

LOVELY CHETEK.

The Most Thriving Village and the Most Beautiful Lake in North Wisconsin.

On the Chippewa Falls and Northern Division of the St. Paul & Omaha Railroad.

Large and Fast Growing Business, with Lumber Production a Leading Interest.

A Place Where Summer Tourists and Sportsmen Can Have Comfort with Pleasure.

The Lake Already Attracting Summer Residents from the Neighboring Cities, But There's Room for More.

It is the most picturesque and lovely village I ever saw, and at the same time it possesses attributes which will make it a place of importance and note some day.

Why I mean? It is simply incomparable and when you get there you will regret that your stay must be numbered by days instead of by weeks.

As we reclined upon the soft edge of a seat arm determined to sleep in spite of the jolting of the train, the squalling of a lusty babe at the other end of the car, the animated discussion of the two political champions three seats ahead, and the solicitations of the peasant fiend that infests all well regulated passenger trains, when the foregoing colloquy broke through the crust and roused me to the exercise of that faculty characteristic supposed to be entirely curiously.

"How far are we from there now?" "Two stations more," remarked the ro mantraveller, as he went into the smoking car to try and make himself believe that the stuffed cabbage leaf he had just bought was a real Havana leaf.

What is the matter with my dropping off a train to take a look at lovely Chetek? said I to myself as we rattled along and Tilden had been elected president over Blaine, and the exhausted infant had ceased its wailing for new worlds to conquer. To think was to act, and when the fierce looking brakeman with the big yellow moustache yelled out "Chetek!" I sprang from the door with coat and grips I dropped off the platform.

Into the arms of a benevolent looking old gentleman I dropped, who said "Richard house," and to him I surrendered my traps. If he had said, "your pocket book," that would have gone, too, with the same feeling of safety.

Lovely Chetek! The moment my eye swept the horizon I was a victim. I saw a mild form of insanity which had observed in the passenger who was entertaining his friend with so glowing a description of the scene that I now believed, was nothing to that which possessed me. I had no question to ask while riding to my hotel, but simply leaned back in the carriage and took it in.

Chetek is located upon a lake, which has for its outlet a river, and is within a township of Barron county, Wisconsin, all of the same name. It is a station upon the Eau Claire and Superior division of the Chicago, St. Paul, Minneapolis & Omaha road and is forty-two miles from Eau Claire and thirty-nine from Spooner, the junction of this with the North Wisconsin division, which latter place is ninety-nine miles from St. Paul.

Barron county is a boomer just thirty miles square, and was first invaded by the lumbermen in 1857, who established a logging camp at Chetek. The county has two-thirds of 14,000 people, of whom two-thirds of railway crossing it and a third one building. Its assessed valuation for the year 1883 was \$1,635,185, and it contains a large number of improved farms.

The major part of the settlement has been done within the past thirteen years; the fine tract of hardwood country which constitute so large a portion of its area, having been gradually settled upon by the farmers, the splendid home demand which the adjacent prairies afforded furnishing them an unrivaled market.

RAILROAD FACILITIES. Sep. 1st, 1882, the first passenger train entered Chetek. Its location at the outlet of Lake Chetek, where a water power of eleven feet head was easily obtained, in the center of a magnificent farming country, with a water surface of twenty square miles fed by springs and creeks, and bordered with splendid pine to furnish an unlimited reservoir and inexhaustible supply of logs, and with a beauty of scenery unrivaled anywhere, Chetek sprang into life at once.

It had long been a point or base of operations of the large lumbering firm of Knapp, Stout & Company, who erected both a saw mill and a flouring mill and who operate a number of farms adjacent.

From here to the Chippewa, twenty miles distant, supplies are drawn for the lumbering camps upon that stream, while for a long distance up and down the Menominee, two miles from here, and of which the Chetek river is a branch, the lumbermen also receive their supplies.

AGRICULTURAL SUBSIDINGS. About two hundred and fifty square miles are directly tributary to Chetek, and while a large part of it is pine or heavy hard wood timber as yet unexplored, a good percentage is now a fine agricultural district, producing splendid crops, and in which the people are becoming rich and prosperous. Within the area mentioned are four flouring mills. In 1882 there was but the one at Chetek, and that one ground for the farmers, aside from its merchant work, 13,700 bushels of wheat. In 1883 with all four mills running, the Chetek mill ground for the farmers 19,000 bushels, and the other three year bids far to exceed this quantity. In 1883 17,000 bushels of wheat were shipped from Chetek, while the amount ground for the use of Knapp, Stout & Co. and that for the place to fall 40,000 bushels.

The soil in this section is a sandy loam,

very quick and productive, underlying which is a heavy clay subsoil. The soil does not leach and it wears surprisingly well. All kinds of small grains, tame grasses, corn and vegetables, produce excellent crops and the home market afforded for every atom of agricultural products, as for any and all stock raised makes farming especially profitable.

ITS INDUSTRIES. Of course the two leading industries here are agriculture and lumbering. The vast forests of pine which cover so much of the surface of the country here in northern Wisconsin, first induced settlement. The Menominee (red cedar) two miles away, the Chetek river six miles long, and a tributary, the Chetek lake, and the whole system of lakes and small streams connected with it, were all at one time bordered with valuable pine, which was at once available for five or six miles from the bank of lake and river, and the Chippewa twenty miles off and its branches penetrating all the intervening space also covered with pine rendered this section desirable twenty years ago.

The difficulty and expense of transporting supplies from the settled country away to the south, induced the development of the agricultural resources of this region so that when the railroad came it found not a wilderness but a well settled, thriving, prosperous country. The large number of men necessary in the winter season to cut and draw to the sawmills pine trees, and the thirty-five thousand pine trees, and the forty required to float them out to the main rivers gives employment to anyone who desires work and the wages paid them finds its way in due course of time into the hands of the merchants and business men.

MANUFACTURES. These consist principally of the milling interests. The Knapp, Stout and company mills are at present the only ones. These consist of a saw mill with planing mill, lath and shingle mill attached, and a large and very fine flouring mill. The flouring mill has a capacity of 100 barrels per day and is kept busy the year round in supplying the home demand and the lumbering camps adjacent. The saw mill was also built to supply the home demand for the different lumber products, and has a capacity for about fifteen or twenty thousand feet per day. It could easily be made to cut thirty or thirty-five thousand feet, and the flouring mill to one of a 300 barrel capacity if the needs of the country demand it. The company who own most of the pine which is tributary to this water system annually cut 10,000,000 feet of logs which are rafted or boomed and towed across the lake and sluiced through the sluiceway into the Chetek river and thence into the Menominee, after which there is no further trouble. The dam which furnishes the power for the flouring mill was built by the company to facilitate the floating of their logs, saving the surplus water in times of plenty for the use of need. As before remarked, it raises the water over a surface of twenty square miles and retains a vast volume within its gates.

INTERESTS. The interests of Chetek are as yet in its infancy. A foundry and machine shop owned and operated by Glaze & Truison is a very successful institution and does business for people for a long distance off. They do most excellent work.

A joint stock company with a capital of \$10,000 has just been organized to manufacture a flannel mill and candle factory which bids fair to develop into a large concern.

BESIDES THE VAST FORESTS OF PINE THERE IS A large amount of the best hard wood timber to be found anywhere in this vicinity. Black, red and white oak, black and white ash, hard, soft and rock maple, poplar and rock elm, bitternut, butternut, basswood and poplar are the principal varieties. The establishment of a large, or of several large, general wood manufacturing establishments at Chetek seems to be but a matter of time as the best place to manufacture, all things else being equal, is where the material exists.

And now as the solid business interests as they came under my observation have received their share of attention I turn to the beautiful lake, which is a theme of great promise.

LAKE CHETEK is one mile by one-half in extent and the word lovely only half expresses its beauty. Its banks are high and slope to the water's edge, covered with timber and are intersected by numerous little bays or projects into the water in romantic coves and headlands. It forms, as it lies basking in the sun or bathed in the moonlight, a most bewitching and lovely appearance.

AS A SUMMER RESORT. The beautiful lake, fine hunting and fishing and comfortable hotel accommodations cannot fail to make Chetek a popular summer resort. The locality is a remarkably healthy one and the pure water, invigorating air and delightful scenery are well calculated to win favor from all who visit it. It is a regular "sportsman's paradise" where hunting, fishing and boating may be enjoyed to the heart's content. Duck and other water fowl in their season, prairie chicken and partridges in theirs, in the most prolific abundance, are always awaiting the hunter's skill, while deer and bear, more noble game, can be tracked in the first light snow and are yearly killed in great numbers. The beautiful Chetek lake as well as the rest of the lake and the whole system of lakes and streams connected with it are well stocked with the choicest varieties of fish while the creeks and brooks are swarming with the beautiful speckled trout. Besides the large fleet of row and sail boats with which Chetek is provided the building of a steam pleasure yacht forty-five feet long and fifteen feet beam, has been commenced and, when completed, will always be at the disposal of pleasure seekers and excursionists, and which will make regular daily trips to all places of interest upon the chain of lakes which are easily accessible from Chetek.

CLUB HOUSES. The two cities of Menominee and Chippewa Falls have already discovered the lake and the outlet of lovely Chetek, and a club has been formed which has erected a summer house each, for the use of the club and their friends, each one provided with facilities for cooking and sleeping, and each summer placed in charge of a steward. The location of these club houses upon the bank of the lake overlooking both it and the town is both delightful and romantic. Particularly so is the one owned by the Menominee club. It is located upon a high point which projects sharply into the lake and has a delightful drive about its three sides at the water's edge. Other beautiful spots remain which will no doubt be occupied in time with similar structures, while the comfortable and spacious hotels with which the town is provided render it at once a convenient and desirable pleasure resort.

FISH BOUNDS. A tract of forty acres overlooking the lake and adjoining the village has been rented by the Barron County Agricultural society and fitted up with suitable buildings and a splendid half mile track. It forms a most delightful drive and affords one a perfect view of both lake and town and cannot be rivaled by any shore drive anywhere. In short, with pleasant drives, rowing, sailing, hunting and fishing, and the most romantic and beautiful scenery to be found at any inland point in the north-west, Chetek is and must be famous as a summer resort, and the citizens of Menominee, Eau Claire, Chippewa Falls and other north Wisconsin cities, are to be congratulated at having so charming a retreat from the heat and dust of summer, which combines within itself so many attributes which render a sojourn there delightful.

BUSINESS DEVELOPMENTS. The usual business developments to be found in ordinary towns of 600 people are to be found at Chetek. First in order comes their public buildings.

There are four denominations represented here, viz: Presbyterian, Scandinavian Lutheran, Methodist and Catholic. Of these the two former are erecting churches and the latter are soon to follow.

SCHOOL HOUSE. A two-story wood building 31x63 with a projection 12x20 which contains entries and towers is under process of construction and will not cost less than \$8,000 or \$10,000 and occupies a conspicuous location and will be a neat, commodious and well arranged building and a credit to the place.

Of other public buildings there are four hotels and three public halls. The different private business interests already represented are as follows: Hardware, - - - - - 5 Drug, - - - - - 2 Millinery, - - - - - 2 Jewelry, - - - - - 1 Furriers, - - - - - 1 Farm machine warehouses, - - - - - 1 Grain, - - - - - 1 Meat market, - - - - - 1 Blacksmith shop, - - - - - 2 Wagon shop, - - - - - 1 Gun shop, - - - - - 1 Shoe shop, - - - - - 1 Harness shop, - - - - - 1 Photograph gallery, - - - - - 1 Restaurants, - - - - - 4 Saloons, - - - - - 1 Livory stables, - - - - - 2 Physicians, and two lawyers, a printing office (the Alert), an Odd Fellows' lodge, Good Templars' lodge, and a post of the G. A. R. About the only business as yet unrepresented at Chetek is the bakery business, and an institution of that character would find a profitable business location here.

REAL ESTATE. The property owners of Chetek are not affected by the mania so common to western towns, and especially in those where land is sold at fabulous prices. They regard the prosperity of their town as a paramount consideration, and do not propose to kill it by fictitious prices. Good lots, in desirable location, can be bought at from \$25 to \$250 a piece.

People who may desire to locate here, either for a pleasant home or for business purposes, will find no trouble in finding desirable locations within the figures quoted, and the price of building material at a very moderate figure. Courteous attention to strangers seems to be the motto of each inhabitant of this wide awake town.

THE PEOPLE OF CHETEK. During my brief sojourn at Chetek I experienced the utmost courtesy and hospitality at the hands of its people. To Messrs. Robert Stewart and C. W. Moore, merchants, and Mr. Walter Speed, of the courteous reception and much valuable information concerning Chetek, which I am thus enabled to give to the public. Whether it was to skim over the surface of lovely Chetek under a full spread of canvas in one of their beautiful sail boats, to troll for pickerel or black bass or to "still fish" for wall-eyed pike over the rail of a row boat, to search for wild ducks and geese, and to give me a taste of the turf on their fine race course, or a more leisurely ride along the shores of the lake, viewing the beautiful scenery or examining the numerous Indian mounds and other evidences of pre-historic interest I was kept well employed, and was most delightfully entertained.

FINALE. In thus recounting a leaf from my book of personal experience I have given to this beautiful north Wisconsin village no tinge of the rosate hue, but have only told a true tale of its attributes and surroundings, which will, I am sure, be found to contain much of interest, but which is tame and barren of itself as compared with the real features of the place which has given it the well worn name of lovely Chetek.

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Belleville Murderer Hanged. St. Louis, Mo., May 30. - Wm. Brown, colored, was executed this morning at Belleville, Mo. The drop was sprung at 10:35. Brown murdered a peddler named Lavigne, a poor crippled Russian exile, whom he induced to remain all night in his hut near Coboki, Ills., February 26. His captivity had been excited by a display of the peddler's wares. He branded Lavigne with an "axe, and then mutilated the body by chopping it into pieces. He burned the head, hands and feet and buried what remained. At the trial he pleaded guilty. Mary Brown, his wife, is indicted also as an accomplice in the terrible crime. Brown slept a few hours last night and ate a hearty breakfast this morning. Sheriff Cropley entered his cell at 10 o'clock and read the death warrant. Brown displayed no emotion, although his wife was in the cell above and could be heard sobbing. The procession then started for the scaffold, where Brown made a short speech, implicating Jackson and another colored man, who the grand jury had failed to indict, but who had been arrested on the strength of one of Brown's so-called confessions. The culprit was then placed on the gallows and the trap sprung and in eight minutes he was dead.

The Coroner's Inquest. PITTSBURG, May 30. - The coroner's investigation of the Knapps tunnel accident was concluded last night, and a verdict rendered exonerating the contractors from all blame, and that every precaution had been taken and an accident found to be the effect of quick sand. The names of the men killed outright are: Joseph Frank, Angelo Franz, Frank Franz, Francisco Rizzi, Luigi Coriadi, non Giovanni Culeiro and David Carmichael. They were Spaniards and Hungarians. Two others have since died, but the names were not learned, as they were known to the boss by numbers. The injured will probably recover.

Probably Murdered. [Special Telegram to the Globe.] GLENVIEW, May 30. - The body of a man was found in the Yellowstone river, about the disposal of pleasure seekers and excursionists, and which will make regular daily trips to all places of interest upon the chain of lakes which are easily accessible from Chetek.

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JACKSON STREET.

Committee Consideration of Proposal to Cut Through the Hill.

Conclusion That the Required Changes of Street Grades Would Cost Too High.

The Committee Will Recommend the Council to Leave the Hill Grade As It Is.

Last night the committee on streets of the city council held a meeting at the council chamber to consider the petition presented to the council about two weeks ago for the cutting down the grade of Jackson street from Pearl street through the hill. The members of the committee present were A. I. Johnson, O. S. Roberts, Starkey and I. St. Peter.

There was a large attendance of the property owners on Jackson. Fourteenth street, Aurora avenue and a number of other streets, that are expected to be damaged by the proposed change of grade.

THE PETITION. The following is the petition referred to, asking the change: To the Honorable, the President and Common Council of the City of St. Paul:

Your petitioners, owners of land fronting on Jackson street in said city, and representing a majority of the frontage thereon, respectfully request your honorable body to take such immediate action as will result in establishing a proper grade thereon from the proposed new bridge across the right of way of the St. Paul & Manitoba railway southerly to Pearl street or such other point as shall insure a uniform, easy grade thereon from the business portion of the city to said bridge, said grade to be established by the city engineer, but not to be more than three feet to the hundred.

Feet on Jackson Street. R M Lampher... 244 J H Pomeroy... 250 W W Warner... 100 Geo Selbert... 20 John S Frick... 226 Geo Selbert... 20 Geo P Jacob... 25 J Austrian... 25 Wm Constant... 349 D Schutte... 25 Wm Bess... 150 Gordon P... 150 D M Robbins... 540 Adam Decker... 42 1/2 Mayall & Mann... 557 F B Bass... 42 1/2 W W Warner... 100 C M Collins... 25 Jackson street M. E church... 50 C Schaefer... 44 Mrs P Hasberg... 59 Wm Lindede... 97 C Friend... 25 John B Cook... 56 W C Morrison... 25 Annie M Rice... 25 H H Hall... 59 John B Sanborn... 98 H G Hall... 59 P J Bowlin... 85 1/2 J Harnstad... 40 J H Murphy... 50 R Hammeier... 25 W F Rogers... 40 Gehan Bros... 50 E G Rogers... 47 P S Harris... 240 E G Rogers... 47 A L Knight... 20 Wm Smith... 50 S H Gabeck... 29 J K Humphrey... 51 Frederick Allis... 150 J K Humphrey... 51 E C Leonard... 125 G W Browning... 39 C W Wagoner... 109 1/2 J H Greave & Co... 50 Wm Dawson... 225 V D Walsh... 50 C Roberts... 109 1/2 B B Holblad... 33 A H Wilder... 25 S B Holblad... 33 J Schmeidler... 46 S Bergman... 25 Class... 119 1/2 J H Greave & Co... 50 R S Lanpher... 25 McQuillan Ret... 112 D M Roberts... 257 1/2 on Fourteenth street.

TALKING OVER THE MATTER. As soon as the petition was read Mr. J. T. Meekin, who has been entrusted an expensive residence on the summit of the hill, and who would be damaged more than any other person by the proposed change, gave his views, which were in substance that the change was not necessary; that it would be enormously expensive and more than the people could bear; that the time had not come for such a sweeping change, and that we ought to wait till the change was imperatively demanded.

Mr. Miner who resides on Fourteenth street, opposed the change for similar reasons. He said in addition that for years the people around in that vicinity had been changed with continued efforts to have this change made, and it was a continual annoyance to them; that they had in the mean time put out and improved their property, and that they had in the mean time put up sheds, put on gas pipes, planted shade trees and otherwise beautified and adorned their property. For all this the little damages that the board of public works would allow would be no compensation whatever. Money could not pay any man for the ripping up and tearing to pieces his home, and the improvement was such an one as is really demanded by public interests, and ought not to be made at the expense of the individual.

Mr. William L. Kelly spoke in opposition to the change, and read several communications from some of those who had signed the above petition. One communication from William Lindede asked to have his name erased from the petition in case he was to be called upon to pay an assessment for the change. S. Bergman and J. K. Humphrey asked to have their names taken off. Mrs. Caroline Schmeidler also asked to have her name taken off, as she had no interest in the change. Charles Friend and Adam Decker wanted their names taken off if the grade was to exceed ten feet at the summit. Commodore W. F. Davidson said in his communication that he was opposed to a cut of fifty-five feet at the summit, but favored a reasonable grade, and thought consideration should be given to all parties and the time delayed for the work until fully needed, and added: "My name is to the petition for grading, but I desire that the grade should be reasonable."

In addition to the requests above enumerated in regard to erased petitioners' names Mr. Kelly read a protest signed by W. R. Merriam, Joseph Oppenheimer, John A. and Wm. S. Stees and many others in which the signers state that they have improved their property with reference to the present grade of Jackson street and the streets that cross it; that these improvements are of a permanent character and many of them very expensive. They therefore protest, first because the change is unnecessary and improper; second, that the destruction of valuable property would be enormous and greatly exceed the benefits; third, that the change proposed would make it necessary for the city to acquire by condemnation or otherwise the ownership of the greater portion of the real estate lying between University and Victoria on the north, and as far west from Jackson street, between the streets named as Grant street; fourth, that all streets crossing Jackson street at the proposed change of grade, will necessarily be altered in grade, and that said change will affect all the bill property; fifth, that no necessity exists for said change. The grade at present established is easy sufficient for all possible or probable travel over said route, while Robert street which enters Jackson street at Sherburn avenue is only a grade of four feet to the hundred, and is an easy and practicable route over the hill; sixth, that without a bridge over the St. Paul & Manitoba railway the road, as an avenue leading to the country is valueless, but a proper bridge will cost at least \$200,000, and a bridge is not likely to be made.

Mr. Kelly also presented another protest, signed by a large number of other citizens giving the same reasons as those embodied in the above protest, with this additional one: "For the reason that the shops of the St. Paul & Manitoba road and Oakland cemetery form an impassable barrier to any great thoroughfare in that direction."

To fortify the above and render the same stronger Mr. Kelly read a letter from Mr. Thomas Lowry, president of the St. Paul street railway, to Mr. William R. Merriam, which reads as follows: St. Paul, May 19, 1884. W. R. Merriam, Dear Sir: In reply to your inquiries as to the probable extension of the street railway on Jackson street, I would say that in my judgment the needs of the city will not require such extension for many years, if ever. The company does not desire to continue its line over the hill beyond Thirteenth street, Yours, &c., THOMAS LOWRY, President.

The number of feet represented by the protests count up 9,941. In reply to all these objections Capt Russell Blakeley gave a brief account of the previous efforts of the people in favor of the improvement, and argued that if the improvement had been ordered six years ago, when the people asked for it, the expenses would have been much less than they would now since the property has largely increased in value, and some costly improvements had been made. Yet, notwithstanding this the expense of the change would not now be nearly as great as those opposed to the change declared it would be. It was an improvement that must, in the nature of the case be made, or the city would be compelled to progress and business, as the one presented by this bill. It is in the center of the town from east to west and yet as it now stands it hampers the town in within half a mile from the river. It was impossible that this should continue for any great length of time, and it would be less expensive to make the improvement now than it would in a few years from now.

Mr. H. F. Stevens pointed to the junction of Pearl and Jackson streets and stated that the space from the river to Pearl street, on Jackson, represented one of the busiest streets in St. Paul, and asked if it was the intention and desire of people to stop all the business of the city, and to explain the intention of having two and easy access to the region over behind the hill, and said the city could not afford to stop business and population from going into the country over that direction. He referred to the great advantage the city had derived from the opening of Mississippi street but cutting it through the hill at Nash street. In doing this the city made it the space from the river to Pearl street, and added largely to the value of the business of the city. He closed by declaring that this important improvement ought not to be stopped just because the property men had been so residence upon the slightly location formed by this hill.

THE ACTION OF THE COMMITTEE. At the conclusion of the arguments the advocates and opponents of the change retired and left the committee to determine what they would do with it. Those who favored the change were referred to the board of public works, while those who opposed it desired to kill it in the committee being fearful that if it got into the board of public works it would go through in spite of all say on the part of the city. Over the matter a while the committee decided to recommend the council to refuse to grant the prayer of the petition by a vote of 4 to 2. The names of D. W. Starkey, St. Peter, Nays—Roberts, Johnson.

TERRIBLE ACCIDENT.

Fall of a Baltimore Warehouse—Several Men Killed.

Baltimore, May 30. - A terrible accident, occurred at Hoober's building, 177, South Gay street at 2 1/2 afternoon. Several persons are known to have been crushed to death. The weight of the cotton stored in the building caused its collapse. When the front of the building fell in three or four persons were in the counting room and in the shipping office. There were at least fifteen or twenty in the front of the storeroom. The men and women are busily engaged removing the debris, in order to get the people out. The crowd around the building and vicinity is so great that it is impossible to get into the front of the storeroom. The body of Mortimer H. Sinitium, cashier of the house, has been found packed in between several barrels. It was impossible to reach him. A man named Dugdale, a colored boy who has been found among the ruins.

Up to seven this evening only the bodies of Lintburn and the colored boy, J. E. Bowen, have been recovered, in addition to those already named. Edward Bowen, colored porter, is in the wreck. Wm. H. Corkran, clerk, was caught under the timbers but was little injured. Dugdale & Long, goldsmith, and Benjamin Greenwood, feldens, Hook and Kenneth and McLea, employes, are known to have been there when the break came. Greenwood reached a window and was rescued without serious injury. Hook and McLea are still under the debris, the whole of which is filled with gas from broken pipes. The building was supposed to be one of the most substantial in the city, with heavy side walls and blue stone front and had been occupied for several years by Wm. E. Hooper & Sons, cotton goods manufactory, and an immense stock was stored there. The foundation is said to have settled down, and the immense weight of the goods was the cause of the calamity.

Delegates Arriving. CHICAGO, May 30. - The morning trains brought in a portion of the Iowa delegation, three members of the South Carolina delegation and six of the Texas delegates. Beyond a few scattering delegates from Ohio and Kentucky, and the arrival of a portion of the Illinois delegations, the above constitute the only additional members to the convention arrived during the two preceding days. From New York, Pennsylvania and the national capital, however, come large additions to the advance guard of those interested in the outcome of the national convention, in which no part of its working body. Their presence, however, has imparted great life to the preliminary skirmishing, and for the first time the organization of the states is actively shown by them for a week prior to the convention of four years ago. Headquarters were opened this morning for the Arthur and Blair forces, those of General Logan having been in existence for some days. The remainder of the Iowa delegation will arrive to-morrow morning, at which time the California delegation will also put in appearance. The organization of the state delegations will occur to-morrow afternoon.

St. Paul Roller Rink, Cor. Jackson and Tenth streets, OPEN EVERY DAY AND EVENING. Great Western Band Wednesday and Saturday evenings.

CLOTHING.

THIS MORNING And During the Coming Week

'THE BOSTON,' Corner Third and Robert streets, ST. PAUL.

We continue our Special Sale of Broken Lots in CHILDREN'S, BOYS' and MEN'S CLOTHING.

It concerns YOU to pay attention to these prices, as should you contemplate buying the saving in dollars and cents by selecting from the following lots, will be no small matter.

Lot 21264, Children's Suits (ages 4 to 11), \$3.50; former price \$5.

Lot 21115, Children's Suits (ages 6 to 1