Daily Globe

Official paper of the City and County.

PRINTED AND PUBLISHED BY THE ST. PAUL GLOBE PRINTING COMPANY, No. 321 Wabashaw Street, St. Paul.

ST. PAUL, TUESDAY, JULY 15.

NEW TERMS OF THE GLOBE.

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Three Months	2 25
Per Month	75

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By Carrier—per year	$2 00
By Mail—per year, postage paid	1 50

WEEKLY GLOBE.

By Mail—postage paid, per year	$1 15

DAILY WEATHER BULLETIN.

OFFICE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., July 14, 9:56 p. m.

Observations taken at the same moment of time at all stations named.

UPPER MISSISSIPPI VALLEY.

	Bar.	Ther.	Wind.	Weather.
St. Paul	29.99	60	N	Lt. Rain
La Crosse	29.95	64	N	Cloudy

NORTHWEST.

	Bar.	Ther.	Wind.	Weather.
Bismarck	29.96	55	E	Thr't'ng
Ft. Garry	30.02	54	NE	Cloudy
Minnedosa	30.03	54	Calm	Cloudy
Moorhead	29.99	54	NE	Fair
Quapelle	29.97	53	SE	Clear
St. Vincent	29.99	55	W	Clear

NORTHERN ROCKY MOUNTAIN SLOPE.

	Bar.	Ther	Wind.	Weather.
Ft. Assinaboine	29.88	68	Calm	Clear
Ft. Buford	29.95	56	NE	Fair
Ft. Custer	29.86	70	NE	Fair
Helena	29.83	74	SW	Clear
Huron, D. T.	29.87	62	NE	Cloudy
Medicine Hat	29.88	64	S	Clear

UPPER LAKES.

	Bar.	Ther.	Wind.	Weather.
Duluth	29.97	59	NW	Thr't'ng

DAILY LOCAL MEANS.

Bar.	Ther.	Dew Point.	Wind.	Weather.
29.982	63.6	57.3	SW	Cl'dy, show'ry

Amount rainfall. .02: Maximum thermometer 67.8; minimum thermometer 60.5; daily range 7.3.

River—Observed height 3 feet, 8 inches.

Rise in twenty-four hours, 4 inches.

Note—The "time ball" is dropped daily (Sundays excepted) from the flagstaff on the Fire & Marine building, corner of Third and Jackson streets, at noon, "Central Time," as determined at Carleton College observatory.

NOTE—Barometer corrected for temperature and elevation.

P. F. LYONS, Sergeant, Signal Corps, U. S. A.

INDICATIONS.

Indications for upper Mississippi: Partly cloudy weather, occasional rain, northeasterly winds in northern part, southeast winds in southern part; higher temperature.

Missouri valley: Local showers; partly cloudy weather; Slightly warmer; easterly winds.

YESTERDAY'S MARKETS.

Wheat declined 1c on 'change yesterday. At Chicago and Milwaukee the markets were weaker and unsteady. At Milwaukee August closed ⅝c higher and October ½c lower; at Chicago August closed steady, September ½c lower; and October ¼c lower than on Saturday; corn was ¼c easier than on Saturday's close; oats closed at 29c for July, 26c for August and 25⅛c for September; pork was firm at $23.00@21.75 for August and September. Stocks opened irregular and dull, and there was not much life in the market during the day, and changes in values were unimportant. The markets closed firm.

B. FINANCE JONES, chairman of the Republican committee, tells the reporters he "has nothing to communicate." Steve Elkins has put a padlock on the smoky old chap.

THE Boston *Herald* says: "Billy Chandler will not have a large corruption fund to use in the navy yards this year." It seems to be generally understood Mr. Chandler is mad about something.

A NIECE of President Zachary Taylor, a widow aged 71 years, is living in Muskego, Michigan in destitute circumstances. Congress ought to put her on the 'retired list" rather than a Wall street gambler.

SENATOR BAYARD has been doing something for his country, though his great services were not fully recognized at Chicago. He is said to be a first rate family man, having nine daughters and three sons.

WM. WALTER PHELPS and Mr. Blaine and General Logan are to have a conference and consultation over the prospects in a day or two. Mr. Phelps says he is going to work in New York, New Jersey and Connecticut, as he thinks the rest of the northern states can all be counted on. In the south he says "we expect to pick up a state or two." Mr. Phelps is evidently "whistling to keep his courage up." It will be well to look after the "work" Mr. Phelps may inaugurate in New York, Connecticut and New Jersey after his consultation with Blaine and Steve Elkins. That trio will bear close watching.

THE Democratic county convention a day or two ago resolved that the county committee appointed in October, 1883, is *the* committee, in contradistinction from the new one appointed in June, 1884. As the county convention making this resolve was called by the committee of June, 1884, it becomes an interesting scientific question how it can declare a committee legal which would make its own existence illegal. If a second child, just born should declare his elder brother the only legitimate offspring of his mother, it would look as though he was advertising himself as a bastard.

CHANDLER'S TRICK.

Chandler is mad. He is mad at the Democratic party because it upset his scheme for a Blaine campaign fund, by refusing to approve the outrageous Navy appropriation he lobbied through the senate. Chandler is mad at individual Democrats because they stood in the way of his cruiser jobs and other things he wanted. He is out with a letter attacking Mr. Hendricks for having dared, in a few remarks at Indianapolis Saturday evening, to allude to the rotten Navy. The rottenness of the Navy administration is now so palpable that Chandler no longer regards it safe to ignore the charges made, and he is pursuing the policy of "bluff."

"Here, Hale," said Chandler, when he was recently brought into close quarters in regard to frauds existing in the Navy Department that he had undertaken to ignore, "Here Hale, the devil is to pay. Pitch in for an investigating committee right off. Do it before any of the rascally Democrats get hold of it, and head them off."

The indolent Maine senator did not "catch on." "I don't want to investigate," he said; "it's too hot, besides I'm not fond of it. What's the matter?"

"It's not investigation, but to prevent it, that you must move," said Chandler. "Catch the thing first, right behind the gills, and squeeze the breath out of it. Don't you see?"

"I catch the idea," said Hale. Thereupon the Maine Senator had passed a resolution instructing the Committee on Public Expenditure to go ahead. The committee was raised but has done nothing; but as it is now claimed it has been intending to go to work, as soon as Congress adjourned. Hale's movement, stimulated by Chandler, has had the effect to head off any movement for a genuine investigation. Chandler's idea of a firm grip "right behind the gills" has been realized.

Having performed this feat of jugglery Chandler blusters about and endeavors to choke down the little truth that has leaked out. Mr. Hendrick's did well to speak of the rotten management of the Navy.

"The rascally Democrats" ought to take hold of the department presided over by Chandler and expose its hideousness to the country. Let Chandler rave and foam as he pleases, the more the better, crowd the rascal so as to get some glimpse of the real truth. His scheme, first to ignore, then to stifle examination into the frauds, all the time figuring for extravagant appropriations, has gone far enough. The people have the power to apply the remedy. Turn the Rascals out.

POLITICAL REVOLUTION.

The Philadelphia *Times* is an independant rather than a partisan journal, and its director, Col. A. K. McClure, is one of the able and fearless editors of the country. He attended both the Republican and Democratic national conventions, and took in their air and spirit, their modes and changing episodes.

After the nomination of Gov. Cleveland he forwarded by telegram to the *Times*, his comments on the nomination and on the convention itself, the whole forming a judicial statement of opinion that cannot fail to attract attention. It will occur to every reader that the statement is an able, clear, discriminating and candid comment on the convention and its work. Col. McClure is a vetran observer of political events of rare capacity and experience, rising even to the altitude of statesmanship. He wields a forcible and practical pen, and his words ring. His statements and suggestions are the product of ripe observation, and are full of encouragement to the honest reformer, who like him feel the necessity of a political revolution, and clearly sees its dawn in the late Democratic convention, and the irresistible sweep with which it is to stir the action of the campaign, purifying the political atmosphere, overthrowing a corrupt dynasty and giving victory once more to the right.

No unprejudiced reader can peruse this article without being impressed by its truths and its power, and inspired by its animating spirit. The article is given in full in another column.

MAKE THE CAMPAIGN AGGRESSIVE.

The Republicans have opened the campaign with what they probably fancy to be extraordinary vigor and effect. They have discovered that the masses of the voters have no idea as to who Cleveland is. It is certain that the Irish, the Catholics, the workingmen, and a great many other people will not support him. The nomination is nowhere received with enthusiasm. The usual accounts of Democratic ratification meetings are being presented in which it is stated that there were by actual count eleven men and twenty boys present, and that the whole was a "fizzle," But the strongest, in the Republican estimate, of the charges against Cleveland is that he was once sheriff of Erie county, New York, and that with his own hand he hanged two Irishmen. Then there are telegrams from scores of unknown towns in which it is stated that the *Bugaboo Organ Grinder* has determined not to support Cleveland, and extracts are given from the editorial in which the important fact is announced. There are also being published hundreds of letters signed by an "Old Democrat" who announces that he has been a lifelong member of the Democratic party, and has supported all its candidates and its measures; but now, the nomination of Cleveland is too much, and he will give his ballot and his influence to the glorious man from Maine.

There are also letters from a "German," an "Irishman," a "Catholic," a "workingman," and dozens of others, all of which announce the unalterable disgust of the writers with the Cleveland ticket, and their conclusion to support the immaculate nominee of the Republican party; and there is the old time style of editorials in which it is asserted that the Democratic party is hopelessly split on the nomination; that Cleveland is a nonentity, and that he will be defeated with greater ease than has been any candidate of that party since the nomination of Lincoln.

If the people are disposed to take a proper view of this Republican distribution of rot, they will discover that it indicates the existence of a grand uncertainty in the minds of the Republicans as to the outcome of the pending contest. If uncertainty be not indicated, then it means that Republican speakers and orators have sunk to a level but a trifle above imbecility, or else they believe that public intelligence is so inferior that this class of hypocrisy and stupid invention will be received unquestioned as facts. It is the old, old thing; and Democrats will not be sorry to find that their opponents are not in the least advancing in their morals, their logic, their decency, or their comprehension of the good sense of the public.

Democrats should understand that this campaign on their part must not be conducted on the defensive. They should understand from the very beginning that all these communications from "old Democrats" and members of various classes and nationalities are mainly conceived, and written in the offices of the newspapers in which they originally appear. They are the same refuse which has appeared in every campaign before the present one, and are only different in the change of names. Democrats will understand that the issue before the country is not what Pat Malloy, or Nik Opdyke or old Democrats may think of Cleveland, or what ticket they purpose to vote, but shall the present scandalous, corrupt and remedilessly dishonest party be relieved from the control of the government? Let this be borne in mind. When a Republican asks if it be true that Cleveland, while sheriff, hanged two Irishmen with his own hands, let it be answered that if he did throttle a couple of criminals he is just the man the country needs to apply the noose to the political criminals who for so many years have been robbing the country and assassinating honesty and decency. What is to be settled now, is a matter which is as broad as the nation; it is, shall the republic live? The temple of the republic has been occupied by the Republican money changers, and the only question before the people is as to whether they shall be allowed to remain, or shall be driven from it to give place for the priests and the worship of those who laid its foundation.

Let it be distinctly understood that it will be a wretched waste of words to reply to a single one of the slanders which the Republican organs will invent and circulate. Let it be understood that there is not a flaw in the life of Cleveland; that he is a man of the highest order of intellect; whose faculties are trained to perfection; that he has shown himself to be a statesman and a patriot, and that beyond all question he is one of the best and purest of the men whose names have ever come before the public as candidates for a national office. It is folly to admit that he needs any defense. Let the Democrats attack from the very beginning and never cease till the campaign is ended. If deemed best the attack can be conducted against the personal record of the Republican candidate; but the main defenses of the enemy lie in the capital. Here are intrenched incompetence and corruption, and against these should the assault be constantly directed.

THE JOBBERS' TRIP.

A Review of the Notable Excursion Just Ended.

The Towns Visited and the Advantages Which the Country Affords.

A Memorable Visit and How it was Conducted and Received.

The formation of the St. Paul Jobbers union, designed for the mutual benefit and protection of the wholesale interests of St. Paul, was of itself a very wise and fortunate step. The concert of action and unity of purpose necessary to secure the best interests of this most important branch of business which has built up our city, and which, with the aid of the great lines of railroad centering here, has made St. Paul the great focal center to which the eyes of the people of the northwest all turn, could be accomplished in no way as surely as by the uniting of all the great commercial institutions that have their home in this city.

To this organization of men who represent such vast and important interests must St. Paul in the future, as she has in the past, look for her prestage and importance and the extention of their territory and enlargement of their business, means the enlargement and increased importance of St. Paul.

The late excursions of this Union, first over the Omaha and Northwestern systems of railroad in southern Minnesota and Dakota, and second over the Chicago, Milwaukee & St. Paul system covering the same section of country but striking other towns have been something more than mere junketing or pleasure trips. True they have furnished a sort of relaxtion to those who have been shut up in their counting rooms and behind their desks, but the object which inspired their organization and accomplishment was of a far different nature and the practical results accomplished will be felt by each of the great commercial houses which formed a part of these excursions. The meeting between the members of these houses and their customers (though necesarily brief) in many instances for the first time, the interchange of courtesies and the mutual acquaintance thus begun can not fail to prove of benefit to all concerned. But by far the most important result achieved has been the demonstration to the business men of the section visited that St. Paul, and that her representative business men feel a keen interest in the section of country in which they live and that they desire closer social and business relations with them, and that they fully appreciate the vast importance of the great region of southern Minnesota and Dakota, its enormous latent wealth and unparralleled resources and desire to aid in its settlement and development.

That this latter idea has been accomplished in a very great measure by the late excursions any person whatever conversant with the ways of business men, who accompanied the Union could not fail to perceive, whereever a halt was made the interest manifested by the leading men of each town who were met all vieing with the other in extending fraternal greetings and courtesies attested it. It was one continual series of ovations from beginning to end. The approach of the Jobbers' Union train was heralded by the booming of cannon and the music of bands. The platforms were crowded with people, and the depot buildings garnished with the products of the field, farm and wood. The towns, many of them, were decked with flags and bunting, while appropriate words of welcome were seen everywhere upon signs and banners. Wherever the Union went the word "Welcome!" met them in mottos and streamers, and in the beaming eye and cordial hand shake of the first and best men of each city, town and village, and a "God-speed" followed them at their departure.

The complete and exhaustive description contained in the mammoth issue of the GLOBE of July 8, thousands of copies of which were distributed along the road, leaves but little to say of a descriptive nature concerning the magnificent territory through which this second excursion, which left St. Paul on the morning of the 8th and returned on the afternoon of the 12th, passed. The progress of the train from day to day, and the leading incidents which occurred from point to point, were also daily reported by telegraph. The inadequate telegraph facilities afforded, however, at distant points, coupled with the fact that the great convention in session during the trip, at Chicago, the exhaustive accounts of which sent over the GLOBE's own special wire required so much of its space that much interesting matter and many facts and incidents of the trip were necessarily left out. To cover this a partial resume of the occurences of the trip may not prove uninteresting.

The Chicago, Milwaukee & St. Paul Railroad.

And, first, the GLOBE will but voice the entire sentiment of every member of the excursion expressed in the hearty cheers with which they parted with the officials, who had accompanied them, in saying that from first to last not a thing that would conduce to the comfort and happiness of their guests was omitted by the management of the road who accompanied us. Not an accident, not a detention for which they were chargeable, nor an inconvenience can be cited. Each division superintendent, each conductor and every employe of the road outvied each other in attention to the management of the train and the safety and comfort of the passengers.

The excursion was over the Hastings & Dakota division from Farmington to Ellendale and Mitchell, D. T., of which William M. Kellie is superintendent, which, with the Ipswich and Whetstone branches, and the new line from Minneapolis to Cologne, embraces a distance of 570 miles. The Southern Minnesota division, F. D. Underwood, which we traversed from Woonsocket to Ramsey, the Iowa and Minnesota division, H. R. Williams, superintendent from St. Paul to Austin, and the Cannon Valley branch from Northfield to Red Wing, and the river division from Red Wing to St. Paul. Mr. C. W. Case, superintendent of the river and Dubuque division had the general supervision of the train and absolute control of it while on his division. It was while making the run from Hastings to St. Paul that the party was shown what it was to ride fast, the distance (twenty miles) being covered in twenty-three minutes. To Mr. Case, whose courteous attention to the wants of those who composed the party and whose practical, experienced eye was ever on the alert during the entire trip, the cordial thanks of the party are due. Superintendent Wm. M. Kellie also merits the warmest praise for his indefatigable attention to the management of the train during the run from Farmington to Mitchell, D. T., and the excellent time made despite the many stops was a matter of great surprise. On the Southern Minnesota the same vigilant supervision of the train management was had by Superintendent F. Underwood, and for special favors granted to the representative of the GLOBE it is our pleasant duty to make this acknowledgment. Superintendent H. R. Williams also deserves our thanks for special courtesies rendered and for his vigilant and careful management of the train while under his care. To Conductors Chas. Dean, of the Hastings & Dakota, B. J. Lewis, of the Southern Minnesota, R. Lavelle, of the Iowa & Minnesota divisions a word of praise may be fitly spoken, and to all of the officers mentioned, the conductors and train men and our faithful engineer, Wm. Mowder, do all who held a seat on the train owe thanks for the safety with which they were transported over the 1,000 miles of road, and that without an accident to mar the pleasure which the trip furnished.

To General Freight Agent J. B. Chandler, too, the guests of the road feel very kindly for his fine social qualities which added so much to the pleasure of the excursion, and also for the many happy speeches he made when the talking timber seemed to be scarce, and to W. H. Dixon, general ticket agent, whose efforts in the social line were most heartily appreciated, and who presented each member of the party with one of the elegant bills of fare of the company's dining car attached to the train as a souvenoir of the trip, a complimentary word would not fall amiss. The fact is the C., M. & St. Paul management is everywhere in the hands of practical, competent business men and those whom any one would recognize for railroad men at a glance and never has this been more clearly demonstrated as during the late trip. Long may they wave each and all of them and become presidents, every one of them, of the great corporation which they now so faithfully and ably serve.

Farmington.

The beautiful prints of butter stamped "St. Paul Jobbers' Union," from the creamery of W. B. Straight & Co., which were presented to the Union by Mr. J. H. Hargrave, and which were consigned to the dining car for use during the trip were certified by the Steward, Charles Miller, to be of a most superior quality, and were consumed by those on board of the train with a degree of relish that evidenced their appreciation. The novel reception awaiting us, which it is supposed is due to the inventive genius of R. C. Judson, the irrepressible secretary of the state agricultural society, at this the first place on our list of towns, was fully appreciated by all on board of our train, and the cheers with which the traction engine drawing its train of farm wagons was greeted by the Jobbers showed how they relished it. The sport was enjoyed to its fullest extent when Mr. Tallmadge mounted the steering apparatus which guided the engine and ran the train down to the depot where T. W. Ingersoll, special artist of the excursion photographed the unique outfit. The business part of Farmington which is distributed over two sides of each of four blocks in the shape of a cross, was fairly thronged with people, a large proportion of whom were ladies, and the waving of handkerchiefs and the enthusiastic cheers of the men as our train moved off gave us a grand send-off.

One of the laughable features of the first day's run was the marching through the train of the amateur band composed of Messrs. D. B. Finch, N. Singleton, F. B. Howell and C. C. H. Smith, each armed with a band instrument, upon which they performed with a greater attention to quantity than quality of tone, but which was quite successful in producing fun, which is just exactly what the lively gentlemen named intended.

The most amusing and entertaining incidents of the trip was the "panorama" given at the Brunswick, at Faribault, by two railroad gentlemen who certainly possess the most talent in the way of dialect sketches ever seen off of the boards. A wire screen door was made to do duty as a canvas, upon which the inimitable genius of the performers literally made the pictures to appear. A large audience was entertained in a manner which was highly appreciated by them.

One of the most pleasant features of the excursion was the presence of so many ladies upon our train who, in response to the invitation of the gentlemany jobbers, would come aboard and ride a few miles along the road till the return passenger was met, when they would take leave of their hosts and return home, their places being filled, in turn, by others from the place where they left us. In the splendid drawing room cars with which our train was furnished nothing remained to make them look absolutely enchanting but the presence of "lovely woman," and this want the bright, vivacious, handsome ladies of Dakota and Minnesota furnished, and garnished our sumptuous traveling palaces as nothing else would. The honors of the occasion were about equally divided between President Finch, Manager Tallmadge, D. D. Merrill, Esq., (whom none of the younger men of the party could exceed in gallantry), E. F. Osborn, D. B. Finch, Will C. Willson, F. P. Howell and others, who played the part of hosts in such a manner as to do themselves everlasting credit and to produce a most favorable impression upon their fair guests.

The presence of Gen. J. H. Baker, the "silver tongued orator of southern Minnesota," was a most fortunate thing, for while many of the members of the Jobbers' Union are good speakers, yet practical business is more in their line than oratory, and when the fiery eloquence of some of the noted lawyers and public men along the line was turned upon the party the general was always loaded for a reply and never failed to win from the appreciative Dakotians enthusiastic applause. But when we crossed the line into Minnesota, and he found himself upon his native heath, it became manifest that his friends and neighbors knew in advance what they were going to get by the way in which the clamorous calls for "Baker," "Baker," rent the air. The well chosen words, in which he responded on behalf of the St. Paul Jobbers' Union, will long be remembered by all who heard them, and will not fail of their desired effect.

Judge Chandler.

The most humorous speech of the entire trip was probably made by Judge J. A. Chandler at the Howard City banquet, in response to the sentiment, "Our Lady Hostesses." His allusion to the father of our race was not in terms entirely complimentary to that individual, but which were successful in bringing down the house again and again. His closing remarks were uttered in a tone full of sincerity and sentiment. The sweetest words man ever learned to say to woman, ever old and yet ever new. Which have been uttered by the noblest, bravest and best men of all ages and nations and which I myself have uttered more than a thousand times (principally to one woman) and which I now most sincerely and reverently say to you ladies (extending his hands toward the Howard ladies) I love you." Nothing on the whole trip exceeded the dramatic effect of this speech, passing in one moment from some burst of pleasantry to the tenderest expression of pure sentiment as when he alluded to his own wife and grown up daughters and the little granddaughter, the idol of his heart.

The following is the splendid speech entire of D. D. Holdridge, of Howard, delivered at the banquet:

Gentlemen of the St. Paul Jobbers' Union: I have the honor on behalf of the citizens of Howard and vicinity to welcome you to our young village. We are glad, more than glad to greet you. We cannot meet you with great pomp and display; we have nothing elegant or grand to show you but we meet you with the warm hearts and glowing hopes of the pioneer. We have no marble fronts or great stock to exhibit, but in this wooden row, you will find enterprise, intelligence and honor. We have no palatial residences for you to admire, but in these humble frontier homes you will find contentment, hope and Spartan purity. We have no parks where we can drive you beneath cooling shades and by the side of crystal waters. You will see no great wealth in our midst, but all about are evidences of comfort and thrift.

Gentlemen—We are not rich, but we are all honest and eminently respectable. We are not homesick or despondent, but we are happy in the present and feasting on the future. Our hopes are not built on the sand, neither are they founded on a rock, but they are founded on our healthful air, and the black loom and clay subsoil of Miner county. We know our broad wheat fields, our corn fields and meadows, are to make *us* rich, and *you*, gentlemen, *richer*. You may be amazed that we are happy and content on these western wilds, but go into our wheat fields, so high you can scarcely get a glimpse of the farmer's roof, and you will laugh with us, to see the bread we are growing for you. Go into our corn and oat fields and you can almost taste the sweet beef and pork we are making for you. Go into our grass lands and be convinced that Miner county can bury St. Paul under our vast hay mow.

I tell you, gentlemen, no heart can conceive or tongue describe the great future of this country.

Three years ago, when we had but just sprouted this town away out on this western prairie, it was a great relief to see a man come along on foot or on horseback. Now you come among us with palaces of oriental grandeur drawn by steam. When another decade rolls round what will you see—this wooden row will be built up with brick and stone; in the place of these small shanties will be homes of elegance and comfort; these prairies will be shaded by groves and covered with flocks and herds; the farmers will have torn down their bursting barns and granaries and built larger; the county will swarm with a happy and prosperous people.

Gentlemen, if you keep pace with us how will you come among us then. The train you now have will be a very common-place affair; it won't be up to the times; more style will be neccessary. Nothing less than coaches inlaid with gold, and engines sparkling with gems and diamonds will satisfy the pride and growing ideas of our people.

But will not detain you, your time are short.

Gentlemen, St. Paul and this country are one in interest, one in sympathy, in short one and inseperable. We must travel the future together, like the bride and groom, hand in hand. The prosperity of one is the prosperity of the other. St. Paul helps to clothe our bodies and furnish our houses, while we help to fill your larders and spread your tables.

We are proud of St. Paul, we hope you are not ashamed of us. Sever the ties between us, cut the interests of trade, and if death does not ensue it would at least make us both very sick. We trust that a kindly and fraternal feeling will be fostered by us all; that each will recognize its dependence on the other. We hope and believe that as great as your city now is, it is as but the day of small things as compared with the future. We trust and believe that yours will become a mighty city, that will gather in and distribute every article known to man. And we promise you, gentlemen, that we will pour into your city an ever increasing stream of grain, of beef and pork, of butter and cheese, and all the products of our unsurpassed soil.

And may these mighty streams, that flow into your city, and out into the country, carry upon their bosoms the happy greeting and the mutual affections of our people.

Gentlemen, again we thank you for this visit. You have come while we are small. Come when we get bigger.

As the girl wrote to her aunt: "Dear Aunt—Come and see us. Come quick, before my kitten gets to be a cat." Come, gentlemen, when we get to be a cat, and whether you come singly or collectively, you will always receive a hearty welcome.

Appleton.

This thriving village gave the Union a rousing reception, a drive about the village and a hearty cheer at their departure. A band of music was playing at the depot as we came in. In addition to the eloquent address of A. W. Lathrop Esq., the Union were presented with copies of the following address, headed:

GREETING.

VILLAGE OF APPELTON

to the

ST. PAUL JOBBERS UNION,

July 8, 1884.

To the Union: The village of Appleton desiring to acknowledge the honor of the visit of the St. Paul Jobbers union, on the occasion of their excursion over the Chicago, Milwaukee & St. Paul railway, July 8, 1884, and appreciating the fact that the necessary brevity of their stay here will prevent their being able to see and examine the present status of our town, its surroundings, natural advantages, future prospects, etc., we respectfully present a few brief statistics showing our present business capacity and a few of the facts which foretell our largely increased business importance in the near future.

ACTUAL FIGURES.

Appleton is situated on the Pomme De Terre river, four miles from the Minnesota, and has three magnificent waterpowers, two of which are improved. With a population of 1,000, Appleton is the leading town of Swift county.

The amount of wheat of the crop of 1883, marketed at this point is 490,000 bushels, an increase of 150,000 over 1882.

Increased acreage of 1884 over 1883, 25 per cent.

Total number of pounds of freight received at Appleton Station for the year ending June 30, 1884, 16,207,430 pounds, nearly double that of last year. Total freight shipped from this station same period, 25,364,580 pounds, including 89 cars of oats.

More building improvements are in progress and projected for the present season than for the four years preceding.

Government lands surrounding are all occupied; and the sales of railroad lands in the vicinity for the past six months are 500 per cent. greater than for the same period last year.

The fourth page of the address contained a complete business directory of the place.

Montevideo, Minn.

The following very comprehensive write-up of one of the best towns on the Hastings & Dakota was distributed among the excursionists:

Beautifully situated upon the east bank of the Chippewa river near its confluence with the Minnesota, and upon the Hastings & Dakota division of the Chicago, Milwaukee & St. Paul railway, 125 miles due west of St. Paul, is found the young and thriving city of Montevideo, the county seat of Chippewa county and the commercial center of a large section of the very finest agricultural lands to be found in three of the best counties in the upper Minnesota valley. Montevideo is a town of 2,000 inhabitants, the business portion of which lies along the Chippewa river, while the resident portion and public buildings are located upon beautiful bluffs that command a magnificent view of the two valleys and of the adjacent country. A fine court house, built in 1882 of brick manufactured here, adorns a public square, and a magnificent school house, also of brick, occupies an adjacent block, while five church edifices are found in the immediate vicinity. In the business portion of the town there are three banks, three elevators, three lumber yards, four hotels, five machinery warehouses, four hardware stores, three drug stores and a large number of dry goods, grocery and provision houses, many of them of the first class, with a proportionate number of harness, leather, millinery, clothing and furniture houses and numerous manufactories, machine shops, etc. The new Montevideo Roller mills, located at the head of Main street, are of the first class and utilize the splendid water power of the entire river with a nine foot fall. Other important manufactures are also carried on, including milling, carriage factories, marble works, etc. The educational and society advantages of the town are excellent and the people are intelligent, enterprising and public spirited.

Within radius of twenty five miles are found over a million acres of the very choicest agricultural lands of this most remarkable valley, with scarcely an acre of waste land in the entire region. Owing to the excellence of our country roads that radiate from town in all directions, to the superiority of our milling and shipping facilities, to the reliability and superiority of our markets and to the enterprise and business sagacity of our merchants and tradesmen, these lands have been rendered easily accessible and are, for the most part, tributary to our town and markets, and as they become more fully occupied and are made productive, the business of our town will be very largely increased. As it is, the commercial business of the town has been closely estimated at very nearly $2,000,000 per annum. More than half a million bushels of wheat were purchased from farmers' wagons in 1883. The milling business for the coming year will aggregate $200,000. The dry goods and grocery trade at least $300,000. One hundred and fifty thousand dollars worth of fat cattle, hogs and young stock was purchased here in 1883. More than $100,000 worth of farm machinery was sold and nearly that amount of hardware. The lumber business of our town will approximate $100,000 per annum, the drug business $25,000, and the tobacco and liquor business as much more. The harness and leather business amounts to $15,000 and $12,000 worth of hides and furs are purchased annually. Fifteen thousand dollars per annum is a low estimate of our expenditures for public buildings, stores and residences, and not less than $500,000 is annually paid out to the farmers in this vicinity for wheat, corn and other grain crops. And yet, it is estimated, that not one-eighth part of our tillable lands have ever been turned by the settler's plow. To estimate then, what the traffic of our town shall be in the near future, is not a difficult task. Of the vast amount of business already done, we have the evidence that only a small portion, almost insignificant in comparison, has been done with the merchant business men of St. Paul. Minneapolis, La Crosse, Milwaukee, Chicago, New York and other cities have secured by far the greater and more profitable share, and we are convinced that the tendencies of our trade are away from the commercial metropolis of our state. With a view to a better understanding of the business relations that surround us, we solicit a better acquantance with the Jobbers' Union of St. Paul, and hope for much mutual benefit from this their first visit to our town.

Milbank.

The following paragraphs, taken from the Grant county *Review*, presents a good showing for a good town:

Milbank, on the H. & D. division of the C., M. & St. Paul R. R., west of Minneapolis, is three years old, has a population of 1,200 to 1,500, is the end of the division, has a solid brick round house with ten stalls, a flouring mill, three churches, all fine edifices, a large graded school building, a public library association, owning its own building, a neat structure 20x34, with 400 volumes of the best works on its shelves, and all the principal magazines and papers in its reading room. The town is surrounded by fine country, which is a gently rolling prairie, and is well watered by numerous streams coming from mountain springs in the Dakota hills lying about ten miles west of the town. The county was settled mainly in 1879 and 1880, with the best farmers from Minnesota and Wisconsin and states further east. The population is about 7,000, and the intelligence of the people is shown by the interest manifested in the erection of school houses; it is estimated that there are on an average three school houses in every township.

Three elevators in Milbank indicate the importance of the wheat interest in this rapidly growing town. Much interest is also being manifested in the raising of stock, the country is peculiarly adapted to this industry, the native grasses being very nutritious and running streams throughout the entire extent.

The tone of society in Milbank is about the average of the rapidly growing western towns, as evidenced by her fine churches, and library, and elegant school building. Any one in search of a prosperous, healthy location, could not find one combining more of the requisite qualifications.

The Hon. J. C. Easton, of La Crosse, a director of the Chicago, Milwaukee & St. Paul railroad and a former heavy owner of Southern Minnesota railroad stock joined the party at Woonsocket and concluded the trip with them.

Groton.

The reception of the Union by the citizens of Groton, as telegraphed at the time, was enthusiastic, and the preparations made, the display of grains, corn, vegetables and grasses which adorned the depot, and the flags and banners with which the town was decorated, was only rivalled by the cordial handshakings and personal greetings which met each member of the party as they dispersed about the place and visited the stores and places of business of the warm-hearted citizens. The subjoined address was handed to members of the party:

BROWN COUNTY, D. T.,

was discovered in June, 1880, by that noted traveler, Charles H. Prior, who immediately took possession of all the surrounding territory in the name of his illustrious master, the C., M. & St. P. Mitchell. But little was done during the year 1880, except to drive from her nest the last representative of the flocks which once sailed in undisputed majesty on the bosom of the "Jim." The noble "Drifting Goose," with his whole feathered tribe, had to go.

In 1881, the discoverer having laid out a great highway through his new dominions, proceeded to take possession thereof, and arrived at Groton on the last of May. In June he took possession of the site, and proceeded to erect a city thereon. Having heretofore issued invitations to the nations of the east to send delegates to his dominions, the spring of 1880 found thousands knocking at his gates for admission. They were immediately admitted and furnished with transportation—at the rate of $30 to $100 per car. The immigrants proceeded to go-pher the wild animals, and in a few short months the country became inhabitable and peace prevailed. 1882, the people becoming dissatisfied because their wheat only brought sixty-seven cents per bushel, began to inquire into the cause, and learning that the millers could not afford to pay more because flour was only $7.50 per barrel, freight paid to Milwaukee, they invited that great rival, C. N. Hughitt, to relieve them from thraldom. The rival sent forth a force for their relief that was met and opposed by the conquerer, at the head of a large force of Chinamen, rod men, etc., who insisted on his prior claim, checked a compromise and the rival withdrew. The people were in despair until the Rock Island was contemplating a western raid, they sent him an embassy praying for relief, which they are now praying for. In the meantime they have established commercial relations with great emporiums of the east, principally St. Paul, and in return for silk woolen, cotton and other fabrics, spices, teas and office holders, they ship wheat, oats, corn and potatoes.

Groton was platted June, 1881; lies on the open prairie 295 miles west from St. Paul and eighty miles east of the James river. It was incorporated as a city in 1883 and has a population of 700, mostly Americans. There are 345,600 acres of tillable lands tributary to Groton, and 60,000 into crops this year, all of which will be marketed at Groton. An artesian well is being driven by Gray Bros., of Milwaukee, at a cost of $4,400. There is a good school house which cost $3,000; three elevators, three churches, a lodge of Odd Fellows, Masonic and literary societies, a brass band of ten pieces which cost $350, and a public library under the management of the literary society.

J. H. Chamberlain, representing the tea department of the P. H. Kelly Mercantile company, joined the excursion at Egan and continued with it to its close.

Osmon Lunn, vice president of the St. Paul Plow works, joined the excursion at Aberdeen.

Ashton.

At no point on the line was the reception offered the Union more hearty or enthusiastic than at Ashton. A band of music and the whole town turned out to give the welcome which they extended, force and volume. The subjoined address was presented to the Union, together with a map of Spink county, showing the acreage in wheat and oats of each township, the total of which is embodied in the address. When the speeches by C. W. Andrews and J. J. Cushing were ended the visitors were invited to taste the water from their artesian well, a barrel of which containing a large cake of ice, stood upon the platform at the corner of the depot. The representative of the GLOBE being the only one on board the train competent to judge of the article, drank a pint cup full, and found it most agreeably delicious, and contrary to all expectation and prophecy lived to reach home with the rest. It was here that we met the largest delegation of ladies thus far enroute, and their grace and beauty captured the hearts of the susceptable Jobbers who proceeded upon over thirty of them to enter their splendid train and ride till the return regular train was met. This favor and their gentle presence proved so enjoyable a part of the trip that the experiment was repeated at intervals throughout the entire journey. Mr. J. J. Cushing, of Ashton, came aboard upon invitation and remained with us throughout the entire trip, as also did Mr. J. H. Marshall, of Ipswich and Mr. F. A. Dawes, of Redfield.

The following address was distributed:

To the Jobbers' Union of St. Paul: Welcome — The undersigned business men of the city of Ashton, are glad of this opportunity to become acquainted with you and in order that you may become better acquainted with our resources, we present to you the following facts:

The total number of acres of deeded land in the county is 412,180. The number of acres sown to wheat and oats this year is as follows: Wheat, 101,914 acres; oats, 25,504 acres. The total assessed valuation for the county is $3,200,000, distributed as follows: Real estate outside of the towns, $1,959,470; real estate in the towns, $279,530; personal property, $961,000. The total population of the county, according to the assessor's census, 9,120. Placing the average yield of wheat this year as low as fifteen bushels per acre and oats at fifty bushels per acre, Spink county will produce this year 1,528,740 bushels of wheat and 1,280,200 bushels of oats, which will be distributed among the various towns of the county for shipment in the following ratio: Of wheat, Mellette, 257,790 bushels; Northville, 117,810; Athol, 8,300; Ashton, 419,325; Redfield, 156,930; Tulare, 57,510; Crandon, 120,120; Frankfort, 207,145; Dolland, 97,200. The towns of Northville, Ath