ST. PAUL'S WELCOME.

Her Hospitality Enjoyed by Five Hundred Guests from the Line of the New Road.

A Ride Around the City and a Banquet Tendered the Guests---To-day's Program.

Two Jail Birds Caught in an Attempt to Escape, and Put in the Dungeon.

Commissioners Return--Temperance --Contracts for State Fuel--State Fair Notes.

ST. PAUL'S GUESTS.

Visitors From the Line of the Minnesota & Northwestern Railway.

At 11:30 yesterday morning Conductor G. W. Simpkins called "all aboard" and a moment thereafter engine No. 5 of the Minnesota & Northwestern, in charge of Engineer P. Hinkle, started from West St. Paul for Dodge Centre, pulling a coach full of St. Paul bisness men who were delegated to meet the citizens of towns along the Illinois Central and Minnesota & Northwestern railway throughout Northern Iowa and Southern Minnesota.

This excursion was one tendered by the management of the road to the business men of the cities on the road, in order to give them an opportunity to examine the facilities newly offered them for reaching their metropolis. The arrangements were in charge of Mr. M. H. Littell, general passenger and ticket agent of the road.

The first eight miles of the outward trip were made in twelve minutes, and the track was remarkably level considering that the roadbed is new and not fully settled, and that the ballasting is still going on. The trip down was a delightful one, occupying two hours and thirty-five minutes, and the party was unanimous in expressions of pleasure at the magnificent country along the line. For the first few miles out of the city an occasional glimpse could be caught of the sinuous Mississippi and its picturesque bluffs on the opposite shore. Leaving the river the broad and gently-undulating prairies of Southern Minnesota were entered, and as the eye took in the vast grain fields traversed by the swiftly moving train, the spectator was willing to concede that this region was indeed the garden spot of America. The gleaners paused with wheat sheaf in hand and the ploughman stopped in his furrow to watch the jolly jobbers glide by, while the stock evinced their appreciation of the first passenger train over this road by fleeing from the neighborhood.

The party was jollity itself, and business rivalry was forgotten for the time in the general good cheer which prevailed. An elegant lunch was served just before reaching Kenyon, which satisfied all that the railroad officials as well as the jobbers do everything in first-class style. The following gentlemen made up the party from the city:

D. D. Merrill,	J. H. Mahler,
D. D. Merrill, Jr.,	J. A. Seeger,
W. G. Smith,	H. M. Littell, (general freight agent M. & N. W.)
S. B. Foote.	
W. Granger,	
B. Armstrong,	J. R. Walsh,
Russell R. Dorr,	L. H. Maxfield,
Bruno Beaupre,	L. K. Stone,
J. P. Gribben,	R. J. T. White,
A. S. Tallmadge,	Richard Gordon,
Frank Seymour,	A. M. Ozmun,
E. H. Moon,	C. H. Kellogg,
C. H. Worthen.	F. P. Strong,
J. H. Burwell,	J. P. Larkin,
George Finch,	R. DuPuy. (general superintendent M. & N. W.)
Adam Decker,	
W. J. Swan,	
Conrad Gotzian,	George Thompson,
D. R. Noyes,	J. B. Tarbox,
G. B. Woodward,	R. Rossum,
W. W. Bushnell,	E. L. Shackford,
J. O. Denny,	J. T. Leitner,
S. B. Jennison,	L. F. Kimball,

Ehle Allen.

KENYON WAS REACHED,

and a stop made. At this point a delegation of Faribault gentlemen joined the committee, having driven to Kenyon to intercept the excursionists. The Faribault party consisted of the gentlemen mentioned below:

H. Wilson, president City National bank; L. A. Theopole, J. B. Wheeler, A. L. Hill, F. J. Stevens, J. C. N. Cottrell and T. H. Layhed.

Exactly at 2:05 p. m. the train pulled into Dodge Centre, where the visitors were in waiting for the St. Paul committee. No time was lost coupling the two St. Paul coaches to the rear of the eight cars composing the visitors' train, and engine No. 10 began the return trip under the guidance of Engineer M. Snyder and the conductorship of William Mitchell. The jobbers at once mingled with the visiting gentlemen and soon made the latter feel that St. Paul hospitality as extended by her representative business men was anything but half-hearted. Responsive to the cordiality of their hosts the guests were soon enjoying themselves to the utmost, and but for the distinguishing badges (white being used for the visitors and red for the committee) a person unacquainted with the nature of the gathering would have supposed the party to have been old and familiar friends. The following is a list of the excursionists, gathered on the run to the city:

WATERLOO, IA.

C. K. Dixon,	G. D. Clinger,
O. Gable,	W. L. Illingworth,
M. Wynant,	B. Kinsler,
S. B. Hitt,	W. W. Forey.
James Bennett,	Henry Daniels,
T. W. Place,	A. G. Smith,
J. G. Klingermann,	J. L. Cooley,
C. F. Fowler,	H. L. Shults,
W. R. French,	R. S. Brown,
C. D. Wangler,	John Lusch,
E. Johnson,	G. O. Snowdon,
J. H. Kuhns (mayor),	H. J. Dunnell,
William Graves,	F. E. Cutler,
J. T. Coolidge,	J. Q. Myers,
J. H. Williams,	G. E. Lichter,
H. A. Bailey,	R. P. Fowler,
Frank Neeley,	A. C. Miller,
C. A. Farwell,	J. H. Leavett,
G. J. Mack,	T. N. Kellogg,
R. C. Crowther,	M. C. Cole,
G. N. Sweitzer,	P. P. Lemper,
John Thee,	E. R. Prindle,
J. B. Gwynne,	Lester Corson,
I. Van Metre,	J. T. Knapp,
Samuel Shillevur,	M. T. Owens,
W. Brown,	F. C. Platt,
J. E. Bates,	L. Lichtey,
H. E. Weathermore,	R. B. Monson,
A. E. Hane,	C O. Balliett,
H. P. Allen,	J. W. Daggett,
J.W.Richards(Courier)	F. W. Quinby,
Matt Parrott(Reporter)	Hy Vanman.

OSAGE, IA.

E. M. Otis,	J. Cornish,
J. B. Cutler,	C. Foremann,
A. A. Smith,	George Tupper,
F. Atherton,	O. E. Peterson,
E. D. Chassel,	G. Spaulding,
J Muffley,	O. Rundaberg,
J. R. James,	F. Gardner,
Robert Bennett,	D. Aiken,
W. B. Pelton,	I. F. Winnick,
M. Hackett,	J. Aiken,
M. Harriman,	O. Hallinghby,
F. E. Munger,	E. P. Fay,
Frank Schute,	John Sowry,
M. Mufler,	Ed Burns,
M. Stacey,	J. H. Sweeney,
S. Hastings,	J. W. Annis,
E. Stacey,	Charles Sweeney,
H. A. Durand,	R. Bennett,
R. F. Judd,	Osage Band.

CEDAR FALLS, IA.

M. M. Dayton,	J. J. Talerton,
D. Gates,	Judge Kingman,
H. Johnson,	E. Townsend,
George Walters,	A. Ayers.
I. D. Gilkey,	W. Rivenburg,
H. C. Hemenway,	G. H. Boehmler,
E. A. Snyder,	B. S. Wilder,
F. B. Hand,	Jerre Burr,
L. H. Howland,	A. W. Rownd,
M. Sawyer,	J. Morley,
Dr. Bryant,	F. N. Chase,
N. Rodenbeck,	E. Landrews,
T. W. Bishop,	G. B. Jennings,
E. E. Dick,	H. A. Fahnestock,
C. Vanhooser,	J. C. Pomroy,
H. C. Hunt,	H. Masher,
W. Sharon,	John D. Fort,

FLOYD, IA.

W. Perrin,	F. Martin.
A. N. Merriman.	

ROCHESTER, MINN.

A. Nelson,	G. Hargestheimer,
E. Danion,	George Leonard,
A. Osmund,	W. W. Gilbert,
G. D. Spaulding,	R. Mueller,
F. Siekert,	C. Younglove,
J. N. Wagoner,	N. Younglove,
F. A. Pald,	Saxe Jones,
J. S. Mathewson,	W. W. Ireland.

NASHUA, IA.

S. S. Waterbury,	J. C. Wellinger,
A. H. Brackett,	Amos Case,
O. Sutherland,	M. J. Hershbury,
H. Holbrook,	W. H. Baker,
M. K. Clark,	Prof. Taylor,
W. H. Thompson,	W. A. Eastman,
P. H, Powers,	H. B. Laird.

PLAINFIELD, IA.

John Roach,	A. W. Fulton,
J. D. Eddy,	S. Kennedy,
C. A. Pierson,	George Esk.

CHARLES CITY.

James Clemens,	V. Baldruff,
George P. Smith,	Joe Trigg,
W. A. Fairbanks,	H. D. White,
W. D. Burnham,	Peter Rose,
D. R. Brownell,	B. T. Bailey,
H. C. Baldwin,	George Martin,
William Holbrook,	M. E. Parks,
Carl Merckle,	S. Harwood,
John Kuck,	B. Townsend,
George Kay,	Ed Woerter,
H. C. Baldwin,	M. Despres,
J. P. Rogne,	W. G. Tripp,
J. R. Adson,	A. D. Collins,
I. F. Furman,	P. M. Bolander,
J. P. Taylor,	C. A. Slocum,
William Myer,	E. Fatherton.
Louis Hecht,	J. P. North,
Will Miles,	L. G. Vanderburg,
Charles Pfeiffer,	Frank Burnham,
P. F. Cheney,	W. C. Herring,
William Herbrecht,	John Sipple,
F. G. Prince,	—— Townsend,
D. J. Gilbert,	W. A. McNorton, and others.
J. M. Burns,	
N. Phelps,	

WAVERLY, IA.

J. H. Bowman,	H. H. Gray,
Judge Ruddick,	S. H. Morse,
H. Rosencranz,	J. F. Woodring,
Dr. Bays,	N. P. Ellis.
T. Downing,	George Rogers,
F. H. Scheutzmeyer,	A. Shepherd,
H. L. Mosier,	G. M. Foster,
T. Fasselman,	A. G. Fannistock,
D. A. Morey,	Allen Soule,
George Barker,	I. C. Garner,
B. F. Bern,	A. Groadier,
W. P. Martin,	John Elford,
C. Fairfield,	J. Starr,
M. E. Billings,	S. Covert,
W. C. Holt,	A. Fastner,
L. Hanchet,	G. C. Wright,
James Adair,	E. W. Jackson,
C. W. Tyrrell,	J. H. Hollenbeck.

KASSON, MINN.

J. E. Gettman, sheriff of Dodge county, and John White.

SUMNER, IA.

A. H. Jarvis,	A. J. Curtis,
Charles Austin.	

JANESVILLE.

G. L. Davis,	Robert Simpson.

AUSTIN, MINN.

D. P. Smith,	H. O. Bassford,
F. S. Crane,	N. F. Banfield,
F. P. McBride,	Charles J. Johnson,
H. McBride,	F. H. Engle,
J. Levy,	J. C. Engel,
C. A. Pooler,	J. S. Fairbanks,
H. O. Wald,	W. E. Richardson,
Dr. J. N. Wheat,	Judge Allen,
Dr. Johnson,	Dr. A. Allen,
H. B. Corey,	A. Mollison.
B. C. Bellis,	A. C. Case,
J. F. Cooke,	A. Fairbanks,
C. Whitton,	E. Ward,
S. C. Olson,	S. Johnson,
E. A. Dallager,	C. A. Dallager,
J. H. Paterson,	M. Greggson,
J. Greggson,	B. W. Lovell,
A. Frederick,	J. M. Greenman,
Otto Schultz,	H. W. Bullis,
Will Beattie	L. D. Baird,
F. R. Smith,	R. O. Hall,
A. H. Loucks,	C. L. West,
W. T. Mandeville,	M. Majors,
T. W. Donovan,	L. Dettelbaugh,
L. G. Bassford,	F. W. Slocum,
W. H. Officer,	James Engle,
E. James,	H. O. Jener,
C. H. Davidson,	H. S. Smith,
Julius Johnson,	J. P. Walsh,
T. Riley,	J. W. Lobb,
F. Riley,	J. F. Andrews,
James Keenan,	Oscar Ayres,
F. O. Hall,	S. Alderson,
J. Schwan,	C. M. Thompson,
G. K. Hanson,	James Adams,
L. Nicholson,	J. Guerney,
G. H. Litchfield,	P. C. Sullivan,
Charles Squires,	Jas. Cronin, and others.

MITCHELL.

Henry Schulte,	F. B. Shanks,
J. F. English,	J. R. Peterson,
C. Stack,	Reuben Knapp,
C. S. Prince,	R. W. Barrett.

DODGE CITY.

L. Thuett,	C. H. Randall,
E. C. Fairbank,	C. P. Prince,
S. B. Kinney,	S. Maxwell,
A. Charles,	W. H. Vinton,
J. E. Ingalls,	G. Crall,
T. J. Hunt,	R. G. Hill,
W. E. Fairbank,	William Bell,
A. W. Campbell,	G. W. Hosmer,
J. K. Faucher,	M. R. Dresback,
G. K. Whiting,	C. H. Benton,
E. D. Shultes,	G. W. Ballard,
I. A. Garve,	W. B. Abbott,
A. J. Hoffman,	C. J. Hummoon,
F. A. Allen,	F. E. Hoard,
B. W. Baliard,	F. George,
F. B. Latty.	

CONCORD.

W. G. Avery,	G. W. Green,
J. W. Cooper,	J. E. Sheppard,
W. O. Russell,	A. R. Green,
E. W. Westcott,	E. Westcott,
M. M. Severance,	H. E. Walker,
G. W. Tibbotts,	E. Bean,
H. Parr.	

MANTORVILLE.

E. C. Severance,	Dr. Flood,
John Adams,	Hon. C. S. Kneeland,
A. LaDue,	S. Wilson,
W. H. R. McMartin,	B. Kundert,
C. Wells.	

ORCHARD.

J. W. Naden,	G. H. Warseldine,
W. D. Murray,	J. C. Bartlett.

LYLE.

J. O. Myer,	F. Myer.

MONA.

John Penney,	E. J. Angel,
Frank Penney,	W. H. Turner,
P. K. Everson.	

STACEYVILLE.

Alfred Penney.

ST. ANSGER.

Isaac Patterson,	Henry Lubins,
Dr. N. D. Bundy,	J. Cooke,
Thomas Hume,	M. Moe, Enterprise.

BROWNSDALE.

John Steen.

WASEOJI.

W. H. Vinton,	H. Sprague,
H. B. Booth.	

GRAND MEADOW.

C. F. Grunning.

RICH VALLEY.

H. R. Pettingull.

The following were present from Chicago: A. M. Sullivan, George W. Nix, general freight agent of the Central, and George W. Bull, manager of the Merchants Dispatch Transportation company.

The excursion was also accompanied by the Sixth Regiment band of Osage, Ia., twenty pieces, with W. E. Hubbard, drum major. The following are the members:

W. H. Reid,	F. A. Brush,
E. Schmedes,	J. A. Cady,
F. W. Lohr,	L. Elston,
Charles Winnek,	S. S. Comee,
M. E. Reed,	C. O. Swain,
By K. Kilbourne,	Jim P. Williams,
F. S. Lohr,	E. K. Moran,
Otis P. Woodard,	W. H. Gardner,
J. S. Abbott,	W. C. Moss,
F. A. Vanderpoel,	G. T. Frazee.

Just before the stroke of 5 o'clock the train pulled into West St. Paul, where upwards of one hundred carriages were in waiting, and under the supervision of the committee appointed for the purpose, the visitors were driven about the city.

The Banquet.

The day's program concluded with a banquet at the Merchants hotel. Like the other events, it was evidently thoroughly enjoyed by the five hundred and fifty guests who sat down to the spread. At an early hour people bagan to pour into the hotel from their other stopping places and at 8 o'clock the capacious corridor of the hotel was packed. From that time until 9 o'clock the hotel was all life and bustle and there was a general crush. The merchant princes of the city were out in force and made the most of the occasion to form and renew acquaintances. The Northwestern band occupied a section f the corridor and occasionally drowned he hum of voices by some lively air. At the appointed time the doors of the dining room were opened. For the occasion the ladie's ordinary was swallowed up in the hall and the tables were set wherever there was sufficient space for them. The hall was made doubly attractive by the copious use of vines and the tempting

APPEARANCE OF THE TABLES.

The band altered its position to a spot where the strains reached the hall, and to its music boldly strode in the 600, with Mayor Rice and a few more prominent visitors and citizens leading the van. The latter took a post near the center of the hall, while the remainder flocked in and around until every available chair was occupied. On the table before him each man found the annual report of the chamber of commerce, on the outside of which was printed the bill of fare. Contrary to the customary mode of reading a book the guests reversed the order of perusal and began reading the end of the book first. The change was, however, found satisfactory, and for the next hour the banqueters discussed the palatable bill of fare in all its moods and tenses. At the expiration of that time Gen. Jennison, who acted as master of ceremonies in place of Judge Flandrau, who was unavoidably absent, announced the first of a list of six toasts. This was The City of St. Paul, responded to by Hon. Edmund Rice.

MAYOR RICE,

without formal words of welcome, requested the visitors to receive the courtesies of the citizens of St. Paul. He heartily extended to them the freedom and protection of the city. The city, he said, presented landscapes, enterprise, growth, intellect and moral standing which no other city excelled. It claimed to represent the agricultural interests—the enterprise of the country now extending to the Rocky mountains, and it was proud of its possession. In a quarter of a century the city had grown to a population of 111,000. If they looked at its school houses, churches, princely mercantile houses, and other evidences of growth and prosperity, the visitors would see what would do credit to any city in the world. Then look at its railroads stretching out in all directions nearly 20,000 miles. He alluded to the Minnesota & Northwestern railroad as a St. Paul enterprise, because it was proposed and consumated through the efforts of a St. Paul man. He pointed to the numerous flourishing cities which cover the state, and dwelt with pride on the twin cities. His remarks were enthusiastically received and closed with loud applause.

SENATOR SWEENEY.

Our Visitors From Iowa, Separated for Political Commerce, Their Interests and Ours are One, was the second toast.

Senator Sweeney said, in response, separated as the two states are, as stated in the toast, for political purposes, Minnesota and Iowa are identical in interests. Within his recollections he came to protect the twin cities from the Indians of the West. Now, people are flying hither with their families, not for protection but to find homes. There are now two cities built up with a population of a quarter of a million. Here has been built up a city which in itself was a pride to the West, and Iowa and Minnesota were indeed one people. The sons of Minnesota and Iowa had marched together side by side and shed their blood on many a bloody field. The people of Iowa were glad that this state has builded up such cities, that she stretched her hand down to Iowa and bade its people welcome. [Cheers.] To-day, Chicago had a rival in St. Paul for her patronage. [Cheers.] He but voiced the sentiments of the excursionists when he said they were gratified for what they received and he knew that every one was mashed on St. Paul. [Cheers.] St. Paul to-day, like St. Paul of old, promised well for the stomach's sake. The visitors from Iowa would never forget how they had been received and he hoped their visit would redound to the profit of the St. Paul jobbers, as it had to the pleasure of the visitors. [Cheers.]

D. R. NOYES

was called on to respond to the next toast, which read as follows: The Basin of the Upper Mississippi, the Heart of the Continent. He thought that was a large amount of toast for a small amount of time. A few years ago it would have required much nerve to say the upper Mississippi was the center of the continent. But the world has seen what the valley of the upper Mississippi could do. It has seen how it could raise wheat, it had seen its men and what a galaxy of states bordered its banks. He used to think before coming West that things were exaggerated here, but when he came he saw his mistake. He did not believe anything was exaggerated, and to oblige a neighbor he would even believe the census was not exaggerated. [Laughter and loud applause.] Although that were a hard thing to do. [Continued laugther.] If they had the heart of the continent in their keeping they had a trust. Let them then regard the trust, and let the heart of the country be true.

C. T. BENEDICT

responded to the next toast. It was: Our Visitors from Southern Minnesota; Ye Were so Near and yet so Far. Some eighteen years ago he said he discovered a sign in Rochester which said "seventy-five miles to St. Paul." It took five hours to come, and he used to wonder how far it was to St. Paul. To-day he realized they could reach here in less than five hours' weary travel.

Thirty years ago the first settlement was made in Olmsted county. It is the temple in the modern Jerusalem. He had been told that a strata of lime rock underlies Olmsted county which will drive up wheat so strongly that not even weeds can grow. That is the place to live. If a man wants stock weather let him go to Olmsted county. The merchants of Rochester have been taking tons of merchandize from different places abroad. Everything came from abroad, largely from Chicago. A little out of the way from St. Paul, they got to sending to Chicago. They are now reaching to St. Paul, and when a man now comes this way it has got to be an old saying, "there goes more brains to St. Paul." This city had heretofore been having skim milk, but the cream was down to the South. Would they now go for the cream. They would find a ready hand to grasp theirs. [Cheers.] It would change the sentiment from "so near and yet so far," to "so far and yet so near." [Cheers.]

A. B. STICKNEY.

"The Minnesota and Northwestern railway, hitherto the missing link, blest be the tie which binds." In rising to respond Mr. A. B. Stickney was received with prolonged applause. He said he was stunned when he got the toast. It said the missing link. He always thought the missing link was the connecting tie between man and monkey. (Laughter). The question was which was the man and which was the monkey. (More laughter.) He had little to say about the road. They had a pretty good road and a pretty poor track; that was all to be said. To the merchants of Iowa and Southern Minnesota he said, if they wanted their business to increase, they should purchase their goods and sell their produce in St. Paul. If they wanted to get the universe by the tail they wanted to come to St. Paul and that over the Minnesota & Northwestern railway. (Applause.)

W. B. DEAN.

The last toast was The Business Center of the Northwest, responded to by W. B. Dean. Mr. Dean extended a most cordial and hearty welcome to the gentlemen present. He did it more so because they looked on the people of Iowa and Southern Minnesota as those who had stayed the worship of false gods. They had wandered off to Chicago instead of St. Paul, their modern Jerusalem. He anxiously and heartily wanted them to embrace the opportunity now offered to supply themselves with goods from this city. He pointed to the city generally as self-exhibiting the commerce and seat of power here. Had Minnesota reached her limit? She now stood seventh in the galaxy of the states in area. But only one-quarter yielded its products; who would say what would be the result when the other three-quarters yielded its products also? Why should not the state attain what Illinois has attained? What had Illinois to build on that Minnesota had not? Minnesota could favorably compare with her sister states in other respects, in banking capital, in railways and other matters. Where, then, was the man who would say here was the limit of their growth? But it had been from the Orient that wealth had come. This had heretofore flowed West, but changing its course, it would soon flow East, and then what will be the result?

In conclusion he said that with the Scottish bard who would not proudly say:

"Breathes there a man with soul so dead,
Who never to himself hath said,
This is my own, my native land?"

This concluded the list of toasts and with it the banquet.

TO-DAY'S PROGRAM.

The program mapped out for to-day was announced. The forenoon will be occupied in visiting the different places of interest in the city, when the visitors will be shown what there is to be seen. At 3 o'clock a train will leave the depot for White Bear lake, returning to St. Paul at 6 o'clock. At 7:30 the guests will be called on by committees at the different hotels and escorted to the opera house. At 8:30 o'clock Saturday morning the excursion train leaves with the visitors.

NOTES.

The playing of the Great Western band in Rice park while the carriages filled with the visitors over the Minnesota & North western railroad were passing that beautiful spot, was a pleasant feature of the occasion, and the music was enjoyed by a good many citizens as well as by the excursionists.

The string of carriages engaged for the conveyance of the excursionists over the Minnesota & Northwestern road yesterday extended from Third street around through bridge square, across the bridge and over to the depot in West St. Paul.

CAUGHT JUST IN TIME.

Two Prisoners Attempt To Escape From Jail and Don't Do It.

Milton Farrell and Ed Kennedy, two of Sheriff Richter's boarders, will shortly know the difference between high and low living. Up to yesterday they enjoyed the full comforts of prison life, including a full bill of fare and canvas cots. To-day, and for the next ten days, they will know what it is to live on bread and water and sleep on the downy side of a row of bricks. The sudden change was brought about by an abortive attempt on the part of Farrell and Kennedy to break jail, which was discovered in the very nick of time. These men since their confinement, (one held for burglary and the other for robbery), have been confined in Cell 4 on the left hand corridor of the upper floor. The cells are all arched so that above the point where the arches touch is a vacant space. Once in this the men could climb around under the roof until the skylight was reached, and from that point lower themselves to the ground. The wall is about eighteen inches thick, but has a ventilation hole about four by six inches. With this as a starting point Farrell and Kennedy began turning out the stones. They worked at night and pinned a paper over the spot in the day time. Two days ago Jailer Davis noticed the paper hanging at the side of the cell. In answer to his question he was told it was stuck up to keep the rats out. On Wednesday night the watchman heard some peculiar sounds which he reported to Sheriff Richter yesterday. The sheriff sent Deputy Sheriff Clewett and Jailer Davis to investigate, and in Cell 4 they discovered the work of Farrell and Kennedy. The men had removed the stones from a hole about two and a half feet in diameter and loosely placed them back again to keep them out of the road. Everything was in readiness for them to make their escape last night, which they would have done but for the timely discovery. When confronted by the sheriff all they said was that they didn't want to stay there and thought they'd try and escape.

"Well," remarked the sheriff, "you're put in my charge to keep, and it will be a cold day after this when you come as near getting out again as you did this time."

THE COMMISSION'S TRIP.

Inspecting the Hastings & Dakota --Light Wheat Crops.

The railroad commissioners returned yesterday from their inspection trip over the Hastings & Dakota division of the Milwaukee road. They stopped at each station from Benton Junction to Ortonville, and besides examining stations and other matters pertaining to the road held conferences with farmers and business men on the new grain and railroad laws. Meetings were held at Glencoe on Tuesday evening and at Ortonville Wednesday, both of which were well attended, and at which there was general discussion of the law. The farmers were in every instance satisfied with the grades and the inspection rules, and had no complaints. Gen. Baker said he had paid especial attention to the wheat crop and believed it would be a light yield. Such was his impression from talks with farmers and his observation. "I should say," said he, "that the average yield per acre for the section of the state we passed through would be about eleven busheis, and that is a bit too high an estimate, possibly. There were fields where the wheat was unusually fine and the yield heavy, but they were not the rule. The light crop is due, I think, to the hot weather." Gen. Baker said he had gone into nearly all the elevators along the road and looked at the new wheat where it had begun to come in. It was of a good milling grade all, or nearly all, of it. It was the expression of farmers that the present law, if not perfect, was in the right direction, and everybody seemed willing to test it fairly before making criticisms. If it did not work satisfactorily they would instruct their representatives to vote for amendments necessary. The commissioners will go next Tuesday on an inspection trip over the Winona & St. Peter road.

THE TEMPERANCE CAUSE.

A Lecture by the State President of the W. C. T. U.

Last evening Mrs. Hobart, state president of the W. C. T. U., delivered, at the lecture room of the Jackson Street M. E. church, a very interesting temperance lecture to a small audience. She declaimed very strongly against allowing foreigners to come over here by the ten thousand and open saloons and vote within a short time after their arrival, and insisted that the law ought to be amended in some way to require them to reside here longer before they be allowed to vote. These people go into the liquor business here, she said, and into politics. They become rich, influential and powerful, and in some degree control the legislation of the country. They come here by the ten thousand every year, feeding upon the community and ruining our people; and still we allow it to go on. Why is it that we have not done something? For fifty years you have formed temperance associations, but what have you accomplished? The liquor dealers all over the land are ruining men, women and children. The Lord calls on us to come up and do something. He calls upon us to overthrow the great evil and to save our children and the people from this great drink power.

The speaker drew some consolation from the fact that two hundred thousand women are on their knees daily praying for the success of the temperance cause, and expressed some curiosity to know how Satan feels when he sees that sight, and knows that the women are laboring to relieve this land from this traffic. The whisky sellers, she claimed, felt already the effects of the work done by the Woman's Christian Temperance union, and were conscious that their doom was settled. The fact is, she said, men fear the cholera, small-pox and yellow fever and take all the precautions possible to avoid them, but all those combined cannot equal this liquor traffic. Nothing but want and misery comes from this detestable traffic. She declared that men and the churches are indifferent in regard to it. Some ministers, she said, are talking about the scriptural use of liquor, and the nutritive qualities of liquor. This she condemned and wanted an open declaration of war on their part against the traffic. The traffic is worse than the plague, worse than war, and yet the traffic goes on. She urged all to fight against the sale of intoxicating drinks, to have temperance taught in the schools and generally to struggle to put down the evil. The lecture was listened to with the closest attention by the small audience and at its conclusion the audience was dismissed with the benediction.

WHAT IS IT?

A Human Curiosity Exhibited on the Streets Yesterday.

Chief of Police Clark's office contained a curiosity yesterday afternoon. It was a counterpart of the son of Hermes and Aphrodite in its physical composition, but, according to the Scriptural version of that classical celebrity, it differed from that mythical personage in its personal charm. As it appeared yesterday it was a woman, a colored one at that, clad in a steel drab dress with large buttons, wore a plain woman's hat and a pair of drab gloves four sizes too short in the fingers. Its features were inclined to be masculine, but its voice was characterized by that high, mellow mildness indicative of femininity. The curiosity's visit to the city hall was due to the efforts of Officer Sullivan. Yesterday afternoon a number of persons came to him on his beat, Fifth and Minnesota streets, and told him that this party was a hermaphrodite. The officer didn't know or care what that word meant, but when informed that it was floating around the other day in men's clothes the officer concluded to escort the individual to the police station and have the matter settled. This he did. While waiting the arrival of the chief a GLOBE reporter talked for some time with the party. It said: "In my present makeup my name is Cecelia Regina Gonzaga, but I have gone by the name of C. C. Tyler. I came to St. Paul from St. Louis about four weeks ago and have since been living with Mrs. Sanders on Sixth street and with Mrs. Woods at 30 Cedar street. I am American born, but have lived in Jamaica for some time, where I was in the employ of a missionary. I have always earned an honest living, although I have not found life as bright as most people. "Is it true that you have been wearing men's clothes since coming to St. Paul?" asked the reporter.

"Yes," replied Cecelia, "I have. But I have always found it easier making a living doing women's work than men's. I will tell you all about it if these gentlemen will withdraw." The men made a motion to leave, including Officer Sullivan, when she stretched out her hand to him and said: "Stand by me now, my dear."

The modest officer blushingly returned and stood close by while Cecelia continued to make some delicate remarks to the reporter. It said, among other things, that while in St. Louis it procured a permit to wear men's clothes. But it preferred women's, as it was then less subject to scoffs and jeers. It denied that it had ever been married, and claimed to have lived a strictly upright life. It was afterwards allowed to go on condition of adhering to either masculine or feminine apparel so long as it remained in the city

FUEL CONTRACTS AWARDED.

The Prices of Coal Paid at the State Institutions.

Gov. Hubbard, Auditor Braden and Treasurer Kettelson yesterday awarded the contracts for fuel for state institutions the coming year as follows:

St. Peter Hospital—Youghiogheny coal to the Northwestern Fuel company at $5.75; Lackawanna coal to G. W. Van Dusen & Co., Rochester, at $7.75 for grate and egg, and $8 for stove.

Rochester Hospital—Indiana block to Van Dusen & Co. at $5.10; Hocking Valley to E. Pennington & Co., Mason City, Ia., at $5.45; anthracite to E. Pennington & Co. at $8.20.

Capitol—Anthracite, egg and grate to the Northwestern Fuel company at $6.49.

Deaf, Dumb and Blind Asylums—Lackawanna, anthracite to A. J. Merrill, Faribault, at $8.80; Iowa lump, same firm at $3.45.

Reform School—To Northwestern Fuel company, anthracite at $6.49.

All these awards were to the lowest bidder, except anthracite for the deaf, dumb and blind institutes at Faribault. The bid of the St. Paul & Pacific Coal and Iron company was on this variety 5 cents less than Merrill's, but the contract was given him, as he lived at Faribault and was the lowest bidder on other kinds of coal.

Railway Earnings and Expenses.

To the Editor of the Globe:

A good deal is written on the subject of the profits of running railroads by people who do not know what they are talking about. Here, for instance, comes Grace Courtland, who signs herself "The Witch of Wall Street," and in a letter to the GLOBE figures out the cost of running a freight train from Chicago to New York, including train hands' wages, fuel, wear and tear, oil and interest on the rolling stock. Then she arrives at the conclusion that the profit on a trip of a train of thirty cars is $1,464. She forgets to include in her expense account the wages of track-repairers, foremen, switchmen, bridge watchmen, freight handlers, etc., and the salaries of the superintendents and other officials, and of the agents who obtain the freight. More surprising still, she makes no account of the fact that railroads cost money to build and that a large part of the earnings of every train must go towards paying interest on the capital invested in roadbed, right-of-way and equipment. A road from Chicago to New York, with its equipments and stations, terminal facilities and rolling stock, represents about one hundred millions of dollars. Interest on that sum is about $20,000 a day. Now let your statistican figure out how many trains must be run daily at $1,464 profit on each before there is a dollar of net profit on the whole road as a business enterprise.

E. V. SMALLEY.

St. Paul, Aug. 19, 1884.

CAPITOL NOTES.

George B. Clark and J. B. Morrison, internal revenue agents visited the capitol yesterday.

Col. Taylor yesterday received at the state library the 11th volume of Daly's New York reports.

Insurance Commissioner McGill has returned from New York.

Articles were filed yesterday in the secretary's office incorporating the Duluth Improvement company with a capital stock of $500,000. The company proposes to operate a ship canal through the "commercial division" of Duluth from Rice's point easterly with a branch connecting with Duluth harbor.

The Northwestern Guarantee Life Insurance company of St. Paul filed articles of incorporation with Commissioner McGill yesterday with W. L. Wilson, M. W. Thomas, C. B. Palmer, C. F. Karr, John Douglas, M. D. Flower and W. W. Braden as its first board of directors.

Census returns from Carleton county show the population to be 3,160, against 1,230 in 1880, a gain of 1,930. McLeod county has 14,311, against 12,343 in 1880, a gain of 1,968. Hutchinson, the largest town in McLeod county, has 2,495, having gained 1,127. There are but four or five more counties to hear from.

The St. Paul Boat Club.

The lease was signed yesterday between D. D. Merrill and the St. Paul Boat club, by which the latter secured 200 feet on Raspberry island, directly to the east of the Minnesota Boat club grounds, and the right of way to that part of the island from the Wabasha street bridge; also from the railroad bridge for the next ten years and a half. The rental is $1,050 for the whole period. The surveyor will go upon the island to-day to locate the house, and as soon as this is done, work on the structure will be begun. The club is in very satisfactory condition, there being $2,000 in the treasury. The house will cost $3,000.

The club will have another of its charming moonlight excursions down the river next Tuesday night on the Steamer Longfellow, for the members and a few invited guests. The committee managing the excursion consists of G. W. Hayes, J. H. Horton, J. N. Elkins, Samuel Morrison, A. M. Peabody, J. H. Schulze, C. J. Potts, Dr. A. B. Ancker, J. L. McAfee.

Visiting Wheelmen.

The Peoria Bicycle club registered at the Windsor yesterday, having arrived early in the morning on a steamer of the Saints line. The Alert club of this city met them at 8 o'clock at the boat, and after breakfast escorted them about the city, after which the visitors went to White Bear for the day, returning for supper at the Windsor. After supper the St. Paul club escorted them to Como to meet the Minneapolis club. To-day the visitors will visit Fort Snelling and Minnehaha falls and proceed to Minneapolis, where they will be entertained by the club there. Following are the visitors:

H. G. Rouse, O. W. Freeman, William Taylor, Frank H. Gest, Ed Cole, E. L. Canfield, O. W. Blakslee, A. E. Thompson, H. N. Burpee, W. C. Abbott, Charles Haniel, A. T. Shepard, A. W. Koch, C. H. Downing, V. Fred Mayer, W. B. Robinson, Charles F. Vail.

A Denial.

Mr. Fred Ledeser, who was assaulted by McFadden and Chandler, objects to the statement that he asked Judge Cory to release the prisoners or to drop the case, and claims also that he signed McFadden's bail bond. He interceded with the judge to fix a lower bail for Chandler, who was implicated in the same crime, on account of the poverty of Chandler's wife, but has always insisted on the prosecution and punishment of McFadden, and intends to carry through the trial of both the accused.

The Metropolitan to Open.

The arrangements for opening the Metropolitan hotel were finally completed yesterday, but on what basis is not yet known and will not be made public until to-day. It will be taken charge of by some New Ulm parties, while some St. Paul capital will also be placed in it. Mr. George Benz, the principal mover in the enterprise received a telegram yesterday which settled the matter, but he declined to make public the terms of agreement. The hotel will be run as a first-class German hotel and will be opened in time to accommodate visitors