

YE EDITOR TRAVELS.

He Has a Royal Good Time While the Devil Runs the Shop.

BUFFALO AND TORONTO GIVE WELCOME

The Minnesota Building at the Pan-American Exposition Formally Dedicated by the Scribner and Gov. Van Sant and His Staff.

Rightly it is called the "Rainbow City." Orate in its architecture, beautiful in its coloring, the Pan-American city delights and satisfies the eye and holds the promise of good fortune to all the Americas. Chicago for its "White City" had the electric help of all the world. The federal government and the state of Illinois made munificent donations, and all foreign countries were directly interested in that great exposition. But the Pan-American is the creation of Buffalo, and almost unaided this single city, not of the first magnitude in population, has carried to completion one of the very few really great expositions. It has in its going places in its self-reliance, energy and accomplishment of great undertakings. Its exposition in its beauty and interest for visitors rivals the Chicago fair and wholly eclipses any other ever known in this country.

The "all-American" idea is distinctly carved out in the architecture and the color designs, and as the classic outlines of the Grecian architecture of the "White City" was a distinct triumph of American art, so the terraced, minaretted buildings and beautiful color schemes of the "Rainbow City." It is unusually restful to the eye and satisfying to the mind. As you enter the grounds over the great approach to the temple arch and the great quadrangle surrounding the fountains, bursts upon the view, with the graceful lines of the lofty electrical tower marking the far end, you cannot but exclaim, "How beautiful is this from this point; the plan evidently contemplates that. At this end, too, you find the ruder and cruder architecture, plainer and less ornate of design, and without color, representing the early triumph of architecture, but here is no color, no glamor of the crowd, but from here on the color begins, as does the intricacy of ornament, until both reach their climax in the architectural towers. In all a study in southern architecture and is as distinct and true and consistent as was the "White City." You come away with a clear impression, bearing the exact picture in memory, which is a rare thing. The grand and colorful impression of historic completeness.

We wish to say with the utmost earnestness, that no one who, by any reasonable sacrifice, can spend a day or a month at the Pan-American will ever regret doing so.

The Minnesota Party.
The representatives of 150 Minnesota newspapers have just spent nearly a week at the exposition. With us were a hundred ladies, our wives and daughters. With us also were Gov. Van Sant and his party, in all making nearly 500 persons. Every one, without exception, was delighted. We of this western country, have had no real conception of this exposition, nor of its educational value, otherwise tens of thousands would have come from every friend he has to go, to see and enjoy.

To aid those who may contemplate the trip, we wish to tell the plain, unvarnished tale of this 1901 editorial outing, and to give simple facts that will be most useful to the visitor, saving him many delays, annoyances and considerable expense. We take it that most who visit the Pan-American from Minnesota will have limited time and limited means. They will wish to see the most they can for their money, with the maximum of personal comfort.

The Route.
First, then, as to your route. You cannot possibly do better than to take the Chicago, Milwaukee & St. Paul road to Chicago, and the Grand Trunk from there on. The service on these roads is not excelled in the whole world, nor are there any better equipments, or smoother or roadbeds. If you read the realized what a good roadbed means to the traveler, outside of safety to life, just notice as you ride over the Milwaukee and Grand Trunk, that after you reach Buffalo, you are in the best of luck. Or, if you started tired, you will reach there rested and refreshed, ready for tramping and sightseeing. You do not have to hang onto your seat all day, nor lay awake all night, to stay in your berth. You can read the papers, watch the landscape with comfort, and sleep as peacefully as in your own bed at home.

The Milwaukee runs five solid passenger trains daily each way between Chicago and Chicago. It runs via a daylight ride if you wish in chair cars down the Mississippi river, passing Hastings, Red Wing, Winona and La Crosse, a route that for scenic beauty is unequalled. The great Pioneer runs from St. Paul at 3:10 p. m. and arrives in Chicago at 9:30 the following morning. It is the pride of the road and the admiration of all railroad men. But just to show what it can do when put to the test, our special will start from St. Paul to Chicago in just twelve hours after a run that was as easy and smooth as rubber tires on macadam. This road also is the only one having the block signal system for the entire St. Paul-Chicago route, making collisions impossible. The elegance of its trains, the completeness of its service, the courtesy of its employes and the effort made in every way for your comfort and enjoyment, cost you nothing but your seat and safety. It is indeed a "Pioneer." It leads the way and still leads it.

The Grand Trunk.
What the Milwaukee is northwest of Chicago, that the Grand Trunk railway system is to the northern east. Its splendid roadbed, insured by the highest safety, is officered and managed almost wholly by young men, and they have amazed the railroad world by making it the most popular road east of Chicago, and they have done this in just the fewest years. They conduct a business providing everything the traveling public could reasonably or even unreasonably ask for. Keen and alert they have looked to see where others have lacked and worked to provide that for their road. They handle the large excursion party and the single passenger just the same. Every bit of their knowledge and help is at their service, and every employe looks to see that they are cared for and reach their destination quickly and comfortably. With our party Mr. David Brown, the road's traveling passenger agent at St. Paul, went through to Buffalo and back, personally attending to the train service and the hundreds of the details that conduct so much to the smoothness of such a trip. At Chicago, Mr. Cookson, the assistant to the general passenger agent at that city, met us there and accompanied the train to Buffalo. The Milwaukee road was equally attentive. Mr. J. T. Conley,

the general passenger agent, having been with us while on his road.

The Grand Trunk's Chicago depot is known as the Dearborn street station, and is in the heart of the city. It has three splendid trains daily out of Chicago east, and each has a through Buffalo sleeper via Niagara Falls, so that you have no change to make. The first is the New York and Philadelphia train, run in connection with the Lehigh Valley road, one of the great systems of the east. It is a solid train of vestibule cars and runs via Detroit and Mount Clemens, Mich. It may be noted that passing interest to many to know that the Grand Trunk is the only line out of Chicago that will take you to Mount Clemens without change. This train leaves Chicago at 11:30 a. m., reaching Buffalo at 8:15 the next morning, and New York city at 4:30 that afternoon, and runs over a beautiful scenic route through New York and Pennsylvania.

The next train is the famous "No. 4," which leaves Chicago at 11:30 a. m., and in Buffalo at 8:20 the next morning. The third leaves at 8:15 p. m. and arrives at Buffalo at 4:30 p. m. Also, if you are going beyond Buffalo and Niagara Falls, the Grand Trunk grants a ten days' stopover permit without extra charge at Niagara, on certain tickets, and on all trains and tickets on payment of \$1 at the joint agent at No. 59 Exchange street, Buffalo, very near the depot.

Those wishing a little lake trip in connection with their outing, can go to Milwaukee and there take the boat to Grand Haven, where they then take the Grand Trunk, and there is no extra charge for this route over the Chicago route. The Grand Trunk, for those wishing to visit Toronto, Montreal or any point in Canada, is almost the only line, and it offers every inducement to the traveler. The connections between the Milwaukee and Grand Trunk at Chicago are very convenient. The night train out of St. Paul arrives in Chicago at 9:30, giving two hours, abundant time for a leisurely breakfast and transit before taking the 11:30 Grand Trunk. If you have a little business in Chicago, you can do it and take one of the later trains. The daylight Milwaukee makes equally good connections. If you are expecting or hoping to go to Buffalo, or farther east, write for the Grand Trunk Pan-American folder, a veritable work of art, to Mr. David Brown, Jr., Endicott building, St. Paul, who will send it without charge, and give any further information desired.

The Start from Home.
The editorial party assembled on Saturday, June 15, at St. Paul, at the Windsor hotel, which for years has been newspaper headquarters in Minnesota, until Gen. Monfort, the proprietor, has a personal acquaintance with practically every newspaper man in the state. Here each of the party was provided with a handsome badge and button, with his or her name attached, which were the gift of the Kellogg Newspaper Company, the American Press Association, the Minnesota Type Foundry Company, and the Wisconsin Type Foundry. The button represents Niagara Falls, and below was a map of Minnesota and the states extending to New York, with the Great Lakes, the traveling editor standing at St. Paul, and looking toward the exhibition, making the location of the Pan-American exposition. It all makes a neat souvenir of the trip.

The party, 240 persons, was the largest by nearly 50 persons that has ever gone on one of these editorial excursions, and consisted wholly of members of the state association. Attached to the editorial special train was Gov. Van Sant's special car for the accommodation of himself and Mrs. Van Sant and his staff, Senator George F. Hanson and daughter, the State Secretary Hanson, wife and daughter, in all about thirty persons. It was a feature of the trip that the editors should have charge of the dedication of the Minnesota building at the exposition when it was turned over by the Minnesota board of managers to the governor and by him to the exposition managers. The presence of the state executive, the senator and the other officials gave added dignity and prominence to the occasion and was a very pleasant feature, being wholly non-political. Every editor recognized the courtesy of the governor in conferring upon the editorial association the honor of the dedication of the splendid Minnesota building, and all joined in extending to him every courtesy due the head of the state government.

The train consisted of seven sleepers, a day coach and baggage car. After the exceptionally fast run we were landed at the Dearborn street station, where a splendid breakfast had been arranged for the party by the Grand Trunk officials at Chicago. All the party were seated at once, a large room having been cleared and set for our accommodation.

The service was by Mr. Fred Harvey, who has charge of the Santa Fe & Frisco lines' dining cars and eating house, and has a national reputation.

Chicago to Buffalo.
The start from Chicago was made promptly, and we had a delightful ride through the prosperous Indiana and Michigan, seeing Valparaiso, South Bend, Casopolis, Battle Creek, Lansing, and its handsome capitol building, and Durand, by daylight, and passing under the St. Clair river by the Fort Huron tunnel, one of the marvels of modern engineering skill. It was at Durand that we had supper. Every one who was on the trip through eastern Canada over the Grand Trunk last year, knew what supper at Arthur's Table meant. Everything moves like clockwork. With Mr. Thomas in direct charge, the service is faultless, and the meals we have had there have been as nice and as satisfactory as any we have ever had anywhere, and more could not be said, for on these trips the editors always have the very best. In order that all the ladies of the editorial party might be served at once without delay, the dining room seating but 100, Gov. Van Sant and party were taken to the Richelle hotel, near by, and were well cared for there. Our stay at Durand was two hours, and Mr. Thomas had an excellent orchestra to help pass the time, playing the latest songs, and nothing, and the editors all endorsed him as a royal good fellow.

Approaching Buffalo in the early morning, the Grand Trunk entered Niagara over its new steel arch bridge, a splendid structure, which, when built, was built to replace the old original

suspension bridge, which in its day was considered one of the wonders of the age. From it the traveler gets his first and the awe-inspiring scenery of that part of the Niagara river. We reached Buffalo at 8 o'clock.

Stattler's Hotel.

When you reach Buffalo walk two blocks to Main street and there take a Main street or Elmwood car to Stattler's hotel. It is a ride of about 20 to 30 minutes out there, as Stattler's adjoins the exposition grounds. Within half an hour after we had reached the house we were all in our rooms, as we have to moderate means to visit the great Pan-American. You get a neat, clean room, good meals, promptly and nicely served, and every needed accommodation for \$2 a day, which includes breakfast and evening dinner. The morning we left there, there were 1,000 persons getting breakfast at one time. Excursions of 500 and more persons come here and are swallowed and go down the Niagara river. There is no hitch, and each one is fully cared for. This is said not to puff Mr. Stattler, for the editors paid for all they got there, but it is simply to save the Minnesota people who go to Buffalo the money and time. Many who have gone have spent days and enough money to do the exposition before finding out where to go to get good meals, comfort and a moderate charge.

Just at Stattler's, the exposition is but a stone's throw, and we would advise every one, on their first visit to the grounds, to go by the long central hall out the rear exit of the hotel, where 200 yards distant is the imposing Lincoln bridge entrance to the grounds. A short and lovely walk past the regular army camp, the Casino, the lake, the unfinished Albright Art building, the United States life-saving station, the bridge, the approach to the triumphal bridge. Later, if you wish to see the State and Foreign buildings, or the art or army and navy exhibits, turn here to the right. Or, if you wish to go to the woman's building, turn to the left. But, on your first visit, keep straight on to this splendid triumphal bridge, and there you have before you the quadrangle and all the glory of the exposition. After visiting the Minnesota building, turn to the largest ever built. Then you will see the architectural design of the buildings, and the details and the color scheme, while you listen to the Sousa's band, the finest in this country. As you look

to the tower you will see the reflection of the building above with a map of the grounds, you can sit there, look and listen, place the location of the buildings in your mind, and plan how you will spend your time with most profit and pleasure to yourself. Then you will need your first day to visit for awhile the plaza beyond the electric tower and see its beauties while you hear the Mexican band of fifty pieces, and may hear in the Temple of Music station, and take a ride on the canal, which circles the grounds, passing through Midway and under the triumphal bridge, which is, with wonderful naturalness, made to resemble a gulf, and we believe you will spend the day to the best possible advantage.

In the evening just before darkness falls, and after a good dinner at Stattler's, take your station at the bridge. First a tiny red glow, like myriads of fireflies, and then a wonderful burst of light, the grandest electrical display without any question the world has ever seen. Tens and tens of lights turned on, and the light outlines, in detail of every building and a subdued murmur of wonder and admiration runs through the watching multitude.

The Midway.

After that first day work to a plan in visiting the exhibits; they are all well worth seeing and are all now in place. If you wish to start in the afternoon, take a ride on the canal, which circles the grounds, passing through Midway and under the triumphal bridge, which is, with wonderful naturalness, made to resemble a gulf, and we believe you will spend the day to the best possible advantage.

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The Minnesota Building.
Of course, you will visit the Minnesota building, and you will wonder as you see it. It is a building of a most unusual kind, where how the managers have done so much for so little money, and in so short a time.

The building is in colonial style, with high pillars and a spacious front porch covering the entire front. As you enter the building you are in the main reception room, where will be found a register, arranged for visitors to record their names, stating where they are stopping in the city, as well as where they are from, thus enabling acquaintances to find each other. There is also a postoffice, where Minnesota people can receive and send their mail. On the right hand of this reception room is the ladies' parlor, elegantly fitted with easy chairs, lounges, writing desk, piano, etc. On the left hand side of the reception room is the gentlemen's parlor and reading room, which is also finely furnished. Up stairs will be found a commodious smoking and reading room for gentlemen, as well as various other rooms for the use

of the employees. Almost the entire wall space of the building, up stairs and down, is occupied by the state educational exhibit. It is universally conceded by visitors that the Minnesota educational exhibit surpasses that of any state in the Liberal Arts building. A notable feature of the exhibit is the fact that they are very largely made from Minnesota grass twine. Every Minnesotaan is invited to make this building a haven for rest and information.

In the Agricultural building will be found the Minnesota booth, which stands opposite New York, and is much more massive, and architecturally superior. The display is the most complete, unique and best arranged of any exhibit in the building. Over this booth are paintings made for the occasion, showing the wholesale and milling districts of St. Paul and Minneapolis.

In the Dairy building the model of our new state building is but a year's nearing completion. It is enclosed in a large plate glass case. The dome and upper portion of the building is already completed, and when entirely finished will be the most novel exhibit on the grounds. In the Mining building, fine and surmounted with paintings showing our great iron mines and the increase of mining and shipment.

Minnesota Day.
The central feature of the editors' visit in Buffalo was Minnesota day, the dedication of the state building. The arrangements and the manner in which the state and brought to it more of notice and public attention than the several exhibits even. In addition to the editorial party, the governor and his staff, Senator Clapp, congressman Stevens, the Hon. M. Meldrum, Secretary Hanson, Deputy Auditor Iverson, State Librarian Nelson, State Printer Whitney, Deputy Secretary Sjobern and other state officials, there was a brigade of the state troops, 250 veterans of the Philippine war, headed by a splendid band. All assembled at the building, and the procession from there to the Temple of Music, where the formal ceremonies were held, was certainly imposing. The exposure of the building was greatly pleased, and said that it was not only the most elaborate parade of the exposition so far, but, in all the details, the dedication ceremonies set a pace which it would be difficult for other states to equal. Fully a thousand persons took part, and thousands of interested spectators completely filled the large auditorium of the Temple of Music, where President Munro, of the State Editorial association, presided. The program there was as follows:

Presiding officer, W. J. Munro, president Minnesota Editorial association. Assemble at Minnesota building at 11:30 o'clock, and march to the Temple of Music, Minnesota National Guard and Exposition band.

Prayer—By Rev. A. B. Meldrum, of St. Paul.

Addresses of Welcome—Hon. Conrad Diehl, mayor of Buffalo; Hon. W. I. Buchanan, director general Pan-American exposition.

Presentation of Building—Alexander McDougall, president Minnesota board of managers.

Acceptance—Hon. S. R. Van Sant, governor of Minnesota.

Address—"Minnesota," H. P. Hall, of St. Paul.

Addresses—Hon. Rowland B. Mahany, of Buffalo; Hon. Moses E. Clapp, United States senator from Minnesota; Hon. F. C. Stevens, congressman Fourth Minnesota district; Dr. George H. Bridgman, president of the University of Michigan.

Song—"America," the audience.

Return to the Minnesota building for refreshments.

The addresses were uniformly of a high order, and modestly proclaimed the glories of Minnesota's wealth, resources, prosperity and importance in the economy of our country. The state exposition board, Alexander McDougall, president; John Morton, vice president; and George F. Hanson, secretary, were most credit for arrangements, and the Editorial association certainly carried them out in a manner to not only do honor to the state, but to bring it great prominence and advantage.

The reception and banquet following at the Minnesota building for refreshments it looked as if the miracle of the leaves and fishes would have to be repeated, but the board of managers proved adequate to the occasion, and the banquet supplied, the battalion being given the right of way at the first table.

The Evening Reception.
That evening at Stattler's the Minnesota Editorial association extended a reception to the governor and his staff and to the press of Buffalo. It was given in the dining hall, and it may give an idea of the size of the room, that the reception and banquet following, at which about 500 persons were seated, occurred on one side of the dining hall, which was screened off, while dinner was served to hundreds of the guests of the hotel.

The social and ladies' entertainments and post prandial addresses and the regular service of the hotel in no way interfering with each other. At the head of the receiving line were President and Mrs. Munro, to whom the guests were presented, who in turn introduced them to Gov. and Mrs. Van Sant, the others in the receiving party being the executive committee of the association, Messrs C. Whitney, H. P. Hall, F. J. Meyst and David Ramsey, and Union ladies. Opinions in full dress uniforms, were the governor's staff: Gen. J. Monfort, Gen. A. A. Ames, Col. Gustaf Widell, Ira W. Bouch, John Pengilly, E. D. Evans, J. C. Miller, Robert Seng, E. Ozmun, James Elving, F. V. E. E. M. Garsen, J. C. Donovan, J. C. Jensen.

Following the reception and banquet, during which the Statler orchestra rendered a musical programme, Mr. Munro, president of the Minnesota Editorial association, presided. He welcomed Mr. W. Stanton, editor of the Appleton (Minn.) Press to extend a welcome to the Buffalo press and their friends, which he did most royally. Mr. J. E. Ford, of the Buffalo Commercial, president of the Buffalo Press Club, responded eloquently. Other speakers were Col. H. P. Rucker, special commissioner of the Pan-American exposition; H. P. Hall, of St. Paul; Rev. Patrick Cronin, editor of the Buffalo Catholic Union and Times; W. Randall, secretary of the Minnesota State Agricultural Society; Rowland B. Mahany, ex-congressman from Buffalo; Benjamin Moreley, of the Buffalo Times; Charles S. Mitchell, of the Appleton Press; and the Rev. J. C. Balliet, of the Buffalo News; Gov. Van Sant and Rev. A. B. Meldrum, of St. Paul, in the order named. The Buffalo speeches, notably those of Father Cronin and Mr. Mahany, were very fine, and Minnesota sustained the part of the programme to the great credit of the speakers and the state.

Visit Niagara.
Friday morning, the 21st, the editorial party took a reluctant leave of the exposition. We went by boat down the river, a beautiful ride of sixteen miles, to just above Niagara Falls, where we boarded special cars of the electrical line, and crossed the river to Lewistown, took the Gorge electric line on the American side back to Niagara Falls. For miles we had the view of the falls, the whirlpool bluff, the rapids, and the whirlpool, a ride that in its entirety, we believe, is the most attractive in the

magnificence and grandeur of its landscape of any on this continent. The various companies owning the boats and electric lines have made a combination round trip rate of \$1.75 from Buffalo, and every one should take this ride. At Niagara the editors were extended the courtesy of a ride down the incline railway to the foot of the falls, and liberty to inspect the power house where the power of Niagara is harnessed for man's uses. Nearly all also visited Goat Island, and some the great paper mill, and in the evening an informal dance was tendered the party by the management of the International, Niagara's largest and leading hotel, where we stopped, and Gov. and Mrs. Van Sant did us the honor of leaving the march.

At Toronto.
The next day was devoted to a trip to Toronto, and ended the sight-seeing of the excursion. Toronto was the only large Canadian city the editors had not visited in their excursions. We made the Rossin house headquarters and spent the day seeing this, in many ways, the greatest Canadian city. We were received with that lavish and cordial hospitality and good comradeship for which all Canada is so well known. The Minnesota editors, Canadiana excel in the kindness of their entertainment, their courtesy to strangers, and the Minnesota Editorial Association having experienced it all the way from Victoria to the west to Quebec, cannot say much in appreciation. The arrangements for the day had been inspired by the association's old friend, Mr. Will J. White, of the Canadian land department.

Our committee were met at the hotel by a committee of the Canadian Press Association. Mr. John A. Cooper, secretary, Mr. Law and others, and the programme for the day was outlined. The day was spent in the business district and Toronto's great stores. At noon Mayor Howland extended a formal reception to Gov. Van Sant and staff, Senator Clapp and the editorial party at McConkey's. Following this a delicious luncheon was served in the great dining hall, the health of the king and President McKinley were drunk and "God Save the King" was followed by "America," all joining most heartily in these national anthems. Mr. J. B. Millison, president of the Canadian Press Association, presided. First Vice President D. McGillivuddy, who was with us last year, and had come 150 miles to be present; Second Vice President John A. Cooper, secretary, and A. F. Rutter, the king's printer, were also present, representing the Canadian press, while Mayor Howland, Alderman Cox and others, represented the city.

In an exceedingly grateful address of good fellowship and cordial international comity, Mr. Willison extended a welcome to the city. President Munro called upon Mr. Frank A. Day to respond for the Minnesota editors, which he did most happily, and Gov. Van Sant responded for the state, making one of those apt and forceful little speeches, which have been a feature of this trip. Loud calls for Hall brought out the closing speech, and as always this Minnesota newspaper editor delighted every one with his wit and the appropriateness of his remarks.

During the afternoon a trolley ride extended by the city, took our party to every point of interest in the city, and the magnificent view of the city from a tower 250 feet above the street level, the city and the country round and the lake with its shipping, can be seen, though miles distant, the handsome parliament buildings in Queen's Park, the University grounds adjoining, and the business districts were all seen, and the residence of the lieutenant governor and other handsome homes, were visited. It is a splendid city; this is the Middle West, Canada's capital, and the best characteristics of the English city and the result is that it is bound to excel both in its conduct of municipal affairs and commercially.

Homeward Bound.
It was 11 o'clock, on time to the minute, when the Grand Trunk pulled us out for our return trip home. We breakfasted at Durand and dined at Chicago, and were served over the Grand Trunk to the Milwaukee; to be taken safely back to our beloved Minnesota.

At Chicago occurred one of the happiest occasions of the entire trip. After a fine dinner had been served at the Dearborn street station, Mr. C. W. Stanton, on behalf of the association, in a few words expressing the excursionists' warm appreciation of President Munro and his efforts to make the trip a splendid one, presented him with a handsome diamond ring. President Munro amidst great applause, replied gracefully, acknowledging his thanks and his feelings of personal friendship for each member of the association; also the support of the labor of the executive committee, whose work, he said, one could not realize until he had served with them.

Mr. Stanton then again arose, saying that the committee had not been forgotten, and amidst a warm and hearty applause, each of them a handsome traveling case. Responses were called for and made by Messrs. Whitney, Hall, Stine and Meyst, while the applause that greeted them testified the ardent feelings of each one and for them. It is certainly deserved. The planning of these trips, the securing of concessions and accommodations, the arranging of all details, handling of baggage, providing for the comfort of each member of the party, and the welfare during the whole outing, entails an amount of executive ability and routine attention that it is hard to realize. As Mr. Stattler's manager said: "We know that for the management of this hotel, with its hundreds of guests, we have to have a system exact and perfect in every detail, but you people equal it." And Gov. Van Sant and every member of this party spoke of the remarkable smoothness of the trip, and the party was handled and the perfect system by which the trip was run. They wondered at it and repeatedly expressed their admiration at the way in which all friction was avoided, and all the members of the party relieved of all worry and left to feel free in the enjoyment of their opportunities to see and learn. It is indeed unequalled by any other organization we have ever seen.

The following resolutions were offered and unanimously adopted:
"Resolved, That the absence of our good friends, Mr. and Mrs. E. P. Barnum, of St. Cloud, whose usual genial presence was added so much to the pleasures of previous trips, has been a cloud upon our enjoyment and that we extend to them the most fervent wishes for the restoration to health of our dear friends."
"Resolved, That this association is again under obligations to the Minnesota Newspaper Company, the Minnesota Type Foundry Company, the American Press Association and the American Type Foundry Company, for the printing and execution of the beautiful button and badge used for our annual excursion, and the association warmly extends its thanks to the genial representatives of these companies, Messrs. Frank J. Meyst, W. A. Potter, L. L. May and John Brantley, gentlemen, who are always studious in promoting the welfare of the members of this association."

We reached St. Paul at 8:30 o'clock Monday morning, June 24. So closed this splendid trip; memorable for its pleasure and for the broader view and greater knowledge each one took back to his work in his own community.
THE MINNESOTA EDITORIAL ASSOCIATION.
C. S. MITCHELL,
C. W. STANTON,
F. A. DAY,
Committee on Resolutions.
Men give away nothing so liberally, as their advice.—Rochefoucauld.

ISSUE AN ULTIMATUM.

Latest Move of Officials of Central Railroad of New Jersey in Strike Situation.

Wilkesbarre, Pa., June 25.—The Central Railroad of New Jersey Monday issued an ultimatum to the 900 strikers at the Ashley shops of the company stating that all the men who do not return to work Tuesday morning will consider themselves discharged and their places will be filled with other men.

This is interpreted to mean that the company will bring nonunion men to the shops. The strikers have expected this move, for during the last three days the police has had a number of special policemen sworn in. The strikers say there will be trouble if nonunion men come here.

Pottsville, Pa., June 25.—Emissaries from Reading and other points visited the Palo Alto shops of the Reading company and succeeded in influencing a number of workmen to join the strikers already out. Forty men age out at Palo Alto and several of the St. Clair shops of the company.

There has been no interruption of work at the company's shops at Schuylkill, Haven and Cresconna.

Reading, Pa., June 25.—There is practically no change in the strike situation here Monday. Not a dozen men who struck last Friday returned to work, and at least 600 men are out. The result was a disappointment to the Reading officials. Labor leaders say they have the situation well in hand.

Tuesday is the all-important day, as the time limit set by President Baer, of the Reading company, in which the strikers may either return to work or be discharged, expires on that day.

Philadelphia, June 25.—The situation at the car shops of the Philadelphia & Reading Railroad company at Nicetown, near here, where a strike was inaugurated last week, is unchanged. Employers and men say the test will come Tuesday.

Kills a Crook.

Monroe, Mich., June 25.—Footsteps on top of a porch early Sunday morning awakened the family of J. W. Foster. Jay Foster, aged 18, picked up a shotgun and went to the front door to investigate. He fired both barrels into a tree that overhung the porch to scare away the supposed burglars and was horrified when the body of William Breckenridge, a local crook, came crashing through the branches. Breckenridge was instantly killed by the heavy charge of shot.

Excitement in Madrid.

Madrid, June 25.—A meeting of free thinkers was held Sunday for the purpose of protesting against the holding of the jubilee procession. Violent anti-clerical speeches were made, and those present at the meeting afterwards paraded the streets shouting: "Burn the convents." The crowd hissed the Infanta Isabella, whose carriage was forced to change its route. The processionists were eventually dispersed by the gendarmes.

THE MARKETS.

Grain, Provisions, Etc.

Chicago, June 24.
FLOUR—Quiet and easy. Spring wheat patents special brands, \$4.00; \$4.05; winter patents, \$3.90; \$3.95; straight, \$3.90; \$3.95; clear, \$3.90; \$3.95.

WHEAT—Unsettled and lower. July, 60¢; September, 64¢; 67¢.

CORN—Higher early, but weakened later. July, 43¢; 44¢; 45¢; 46¢; 47¢; 48¢; 49¢; 50¢; 51¢; 52¢; 53¢; 54¢; 55¢; 56¢; 57¢; 58¢; 59¢; 60¢; 61¢; 62¢; 63¢; 64¢; 65¢; 66¢; 67¢; 68¢; 69¢; 70¢; 71¢; 72¢; 73¢; 74¢; 75¢; 76¢; 77¢; 78¢; 79¢; 80¢; 81¢; 82¢; 83¢; 84¢; 85¢; 86¢; 87¢; 88¢; 89¢; 90¢; 91¢; 92¢; 93¢; 94¢; 95¢; 96¢; 97¢; 98¢; 99¢; 100¢.

OATS—Lower. July, 26¢; 27¢; 28¢; 29¢; 30¢; 31¢; 32¢; 33¢; 34¢; 35¢; 36¢; 37¢; 38¢; 39¢; 40¢; 41¢; 42¢; 43¢; 44¢; 45¢; 46¢; 47¢; 48¢; 49¢; 50¢; 51¢; 52¢; 53¢; 54¢; 55¢; 56¢; 57¢; 58¢; 59¢; 60¢; 61¢; 62¢; 63¢; 64¢; 65¢; 66¢; 67¢; 68¢; 69¢; 70¢; 71¢; 72¢; 73¢; 74¢; 75¢; 76¢; 77¢; 78¢; 79¢; 80¢; 81¢; 82¢; 83¢; 84¢; 85¢; 86¢; 87¢; 88¢; 89¢; 90¢; 91¢; 92¢; 93¢; 94¢; 95¢; 96¢; 97¢; 98¢; 99¢; 100¢.

RYE—Quiet and easier. No. 2 on the regular market, 47¢; No. 3, 45¢; June delivery, 47¢; and July, 47¢.

BARLEY—Demand and offerings both very small. Screenings, 33¢; 32¢. Low grade to common barley, 40¢; 41¢; 42¢; 43¢; 44¢; 45¢; 46¢; 47¢; 48¢; 49¢; 50¢; 51¢; 52¢; 53¢; 54¢; 55¢; 56¢; 57¢; 58¢; 59¢; 60¢; 61¢; 62¢; 63¢; 64¢; 65¢; 66¢; 67¢; 68¢; 69¢; 70¢; 71¢; 72¢; 73¢; 74¢; 75¢; 76¢; 77¢; 78¢; 79¢; 80¢; 81¢; 82¢; 83¢; 84¢; 85¢; 86¢; 87¢; 88¢; 89¢; 90¢; 91¢; 92¢; 93¢; 94¢; 95¢; 96¢; 97¢; 98¢; 99¢; 100¢.

MESS PORK—Trading fairly active and prices higher. Quotations, \$14.50; \$15.00 for cash; \$14.75; \$15.25; \$15.75; \$16.25; \$16.75; \$17.25; \$17.75; \$18.25; \$18.75; \$19.25; \$19.75; \$20.25; \$20.75; \$21.25; \$21.75; \$22.25; \$22.75; \$23.25; \$23.75; \$24.25; \$24.75; \$25.25; \$25.75; \$26.25; \$26.75; \$27.25; \$27.75; \$28.25; \$28.75; \$29.25; \$29.75; \$30.25; \$30.75; \$31.25; \$31.75; \$32.25; \$32.75; \$33.25; \$33.75; \$34.25; \$34.75; \$35.25; \$35.75; \$36.25; \$36.75; \$37.25; \$37.75; \$38.25; \$38.75; \$39.25; \$39.75; \$40.25; \$40.75; \$41.25; \$41.75; \$42.25; \$42.75; \$43.25; \$43.75; \$44.25; \$44.75; \$45.25; \$45.75; \$46.25; \$46.75; \$47.25; \$47.75; \$48.25; \$48.75; \$49.25; \$49.75; \$50.25; \$50.75; \$51.25; \$51.75; \$52.25; \$52.75; \$53.25; \$53.75; \$54.25; \$54.75; \$55.25; \$55.75; \$56.25; \$56.75; \$57.25; \$57.75; \$58.25; \$58.75; \$59.25; \$59.75; \$60.25; \$60.75; \$61.25; \$61.75; \$62.25; \$62.75; \$63.25; \$63.75; \$64.25; \$64.75; \$65.25; \$65.75; \$66.25; \$66.75; \$67.25; \$6