson and Ingar Jönsdotter.<sup>1</sup> He attended the university at Lund, where, in all probability, he took the name of Lindbergh in order to distinguish himself from the many other Olssons. In 1855 he enlisted as a volunteer in a British regiment and served for a year, partly in England, partly in Asiatic Turkey, during the Crimean War.<sup>2</sup> From April 3, 1857, to April 9, 1862, he served his native land with the Royal South Scanian Infantry Regiment. In 1862 he and a younger brother, Per, or Perry, went to the United States. At Chicago the brothers separated, Perry joining his father and younger half brother, Charles A. Lindbergh (Ola Månsson had taken the name August Lindbergh when he removed to America), in Minnesota, and Måns enlisting in the Eighty-second Illinois Volunteer Infantry. The latter's military experience in Europe doubtless accounts for his

<sup>1</sup> The genealogical information in this paragraph is derived from various documents in the Lindbergh Papers, in the possession of the Minnesota Historical Society. The military facts are gleaned from a statement by A. Thott, chief of Lindbergh's Scanian regiment, given at Malmö on April 20, 1868, and published by Lindbergh in *Nyaste-öresunds-posten*, November 13, 1868; and from articles entitled "Swensk krigare in utlandet" and "Fanjunkaren M. O. Lindbergh (son af f. riksdagsmannen Ola Månsson i Gårdlösa)" in *Nya cimbrishamsbladet*, June 17, 1865, November 18, 1867. Photostatic copies of all newspaper articles cited herein have been made for the Minnesota Historical Society from files in the Royal Library in Stockholm.

<sup>2</sup> The Swedish statement is that he served "vid Brittiska Schweitzer-Legionen," which may be translated, "in the British foreign legion."

rapid rise through the noncommissioned posts to a captaincy at the close of the war. He served in the following engagements: Chancellorsville, Gettysburg, Chattanooga, Lookout Mountain, Missionary Ridge, Resaca, Kenesaw Mountain, Atlanta, Nashville, and several minor affairs. He was given the royal silver medal "for bravery in action" by King Charles XV of Sweden after his return to his native land in the summer of 1866. There he re-entered the Royal South Scanian Infantry on September 16, 1866, and remained with it till April 20, 1868.

In July of the latter year he published in Swedish at Copenhagen a booklet of sixteen pages entitled *Staten Minnesota i Nord Amerika. Dess innebygarre, klimat och beskaffenhet*. It is likely that after his Civil War experience in America he had spent some time with his father in the vicinity of Melrose, Minnesota, and so had become well acquainted with the state. He was convinced that Minnesota was the place for Swedes in America and said as much in this booklet, which describes the climate, the crops, the inhabitants, and the land system of the state.<sup>3</sup> Some clue as to the length of time he spent in Minnesota is given in a newspaper article, where, to an insinuation that his booklet was without personal foundation, he replied that he was personally acquainted with both winter and summer conditions in Minnesota.<sup>4</sup>

This was the period when Minnesota was bending every effort to lure Europeans and Easterners to its unoccupied land. An immigration board was set up in Minnesota in 1867, of which another Swedish veteran of the Civil War, Colonel Hans Mattson, was the secretary. In November, 1868, Mattson sailed for Sweden, where he soon got in touch with Lindbergh—probably through a letter that the

<sup>3</sup> The sole surviving copy of this pamphlet known to be in existence is owned by the Royal Library in Stockholm. A photostatic copy is in the possession of the Minnesota Historical Society.

<sup>4</sup> A letter signed by M. O. Lindbergh, Eslöf, October 9, 1868, in *Nyaste-öresunds-posten*, October 10, 1868.

latter addressed to Governor William R. Marshall of Minnesota.<sup>5</sup> The text of this letter, which was dated at Eslöf, July 4, 1868, follows:

SIR! Being a citizen of the United States, I beg to submit the following to your kind consideration:

During the last war, I served in the ranks of the Union Army, as a soldier and an officer for the period of three years, receiving after my return home, a medal for bravery on the battlefield from the king of Sweden.

Intending to conduct a colony of about 1000 of my country men to the United States during the spring of next year, I take the liberty to solicit your kind assistance in claiming government land according to the homestead law, or in some other way, practicabel.

During my stay in the United States, which country I left in August 1866, I have come to the conclusion, that Minnesota is to be preferred to all other states in the Union for swedish settlers.

It is more than likely, that the Emigration from Sweden will amount in the next year to a larger extent than at any time before and I shall do all in my power to direct its course to Minnesota. For this purpose I have written a little descriptive work of Minnesota, containing its population, resources, climate etc. etc. which is to be issued in the next few days. It would be of the greatest importance to me if I could in any way avail myself of your valuable assistance.

I would refer you for particulars to my father and brother farmers in Minnesota A. & P. Lindbergh, Melrose Stearns Co. and if you have the kindness to reply to this, I respectfully request permission to publish the letter.

The governor received this letter and filed it in his archives, where it remains. On September 7 he replied, as we know from a translation of his letter which Lindbergh published in Sweden. Retranslated into English, it reads:<sup>6</sup>

MY DEAR SIR: I regret that my protracted absence from the capital has caused a delay in answering your letter of July 4. In the name of this state I thank you for your effort to bring emigrants to Minnesota. This state now has, as I believe, a greater number of Scandinavian emigrants than any other state in the Union. I am convinced that Minnesota as a home for emigrants from north Europe offers greater inducements than any other part of this vast and favored land. Minnesota has still many millions of acres of good land that can be

<sup>5</sup> Governor's Archives, file 186, in the custody of the Minnesota Historical Society.

<sup>6</sup> *Nyaste-öresunds-posten*, October 10, 1868.

taken up without cost under the homestead law. Naturally these lands are somewhat to the north and west of lands already occupied, but railroads are being constructed whereby the more interior and remote parts of the state may easily be reached. I will gladly offer you every assistance in my power, and shall be glad to receive further information from you.

On December 31, 1868, Hans Mattson wrote the following signed statement for Lindbergh:<sup>7</sup>

Since my arrival in Sweden I have been questioned concerning Captain Lindbergh of Eslöf, his character and his emigration scheme. I consider it a pleasant duty to testify that Captain Lindbergh is well known in America as an upright and honorable man and also completely competent to lead and direct a very large emigration to America. He also has extensive connections, so that he can prepare a home for emigrants. Therefore it is with the greatest pleasure that I recommend him to the confidence of emigrants.

On September 18, 1868, an advertisement appeared in the *Folkets tidning* of Lund announcing that Captain M. O. Lindbergh would lead a colony to Minnesota in April, 1869. The following day a similar announcement appeared in *Nyaste-öresunds-posten*; and on the twenty-ninth of the same month the *Helsingborgs-tidning* had comments to make on the project. The first two articles are favorable to the project and its leader; the last was decidedly personal and antagonistic. In fact, from the first mention of the plan till it was an accomplished fact, this anti-emigration newspaper predicted failure, laughed at the scheme, questioned Lindbergh's motives and ability, and even stooped to deliberate falsehood in order to thwart the emigration. At that time bitter feeling existed in both Norway and Sweden against emigration to America, especially on the part of the church and the government. It is doubtful that the newspaper had any particular animus against Lindbergh, but in its determination to thwart his plan, it linked him with Ola Månsson, and intimated that this would be a case of "like father, like son."

Other newspapers took up the cudgels for Lindbergh and

<sup>7</sup> *Helsingborgs-tidning*, January 23, 1869.

his proposed colony. So effective was the *Helsingborgs-tidning* in its diatribes, however, that the agent of one of the steamship lines which acted for Lindbergh brought suit for defamation against the newspaper in April, 1869. Lindbergh's original plan was for a remote, compact, and unified colony of a thousand persons, but when the emigrants actually left Sweden, they numbered something over two hundred. The leader admitted quite frankly that it was the campaign of vilification on the part of the foes of emigration that prevented the number from being much larger. The small number made an isolated colony of Swedes in Minnesota impossible.

In all, more than fifty newspaper items relating to Lindbergh and his colony have been discovered in Sweden. Many are so captious and unfair that one wonders that anyone had the courage to join Lindbergh's company in Helsingborg in April, 1869. Nevertheless, the group did assemble, and though there were many last-minute defections, a goodly number left Sweden for Hull, England. The story of the trip is best told in Lindbergh's own words. The following letter from him was found, like all the other items on the same subject, in the newspaper files in the Royal Library of Stockholm. It has been translated by the writer.

Probably Lindbergh visited his father on the Melrose farm after he saw members of his flock safe and sound in their new pastures. His visit could not have been long, however, for the *Helsingborgs-tidning* of December 9, 1869, reported him back in Lund, desperately ill, in a hospital. Though friendly newspapers treated this as another attack on Lindbergh, it was, alas, too true. He died of tuberculosis on March 27, 1870, at the age of thirty-five. He might well have been another Hans Mattson in Minnesota's history but for his premature death.

GRACE LEE NUTE

[From *Nyaste-öresunds-posten*, August 8, 1869.]

### FROM AMERICA

The following news of the expedition to America that left Sweden last April is written by the leader of the party. It was received here some time ago, but has remained unprinted till now because of lack of space. It will surely be read with pleasure by many persons.

For various reasons that I need not explain, I herewith, as leader of a company of something over two hundred emigrants, give the following news of our journey from Helsingborg to America.

On the 13th, 14th, and 15th of April, my group assembled in Helsingborg to embark on the last of those days on an English steamer for Hull. From that place we were to journey, via Liverpool, to the appointed place in America, according to a travel agreement made with the "Allan Line," or the "Montreal Ocean Steamship Company," in Liverpool. By permission previously obtained, all the travelers placed their effects in the grain store of a merchant, P. Olson, and then betook themselves to hotels, inns, and the homes of friends in the city. At noon on the 15th the chief agent of the Allan Line, a merchant by the name of Horneman, together with a representative of the banking house of Nathanson of Copenhagen, appeared—the former to distribute insurance contracts for the trip, and also to give out information about the journey; the latter to sell exchange on America and also to change Swedish money for American gold. Both operations were performed to our entire satisfaction. Herr Horneman gave policies as cheaply as he could, and Nathanson's agent, at my request, reduced the price of gold and exchange 2 öre under the current rate for the city bank. Exchange was drawn on the Winslow (Scandinavian) Bank of Chicago, well known to all Swedish bankers. According to the royal emigration regulation which went into effect the first of April, Horneman could not, as expected, use Danish contracts, nor as agent underwrite Swedish ones. Therefore that duty fell to a goldsmith, Herr A. F. Krollpfeifer, as agent of Herr D. Lyon of Gothenberg, who is also agent of the Allan Line. He has placed a bond of 60,000 kronor with the Board of Trade in Stockholm. Horneman's bond amounts to 20,000 kronor, placed with the director of police in Copenhagen; and 40,000 kronor with the Swedish Board of Trade. Still his Swedish license had not yet been made out.

Before information about the passage and contracts were given out, those documents were examined and approved by the mayor of the city.

In the afternoon the "Milo," the steamer reserved for us, arrived and in the evening we went on board. The "Milo" belongs to the Wilson Steamboat Line and takes passengers between Copenhagen and Hull. It is one of the line's better steamers and is allowed by law to carry 235 passengers. An annoyance to which emigrants are subjected on the route to Hull, and to which, of course, my group was also subjected, is the absence of cabins and beds. So I warned my travelers in advance, when they bought their tickets. However, arrangements for places to sleep in those steamers are being made for this summer, for which I congratulate future migrating Swedes. In comparison with other steamers taking emigrants to Hull, the lower deck of the "Milo" was roomy and clean. Nevertheless, it cannot be denied that in time of storm, quarters would be very cramped. More comfortably arranged steamers than are now available from Sweden and Denmark to England are certainly desirable and proper, and should be considered.

Early on the morning of the sixteenth the "Milo" weighed anchor and glided out over the waves, proud as a swan and unperturbed by the naive and weak death warrant with which the foes of emigration branded her sound and mighty form. Soon Helsingborg, of sorrowful memory, vanished from our sight, and with it hope and confidence won a victory in the hearts of the passengers over the timidity and sick heartedness that one tried with so much eagerness, inconsiderateness, and ill will to implant. It is always with unpleasant emotions that we recall our stay in Helsingborg and our departure from our native land. The stupid and coarse attempt made by the authorities to divide our little party through intentionally libeling the character of its leader and his purposes; through blackening and slandering the respectable company with whom we made our travel contracts, as well as its agent, the wholesale merchant Herr Horneman; and, finally, through inventing and spreading the most untruthful rumors, such as, for example, that the steamer engaged for our passage had been condemned in Copenhagen — all revealed a hostility to our welfare cunningly and deliberately conceived, which will be difficult for us to forget. What extra expense, trouble, and annoyance the emigrants would have brought on themselves, had they listened to the libelers'



evil tongues and followed their false advice, they now perceive and understand. How would we, poor people, who had only enough money to get to the disembarking point in America, have reached Minnesota, except in my group, without extra expense? How would it have fared with poor ones, who had not a cent for extra expense? A heavy responsibility before God and man would have rested on you of the evil tongues and the scandalous pens, if your evil intentions had been fulfilled!

Though we were detained for sixteen hours at one place in the Skagerrack on account of fog, we anchored the nineteenth at eleven o'clock in the morning in the harbor of Hull, after a pleasant journey of three days' duration. Except for one day in the North Sea, no one suffered from seasickness. The captain and the crew won the highest praise for the humanity, kindness, and consideration for the passengers which they displayed.

To our regret we found that the ebb tide had begun half an hour before our arrival and that the entrance to the dock, where the steamer was to berth, was closed, and would not be opened till evening. I requested a boat, therefore, and went ashore to learn what could be done. The city swarmed with emigrants and not fewer than three steamers were occupied with unloading emigrant luggage. I sought out the agents of the Allan Line, Messrs. Moepels and Company, and learned that my group was to leave next morning for Liverpool with a great throng of other emigrants, and that lodgings for the night could not be secured sooner than late that evening. These facts quickly gave me the happy idea of leaving Hull completely and landing on the other side of the Humber in the little city of New Holland to take a special train to Liverpool. Hardly had I uttered my thought than the said gentlemen, with a willingness and resourcefulness that do them credit, made my wish a reality. Within two hours a steamer lay alongside the "Milo," and an hour later the passengers found themselves with their hand baggage on board the new boat, each and every one with his railway ticket to Liverpool. Customs inspection occurred during a few moments, while two trunks were opened. Thereafter all baggage was declared passed. We left the "Milo" with a hearty cheer for its captain and crew and half an hour later we landed in New Holland, where the baggage was taken in hand at once by baggage attendants and locked up in special baggage cars. After a little stop in the city, we left about seven o'clock in the evening

on a special train for Liverpool. We arrived in that city about two the following morning, Tuesday the twentieth. As a result of telegrams we were met at the station by several persons attached to the service of the company, who immediately conducted us to our lodgings. There breakfast was served, and a few hours' refreshing sleep in good, roomy beds followed. After coffee, served at six o'clock in the morning, along with slices of bread and butter, we went to the station, where conveyances were ordered for the baggage left there overnight. We checked it and shipped it off to the harbor. Here some doubt arose whether we could be taken on board, for the steamer "Nova Scotia," which lay ready to sail, was bound for Quebec instead of Portland, where we wanted to land. I hurried in a hack to the company's office in James Street and informed the office that we were as willing to land at Quebec as at Portland. Thereupon the group was taken on board, to be placed as desired in first-class staterooms, which accommodated about two hundred and fifty passengers. At two o'clock in the afternoon the official physician appeared and made the required health inspection. Then, as had been promised, my company was given places in cabins, from four to six persons in a room and a bed for every person. The light and airy dining room was supplied with beds for women. Some Norwegians were also quartered in cabins. The lower deck was taken up by Irish, English, and German emigrants, so that we had nothing to do with those nationalities. The manager of the company's office, Mr. Ennis, himself came on board and saw that we had the places reserved for us. I am deeply grateful to him for the attention he paid us Swedes and for the kindness with which he aided me in taking care of my group. To two persons who lost their contracts he gave tickets to St. Paul without asking any payment; five others whose contracts showed that they had paid their passage only as far as Chicago, likewise got tickets to La Crosse when they declared that they had paid their passage money and insisted that a mistake had been made in writing the contract.

We left Liverpool at four o'clock in the afternoon, glad not to be obliged to stay longer in England than was necessary for a little rest, exchange of our tickets, and so forth. Many emigrants who had arrived before we did were still there, much to the detriment of their pocketbooks. I cannot sufficiently warn my emigrating fellow countrymen to be parsimonious during their stay in England and not to

lightly throw away their money on geegaws, such as, for example, trumpety guns and firearms, which will be carried to America to corrode uselessly; or gleaming gold or silver watches, which shortly will be found to be worthless heaps of machinery. If the passage arrangements be with some well-known emigrant line, good lodgings will be secured in England at appropriate cost for those who have no pretensions of having abundant means. Therefore no further remarks are necessary in this matter. It is too bad that a great many emigrants needlessly and carelessly invade their little store of travel funds in Hull and Liverpool under the mistaken notion that this money can easily be recovered in America.

With confidence we left our fate to the "Nova Scotia" and soon found ourselves quite at home in her roomy cabins and on her white-scoured decks, where we were allowed to wander from stem to stern. The number of passengers, about six hundred, did not amount to the number permitted by law. There were no other Swedes than my company on board. The crew consisted of eighty-six men. Captain Watts, the master, is a gentleman in the word's fullest sense, as well as a calm, experienced, tested seaman. Both he and the other officers were extremely kind to the passengers, and when, on a few occasions, I reported something unpleasant in respect to food and water, improvements were made willingly. As an example of his consideration and benevolence, I will mention that without a sign of displeasure he put up with a group of emigrants who by lying on deck in the sunshine right in front of his cabin door hindered him from entering and leaving his room. One bright morning, when he lay sound asleep after having been awake because of a storm the first part of the night, it happened that a tall Irishman leaned with all his weight on the door, so that it gave way and he fell with a crash in the cabin and knocked over a chair there. The captain, wakened by the noise of the unexpected entrance of the outstretched guest, merely smiled as he inquired, "How do you do, Sir?" Afterward a watch was set at the door to prevent more such visits. Even the surgeon was a good-hearted man and discharged his duties with zeal and solicitude. Another person, not less worthy of mention, was the line's interpreter, a Swede by the name of Leonard Bergqvist, who with unwearied zeal daily and hourly busied himself with the Swedish emigrants and tried to meet all their legitimate demands. If anyone complained of being ill, he fetched either the surgeon or some medicine; if anyone reported

himself to have been absent from a meal or not to have received sufficient food, he was ready to assist him and stood faithfully by him. The interpreter on a steamer plays an important role, especially when emigrants are without a leader who talks English or upholds their rights. He is their father, mistress, and counselor. I congratulate the Swedes who in crossing the ocean or traveling on American railways have such an interpreter with them as Leonard Bergqvist.

Food on board the "Nova Scotia" was good and adequate. For breakfast there was coffee, butter, and soft wheat bread baked on board. For the midday meal soup, meat or pork with potatoes, and for supper pilot bread, butter, and tea. Sometimes oatmeal porridge was substituted for tea for those who preferred it. For Sunday dinner pudding was served as dessert. Food was carried by the cooks to every cabin, where each passenger received his portion in person in his own tin dishes. Even in the lower deck this was the method employed.

Sanitary regulations were very strict. Ventilation and cleanliness were scrupulously maintained. Every morning after breakfast the floors in the cabins, the deck, and the passageways were scrubbed with care by the crew. Meanwhile the passengers were obliged to go on deck, if the weather permitted.

In a swift and untrammelled course the "Nova Scotia" cut the calm surface of the sea the first day; but then she encountered wild, freakish, howling winds combating angry, agitated, seething waves. Stormy weather and almost constant head winds lasted for a whole week, while seasickness mercilessly exercised its power over the passengers and relented only during short intervals. One and all of the timid ones, afflicted with seasickness, wished themselves back in their homes in their native land and, could what was done be undone, would gladly have lived at home in poverty and disesteem rather than spend another day on the stormy sea. On the other hand, I saw others, similarly beset with illness, some of them surrounded by a whole bevy of children, men and women who showed themselves worthy of the Swedish name, who were patient and from whose lips not a complaint, not a sound of discontent issued. With calm countenance and determination not to recoil at a few days' unpleasantness, they cared for their little ones, hoping that through labor and solicitude they might find themselves in the New World repaid for the journey's distress. Such energetic, patient, and resolute natures seldom

fail in America to make for themselves a respected and independent place in the community.

The storm wore itself out, the sea calmed, the heavens cleared, and at the same time, the cloud lifted from the passengers' faces. Health and strength returned, meals became regular, and thought was given to the completely unknown land toward which we were steering our course. On Sunday, May 2, in the afternoon, we anchored in the vicinity of Quebec, having thus completed our journey across the ocean in twelve days. The next morning we landed at Point Levis (a little city situated opposite Quebec on the other side of the St. Lawrence River), where our luggage, without being weighed or opened, was stamped by the customs officers; and after railroad tickets had been exchanged, all the passengers of the "Nova Scotia" departed, happily and gaily, about four o'clock in the afternoon, by rail for the West.

I cannot refrain from remarking here that in Point Levis we saw no such loafers as in great crowds, hawkeyed and avaricious, watch for their prey about Castle Garden, the landing place for emigrants at New York. I ought also to mention that no overweight charge is made for baggage at this place. Several in my group had luggage of more than a hundredweight's excess, and considered themselves lucky to get free transportation for it.

The train was in motion day and night, as is customary in America. Consequently the journey finally became tiresome; but the coaches are roomy and more comfortably furnished than in Sweden, and passengers are at liberty to go from one coach to another as they please. Thereby the unaccustomed discomfort is to some extent mitigated. There is a door at either end of the coaches, so that the conductor and the passengers can go from one end of the train to the other, even when it is in motion. The unexampled constraint which spoils railway journeys in Sweden and the superabundance of uniformed trainmen who swallow up railroad revenues at home are not to be found in practical North America—even royal Canada not excepted. We descended from the train at certain stations to get breakfast, dinner, and supper, and crossed the boundary between Canada and the United States on Thursday, the sixth, at noon. We stopped in the little station of Port Huron, where our baggage was inspected, with the result that two families had to pay duty on a lot of new books.

A little before evening we were ready to start again, but to our

surprise we found for our transportation only grain cars without windows and with some board beds set up for the occasion. To our refusal to proceed in any but passenger cars, the station inspector explained that because of the heavy traffic it would be impossible to get such cars for a long time. While we were holding to our decision, the train departed with the Germans, Irish, and many others, and we spent the night in a large railway emigrant house, where food, coffee, and beer were supplied on payment. Charge for lodging, however, was not to be thought of. The next morning a genuine passenger train stood at our disposal and again we started off for the West. At noon we came to Milwaukee Junction, a station near Detroit. Here all the group, including the author, who wanted to go to Minnesota descended, and the rest went on in the same train to Chicago, which they were to reach next morning. We proceeded over the shortest and best route to St. Paul by way of Grand Haven and Milwaukee. We arrived there on Sunday morning the ninth, and got rooms at two German hotels until the next morning, since no trains run on Sundays. Now for the first time on our trip members of the group had to pay for lodging—twenty-five cents a person for adults and half that sum for children. A meal cost twenty-five cents, paper money. The emigrant agent for the state of Wisconsin, Mr. C. A. Molbach, deserves my thanks for his kind information and unselfish assistance in the care of my company. Next morning we left on the Milwaukee and St. Paul Railway via Prairie du Chien for St. Paul. We arrived Tuesday morning, May 11.

In spite of the evil predictions forecast in Sweden that the ocean would swallow both us and the rotten vessels to which I should confide my company; in spite of prognostications of illness, starvation, and hunger; in spite of prophecy that my people would be conducted to the slave states, where they would languish under the burning rays of a southern sun; in spite of assurances that the group, once on board the vessel at Helsingborg, would never again lay eyes on the author, and so forth; in spite of all, after twenty-five days of travel, we found ourselves in the free and youthful capital of Minnesota, our new homeland—and all was well. We were all in good health, hale and hearty, and knew that we had had a comparatively quick and good trip, in most respects, if one excepts a few days of stormy weather on the ocean.

Those of the company who had gold coins or bills of exchange followed me to the Marine Bank, where paper money was received according to the day's rate of exchange, and bills of exchange were honored, without objection, in gold and also in paper money, with the addition of a premium for gold. I shall always remember with emotion how on this occasion a *pater familias*, when he saw his bills of exchange turned into money, reached out his hand to me without uttering a word, and when our eyes met, a tear rolled down his cheek. He told me later that two persons in Helsingborg, whom he believed honorable, tried to make him believe that his bills of exchange were worthless paper and that I had divided his money with Horneman.

Next day several of the group left on the St. Paul-Stillwater line, where work was promised them. Others hired themselves to farmers at fifteen to twenty dollars a month, with board and room. Railway workers get a dollar and eighty-five cents a day and have to pay four dollars a week for food. For young women it is easy to find jobs. All who intended to become farmers followed me the same day to Clear Lake station, situated four hours by rail from St. Paul. Here we found a new, excellent house, constructed for such as we, where we lodged and rested after our tiring journey, and where families had free entertainment while their men were absent seeking farms. Separate from the main house is a kitchen, furnished with two iron cooking ranges and dishes. Women and children of my group remained here a time, while the men were occupied with building and with clearing land. Here everyone was at liberty to go to the Swedish settlements to the west, to go north or northwest via St. Cloud, or to stay with me in order to get a homestead in the vicinity of the railroad in Sherburne, Benton, or Stearns counties. After resting a bit, some of the group went to relatives and friends in the settlements in the West, and the remainder followed me into woods and fields to hunt for land. After some days' search they found homestead land to their taste on the St. Francis River, one and a half Swedish miles from the railway station of Big Lake, situated about three hours' journey from St. Paul. There they contentedly settled — and so ended "the long advertised Lindbergh expedition" to the satisfaction of all the participants.

As a postscript I should say, that as a result of the endeavors of the foes of emigration and of vagabond subagents in Sweden to delude

and confuse emigrants, my company was altogether too small to establish itself as a colony in a place more remote from communication, as I originally planned.

BIG LAKE, MINNESOTA, June 30, 1869

M. O. LINDBERGH

In addition to certifying that the above is completely in accordance with the truth, we the undersigned, members of Capt. Lindbergh's expedition, declare our gratitude to "The Montreal Ocean Steamship Co" in Liverpool and to its agent, the wholesaler, Mr. W. Horne-man in Copenhagen, for good treatment on our trip and for completely honest fulfilment of all agreements entered into with us.

BIG LAKE, July 2, 1869

O. OHLSON, farmer from Skåne    AXEL FR. FORSHAEL, from

O. J. DJURBERG, mason from        Småland

Ignaberga

L. LUNDQWIST, from Löberöd

ISAK NILSSON, Klåvarp

JÖNS ANDERSON, Klåvarp

and many others.<sup>8</sup>

<sup>8</sup> The federal census schedule of 1870 for Sherburne County lists some of these men, mainly as living in Big Lake Township. The state census of 1875 lists some of them as residents of Orrock. Orrock was a part of Big Lake until 1875, when it was incorporated as a separate unit. The census schedules are in the custody of the Minnesota Historical Society.





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