

The New Northwest.

VOL. 24, NO. 48.

DEER LODGE, MONTANA, SATURDAY, JUNE 10, 1893.

WHOLE NO. 1043.

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HISTORIC MONTREAL.

SCENE OF THIS YEAR'S CHRISTIAN ENDEAVOR CONVENTION.

Deer Delegates Will Be Received and Entertained—Attractions of the Town—Information for Intending Visitors—History and Purpose of the Society.

The annual convention of the Society of Christian Endeavor, which opens this year at Montreal, Canada, beginning July 6, is expected to attract about 25,000 people to that historic city, a much greater assemblage than has ever been gathered there for any purpose. The preparations already made by the local committee, however, promise ample accommodations for this vast number, and it is quite certain that all will be cared for at reasonable rates. The city has been thoroughly canvassed for sleeping accommodations, and contracts have been entered into for the erection of three large dining tents where 1,500 people can be fed at once, which will obviate the necessity for running to distant parts of the city for meals.



But a person might go much farther from the city and not see anything finer than the view from Mount Royal, the hill behind the city whence Jacques Cartier looked upon the land and saw that it was good. This has been appropriated for a public park, and the drive thither is something not to be missed. Neither should the little trip to the park on St. Helen's island be omitted, for it will give you the chance of inspecting the famous Montreal quays and the picturesque Bonsecours market and church, which are both near the wharf, whence the steamer leaves for the park. You cannot avoid the Place d'Armes and the Church of Notre Dame if you want to, for they are very much in evidence in the heart of the city, and you will not even have to inquire about them, no matter how strange the town may be to you. By all means take the elevator up to the tower roof and get the view, which is worth the time and trouble.

Then there is the Seminary of St. Sulpice, which adjoins Notre Dame in the rear and into the quiet courtyard of which you can look from the tower, the Hotel Dieu, the Gray Nuns' hospital, McGill university and my number of churches and religious, educational and benevolent institutions of all the creeds in Christianity and all schools of architecture, which you can spend your spare time in visiting. The Episcopal Church cathedral and the Catholic Cathedral of St. Peter are both magnificent buildings, the latter a redolent but very effective copy of St. Peter's at Rome. All good Endeavorers will of course pay a visit to the Young Men's Christian association building at the corner of Craig and Radeau streets if only to see the exterior of the pretty building which is the home of an association whose objects are so similar to their own. "For Christ and the church."

It is not necessary to devote much space to setting forth the history and purposes of the Christian Endeavor society. Everybody knows how it originated 11 years ago in the pastor's study of the Williston church, in Portland, Me., and how it has gone on flourishing till now its membership amounts to a million and a half, and there are upward of 25,000 branches established throughout the civilized world, and some in localities not commonly considered to be civilized. "Father Endeavor Clark," as the founder and president has been recently nicknamed by some of his followers, planted better than he knew, no doubt, but nevertheless he must be gratified at the increase from his grain of mustard seed, which has already waxed into a tree of surprising greatness, not unlike that to which the kingdom of heaven is compared in the gospel, and in which there can as yet be discovered no sign of decay.

Now, so long as the society is true to its original purposes, is there any need or likelihood of decay. Founded primarily for the "evangelizing of the Spirit" in the individual and working for the general good mainly through individual influences, no valid reason can be given why its phenomenal growth should not be more than doubled in the next decade if only the same care be taken to keep it within the lines originally set forth.

London's Egg Supply.
London is supplied weekly with 15,000,000 eggs, which come principally from France, Italy, Austria and Russia. The French eggs are esteemed the most highly, and the Russian ones receive the least favor, which is natural in view of the fact that they take 21 days in transit.

A Subterranean River.
An underground river, strongly impregnated with iron, has been found recently near Charlotte, N. C. The stream is 45 feet below the surface, 700 feet wide and 6 feet deep.

THE NEW MODERATOR.

Dr. Craig, Like His Predecessor, Dr. Young, Is a Kentuckian.
The new moderator of the Presbyterian general assembly, the Rev. Willis Green Craig, D. D., was elected as the representative of the conservative element of the assembly, but has been freely commended for his eminent fairness by members who did not vote for him. Like his predecessor in the moderatorship, Dr. W. C. Young, he is a native of Danville, Ky., and was educated at Center college in that town and at Danville Theological seminary.
Dr. Craig graduated from Center college in the class of 1851, when he was not yet 17 years of age, and spent seven years afterward managing a large plantation in association with his brother. He entered the seminary in 1858 and in the spring of 1861 was licensed to preach.

GRACE GREENWOOD.

HER FIRST MINISTRIAL CONNECTION WAS WITH THE WESTMINSTER PRESBYTERIAN CHURCH OF KNOXVILLE, TENN., WHERE HE REMAINED FOR SEVENTEEN YEARS.

His first ministerial connection was with the Westminster Presbyterian church of Knoxville, Tenn., where he remained for seventeen years, during which time he was instrumental to the chair of Biblical and ecclesiastical history in the Theological Seminary of the Northwest, but his congregation so vigorously opposed his removal that his presbytery refused to release him. The following year, however, his church and presbytery were both prevailed upon to consent, and he entered upon the duties of his professorship in September, 1882.

He occupied the chair of church history for nine years and in 1891 was transferred to the chair of didactic and polemic theology, made vacant by the resignation of the late Dr. Thomas H. Skinner. He still retains his membership in the Iowa presbytery, however, and was sent to the general assembly as a commissioner from that body.

Dr. Craig is in his sixtieth year, but he looks fully 10 years younger. He is a fluent talker, but has a marked accent which betrays his Scotch lineage. He is a cousin of Vice President Stevenson, but has never taken any active interest in political matters.

FIRST WOMAN CORRESPONDENT.

Grace Greenwood Still Lives and Works in Washington.

In the Washington home of Grace Greenwood on Capitol Hill the artistic taste of the authoress who has delighted the readers of two generations has been manifested in a way that is quite as characteristic of her genius as a thing she ever wrote. The furnishings are a happy mingling of the old-fashioned and the new, and the east and west have made contributions to its elegance and comfort. A marble bust of the authoress sculptured years ago is one of the notable adornments. It might be taken for an ideal head, it is so refined and beautiful.

Grace Greenwood was the first woman newspaper correspondent in Washington. She began her journalistic labors there as long ago as 1850, and although she has published many volumes of poems, travels and stories her literary reputation rests chiefly on her journalistic work. Her descriptions of Pacific coast scenery when it was comparatively unknown were so vivid as to attract notice everywhere, and her correspondence from Europe during her nine years' residence abroad added greatly to her fame. In children's literature she is acknowledged to be without a rival, and she achieved fame as a lecturer at a time when no other woman could secure the respectful attention of an audience, and she did it without the least effort to imitate the masculine oratory of the day, resting wholly on her feminine eloquence and wit.

Of course it is well understood that "Grace Greenwood" is a pen name, and the real name of the authoress, Sara J. Lippincott, is almost as well known as that which has been signed to her literary productions for so many years, but she thinks it well to adopt her pseudonym that is not generally known. Mrs. Lippincott's family name was Clark, and at her birth her mother named her Grace Ingersoll, after a very dear friend, and she was called Grace until she was 3 years of age. The name did not please her father, however, and he one day took the child to church and had her baptized Sara Jane Stewart, in honor of two maiden ladies of prosaic names and lovable characteristics.

When she wished to adopt a pen name, her mother suggested "Grace Ingersoll" as appropriate, but her mother's friend was still alive and prominent in French social circles, and the young writer did not think it wise to adopt her name. The mother still clung to the name Grace, however, and finally made the suggestion that "Greenwood" be added to it, as the daughter was fond of riding about the forests. Thus originated the happy alliteration that has since become so famous. Although now in her seventieth year, Mrs. Lippincott still does excellent literary work.

A NOBLE MONOLITH.

The Severely Classic Memorial of Mary, the Mother of Washington.

The ladies of the National Mary Washington Memorial association have awarded the contract for the beautiful monument which they intend erecting over the grave of the mother of George Washington, at Fredericksburg, Va. A model of the monument is now on exhibition in the Woman's building at the World's fair, where it was the first exhibit installed. The design is severely classic, simple and dignified, and will most appropriately commemorate the character of the woman in whose honor it is to be erected. The woman of whom Lafayette said, "In her only of all women lives the Roman matron of modern days."

THE MARY WASHINGTON MONUMENT.

The monument is to be a granite monolith 40 feet in height upon a base 10 feet high, making an extreme elevation of 50 feet. Upon the rising ground where the grave is situated this will be a very conspicuous object, and it cannot any too soon take the place of the mass of broken stone which is all that remains of the marble monument begun half a century ago, which is today rather a monument of blasted hope and fruitless endeavor than the memorial it was intended to be. The ladies of the association have entered into the faith in the women of the country and believe that they will contribute what remains to be raised of the funds necessary to carry out the designs of the organization. These objects include, besides the erection of the monolith, the beautifying of the grounds about it and the provision of a fund for its permanent maintenance. Renewed interest has been shown in the project since the model has been placed on exhibition, and the sale of photographs and souvenirs at the fair has augmented the funds.

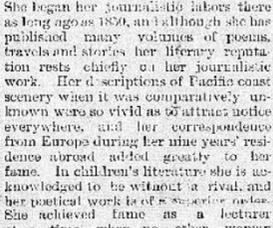
LARGE WOODEN SHIPS.

STEEL TO REPLACE TIMBER IN THE YARDS OF BATH, ME.

Fluctuations of the Shipbuilding Industry in the Quaint Old Town—The Biggest Wooden Sails Contracted With the Largest Steel Steamers.

They will build no more big wooden sailing ships at Bath, Me., the chief city of timber shipyards in the United States. The biggest yard there has just put in a steel plant, and steel ships will soon be produced. Bath is a shipbuilding city to the core and to the man. It was incorporated as a town in 1780, but ships were built there more than a century and a half ago, and though the industry has sometimes lagged sadly, sailing vessels have been launched from the Bath yards every year since the first keel was laid there.

Its site was fixed upon by its settlers with especial reference to its adaptability to shipbuilding. It is located some miles up the Kennebec, the shores of which between the city and the sea are rugged and abrupt. But at Bath there is not only enough comparatively level ground for a town of some size, but there the river broadens into what seems like a spacious bay extending along the city's front and northward for several miles above it. Bath itself is narrow and stretches along the river bank for three or four miles. Galleries, docks, foundries and sawmills—all sorts of industries necessary to shipbuilding—crowd each other on the shore.



THE SUSQUEHANNA.

In the old days great fortunes were made out of shipping and shipbuilding in Bath, and the fortunes of the town are still bound up in the same industries, of which there has been a revival during late years. The names of Houghton, Sewall, Hatten, Cross, Sawyer, Rogers, Hawley and Donnell, shipbuilders famous in the annals of Bath, are inseparable from the history of marine construction in the United States.

Bath was made a city in 1830. In 1830 her population was 8,076; in 1870, 7,371; in 1880, 7,571 and in 1890, 8,723. These fluctuations corresponded exactly with the condition of American shipbuilding, and also in themselves significant. Time was when the majority of the craft launched from the yards of Bath were square rigged, but for some years fore and aft schooners of three and four masts have largely predominated.

Among the largest vessels launched out there are the Susquehanna of 2,728 tons burden and the Roanoke of 3,362. The Roanoke is, in fact, the largest wooden sailing craft on the ocean—the five masted steel built Frigate. The Roanoke is also the largest American ship ever built but one, the Great Republic, which was launched in 1892.

Notwithstanding the superior size of the Roanoke, she has not so good a record for fast sailing as the Susquehanna, which beat her in a recent trip from New York to San Francisco "around the Horn," the Susquehanna's time being 123 days, while the Roanoke's was 125. Though both are wooden vessels, they are fine specimens of the shipbuilder's art, all the latest ideas being embodied in their construction.

It was but a few days after these ships anchored in the Chesapeake bay that the Canadian, the Canada line's Lonsdale, a new steel passenger boat, completed her first transatlantic voyage and was docked in New York. She is the largest steamer afloat, as the others are the largest wooden sailing vessels, though, as in the case of the Roanoke, she had a predecessor—the Great Eastern—was larger. She is the embodiment of all the latest and best ideas in naval architecture and construction. Her marvelous time on her return voyage from New York to Liverpool, 17 hours and 37 minutes, the fastest ever made, was recorded—fully demonstrated the truth of this statement.

Some idea of her size may be gained from the fact that she is as long as three city blocks of 200 feet each with 20 feet to spare. The full complement of her passengers and crew would fill 31 railroad cars of a seating capacity of 50 each, leaving 30 passengers to stand in the aisles. In finish and decoration the Lonsdale is so fine as to merit the oft used descriptive term of "floating palace," and great things are expected of them when they get down to their last work after their machinery shall have worn smooth.

The Paris of the American line bore the ribbon for fast Atlantic voyages before the advent of the Canadian on the high seas, but the spirit of competition tore it from her. The same spirit is likely soon to wrest the pennant from the fast Canada boat, for the White Star line threatens to enter the field with a new ocean racer to be 700 feet long, which they believe will make the transatlantic voyage in less than five days. This ship will be 20 feet longer than the Great Eastern was and will be named the Gigantic.

THOMAS BRINGTON.

JOINED THE POPULISTS.

TOPPEKA, May 30.—Ex-Governor Charles Robinson, for years the leading Democrat in Kansas, has finally cast his fortunes with the Populists.

Dr. Griffin Dead.
LOUISVILLE, May 30.—A private cablegram received here announces the death of Dr. Hamilton Griffin, stepfather of Mary Anderson Navarro.

It is stated that the president and Democratic leaders in congress will agree upon a programme comprising the repeal of the Sherman law and the federal election laws, the removal of the tax from state bank currency, the imposition of the income tax and a reduction of all tariff duties.



CHARLES ROBINSON.

General Dods is a tall, handsome man and looks like the soldier he has proved himself to be. He is a mulatto, English, French and African blood mingling in his makeup. His grandfather married the daughter of a Frenchman and an African woman, and his father married a native of Senegal, who came of a Norman family. The general was born in St. Louis, Senegambia, in 1822 and was educated at the French military school of St. Cyr, where he graduated in 1842 with the rank of second lieutenant of naval infantry. He was promoted to a first lieutenancy in 1847 and to a captaincy in 1859. At Sedan in 1870 he was taken prisoner, but escaped and rejoined the army. He fought through the Franco-German war, the conflict with the commune and the campaign in Tonquin, coming out of all of them unscathed.

VILLARD'S UPS AND DOWNS.

The phenomenal success of a Polesse German Emigrant.

Not many of the emigrant magnates of the world have had such a romantic career as Henry Villard, the story of which reads more a chapter of romance than of fact.

Henry Villard, in the first place his name is an alias. When he came to this country in 1854, a penniless emigrant from Germany, he was called Heinrich Heilgard. He was born in Speyer, Bavaria, and graduated from the gymnasium of his native town the year before he emigrated.

Having some literary ability, he commenced writing for German publications, and after he had mastered English, continued his connection with journalism for some years, up to 1874, in fact, when he launched out as a financier. In that year he was sent out from Germany, where he had been reporting the Franco-German war, by a committee of German landholders of the Kansas Pacific railroad, which had defaulted on its interest. He was finally appointed receiver of the road, and this appointment may be said to have given him his start as a financial success.

As early as 1859 he had conceived a scheme for the consolidation of various steamship and railroad interests on the Pacific coast, but it was not till 1879 that he found himself strong enough to carry it out. Then he gained control of the Oregon Steam Navigation company and the Oregon Steamship company and combined these interests under one management. Then he got control of the Northern Pacific, and the story of his quick achievement of a colossal fortune was the one of the "fortunes of the American West." But it did not last, as all the world knows, for his downfall was a repetition of the tale of the rascal and the stick.

But his acute discernment and indomitable energy were not to be thus disposed of forever, and after a brief period he once more blazed across the financial sky in full ascendancy—a successful financier, a railroad king, a millionaire, a shining mark for the financial paragraphers in town, on whose word "the street" waited, and whose word "the market" more or less unadvisedly, tries to "down."

The rumor that President Cleveland would make a tour of the world has been confirmed.

The case of Musical Director Thomas of the world's fair will probably not be decided before June.

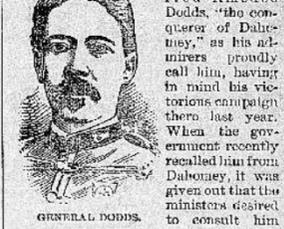
President Cleveland has directed that hereafter in his glass postmasters be not removed except for cause.

Mr. Cleveland is credited with a desire to have Secretary Lanont succeed Flower as governor of New York.

Indiana Republicans believe that ex-President Harrison will be the Republican nominee for president in 1896.

ANOTHER MILITARY IDOL.

The mantle of Bonaparte offered to the Emperor of the French.



GENERAL DODS.

It may have been the spreading of this sentiment among the people that caused the evictions which the general received on his arrival at Marseilles and Paris recently, or it may have been that the "party of revenge" was simply seeking a new center around which to rally. Certain it is that the League of Patriots, who are the organized representatives of that party, had a prominent part in the management of the evictions, going so far as to bombard the walls of Marseilles with a circular offering General Dods the succession to Bonaparte, which concluded with these words: "General, do your duty, and if parliamentarians resist thrust them out at the door."

General Dods is a tall, handsome man and looks like the soldier he has proved himself to be. He is a mulatto, English, French and African blood mingling in his makeup. His grandfather married the daughter of a Frenchman and an African woman, and his father married a native of Senegal, who came of a Norman family. The general was born in St. Louis, Senegambia, in 1822 and was educated at the French military school of St. Cyr, where he graduated in 1842 with the rank of second lieutenant of naval infantry. He was promoted to a first lieutenancy in 1847 and to a captaincy in 1859. At Sedan in 1870 he was taken prisoner, but escaped and rejoined the army. He fought through the Franco-German war, the conflict with the commune and the campaign in Tonquin, coming out of all of them unscathed.

He has been in the service in Africa since 1871, except during the Tonquin campaign, and was made a major there in 1874, a lieutenant colonel in 1883 and a colonel in 1885. He was commanding at St. Louis in 1890 when Colonel Terrion conducted his campaign against King Behahani and was made commander in chief of the expedition in 1892, on the successful conclusion of which he was promoted to be general and made an officer in the Legion of Honor.

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