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SMALL WANTS

VOL XIV. SAINT PAUL MINN., TUESDAY MORNING, JANUARY 12, 1892. NO. 12.

KING OF THE ELECTRICS.

Business Men of the Twin Cities Give a Banquet to Thomas Lowry, of the Street Railway System.

Enthusiastic Toasts to the Man Who Has Done Such Wonders to Build Up St. Paul and Minneapolis.

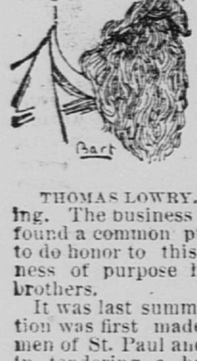
His Immense Network of Lines Denominated the Finest Street Railway Service in the Whole World.

The Twins Finally Find a Subject on Which They Fail to Differ, Even in the Smallest Degree.

Gov. Merriam Makes a Brief Opening Address, and Is Feelingly Followed at Length by Archbishop Ireland and Others.

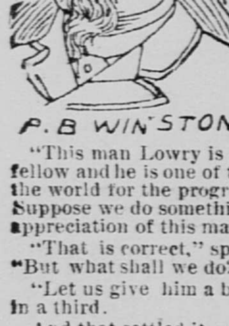
The Menu, the Music and the Grave and Gay Remarks Made by Many Leading Citizens at the Banquet Board.

Last night nearly 400 men representing the business of the Twin Cities, and that means the business of the Northwest, sat down at the West hotel, Minneapolis, to a banquet given in honor of a man who represents in himself greater interests than any other one man in the Northwest, and interests that are more closely identified with the daily needs of the people of the Twin Cities. This morning the representative men of the Twin Cities are closer together than they ever were before. A desire to do honor to one man whose interests are almost equally divided between the two cities drew these men together—what public meetings, pamphlets, resolutions by bodies organized for the public weal have never succeeded in doing. The business men of the two cities found a common purpose in the desire to do honor to this man, and this oneness of purpose has made of them brothers.



THOMAS LOWRY.

It was last summer that the suggestion was first made that the business men of St. Paul and Minneapolis unite in tendering a banquet to Thomas Lowry. Several causes operated to prevent it. But the prevention made no difference to Mr. Lowry. He continued in the same old path, giving to the Twins the best street car service to be found anywhere in the United States, and contributing more than any one else to the upbuilding of both magnificent cities. Recently Mr. Lowry has been devoting his time and talents unstintedly to forwarding enterprises that will do more for the Twin Cities than almost anything that has occurred in the Northwest since they were established—the bringing to Minneapolis of a national convention and the working for another national convention in St. Paul. So again it came to the minds of the business men of the Twin Cities:



P. B WINSTON

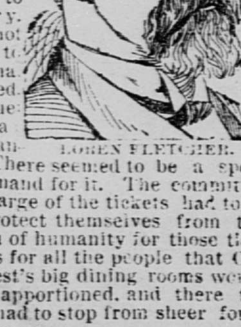
"This man Lowry is a good sort of a fellow and he is one of the best men in the world for the progress of our cities. Suppose we do something to show our appreciation of this man."

"That is correct," spoke up another. "But what shall we do?"

"Let us give him a banquet," chimed in a third.

And that settled it. The banquet was decided upon then and there.

That occurred only a week ago. It was suggested that the banquet be fixed for Jan. 11. The time was short, but the brevity of time has nothing to do with the calculations of the business men of the Twin Cities when once they decide to do anything. They beat electricity as annihilators of time. They set to work. A committee was appointed to feel of the public pulse, and find out how the business men of two cities would regard a banquet to Mr. Lowry. They had not far to seek to learn all that was required. The banquet idea was adopted unanimously. There seemed to be a spontaneous demand for it. The committee that had charge of the tickets had to go armed to protect themselves from the frantic rush of humanity for those tickets. Places for all the people that Col. John T. West's big dining rooms would hold were apportioned, and there the committee had to stop from sheer force of circumstances.



LOREN FLETCHER.

That is how the banquet to Thomas Lowry at the West last night came into existence.

As early as 7 o'clock last evening the rotunda of the West began to take on the appearance of a grand reception room. Here and there were little knots of men in full dress shaking hands with one another and chatting about everything that men talk about when they meet outside of business hours. It was noticed that a good many men among those gathered there were from St. Paul. They shook hands as cordially, and talked as interestedly with the Minneapolis men as if there had never been a census war, a row between chamber of commerce and board of trade or a contest over the possession of a harvester works. Up stairs in the grand parlors, all of them thrown wide open, were more men in dress suits. And the gathering was added to by a constant stream pouring in from the street. A few minutes after 8 o'clock a special train arrived at the union depot from St. Paul, and with it came a couple of hundred of the representative men of the other twin to take part in the general handshaking and fraternal conversation. In the parlors all the guests, both from Minneapolis and St. Paul, were received and welcomed to the feast by the following gentlemen:

W. H. Truesdale, H. F. Brown, F. L. Greenleaf, A. J. Blethen, W. G. Northrup, of Minneapolis; George Thompson, Judge C. E. Flandrau, George R. Finch, Maurice Auerbach, P. H. Kelly and J. J. Corcoran, of St. Paul.

About 8:30 the signal was given for the march to the dining room. Then, for the first time, the assembled hundreds appreciated what had been prepared, at their instigation, for the honor of Thomas Lowry. The handsome dining rooms of the West were indeed arranged for a royal feast. Across one end of the room was a long table with covers laid for twenty persons. Down the full length of the room three other tables stretched away gleaming vistas of snowy cloth, shining silver, dazzling china and sparkling glass, and over all was thrown the bewildering, intoxicating influence of nature's most brilliant flowers in extravagant profusion. Palms and ferns arranged along the walls lent an air of stateliness and serenity to a scene that might otherwise be taken for the home of Bacchus. In the center of the table at the end of the long room sat Gov. W. R. Merriam, his drooping imperial almost hidden from view by a bank of cut flowers of exquisite hue. On his right hand sat the guest of the evening, Thomas Lowry, and on his left Archbishop John Ireland. Next to Mr. Lowry was seated P. B. Winston, mayor of Minneapolis. Other personages of note sitting at that table of honor were J. C. Eliel, G. A. Pierce, Rev. M. D. Shutter, W. S. King, J. T. Wyman, Judge M. B. Koon, of Minneapolis; President J. J. Hill, Channing Seabury, J. A. Wheelock, George Thompson, W. P. Murray, Rev. S. G. Smith, D. R. Noyes Jr., Albert Scheffer, A. B. Stickney and George R. Finch, of St. Paul.

GIL PIERCE.

Along the other tables stretching away to the extreme length of the room were seated the men who make Minneapolis and St. Paul what they are in the world. Every line of business in the Northwest was there represented. One could see by glancing along the lines that this was no ordinary gathering. These were the men who have made the Twin Cities known throughout the world, and who have caused the name of Twin Cities to be deemed synonomous with enterprise and industry. Do not think that these were old men, with bald spots on their crowns and silvered beards. By no means. The Northwest is one of the places where young men get to the front. The young men are the pushers, and it was a significant fact that there were more young men there last night than old. Mr. Lowry, the honored guest of the evening, was by no means the oldest man in the dining room. But the few old men who found their way to those tables were not old in spirit. They had the look of youth in their eyes and the hue of youth on their cheeks. They might have seen a good many years, but they had never stopped long enough to allow time to put other than a few meaningless wrinkles in their cheeks and to drop a little powder through their locks.

These old friends and neighbors of Thomas Lowry, all closely identified with Minneapolis' best interests, were in the gathering:

J. B. Atwater,	Dr. F. Allport,
J. M. Bartlett,	W. F. Brooks,
B. J. Bofferding,	E. C. Babb,
J. S. Bradstreet,	W. G. Byron,
C. S. Brackett,	A. B. Barton,
A. J. Blethen,	E. R. Barbour,
Rev. Dr. Bridgman,	George S. Barnes,
L. R. Brooks,	H. F. Brown,
H. W. Commons,	J. F. Conklin,
C. R. Chute,	J. F. Calhoun,
D. M. Clough,	Emerson Cole,
Jerry Coughlin,	A. C. Cobb,

E. C. Cook,
Geo A. Brackett,
W. Donaldson,
W. C. Edgar,
J. C. Eliel,
E. E. Fisher,
F. B. Forman,
Judge D. Fish,
F. L. Greenleaf,
J. W. Griffin,
L. S. Gillette,
Samuel Hill,
E. W. Herrick,
W. D. Hale,
B. M. Hill,
Judge Fred. Hooker,
J. C. Haynes,
J. B. Hudson,
Eugene Hay,
A. B. Jackson,
F. G. James,
Judge M. B. Koon,
S. R. Kitchel,
R. C. Kalkhoff,
H. F. Legg,
W. H. Lauderdale,
Judge W. B. Leach,
S. B. Loye,
S. B. Lovejoy,
A. C. Loring,
Dr. J. M. Lewis,
George R. Lyman,
H. E. Ladd,
C. Morrison,
D. A. Merrill,
Capt. O. C. Merriman,
E. H. Moulton,
G Wenzel,
J. S. McLain,
George R. Newell,
W. S. Nott,
W. G. Northrup,
H. J. Neiler,
C. A. Pillsbury,
George H. Partridge,
H. A. Peterson,
G. A. Pierce,
A. A. Pond,
Charles M. Pratt,
J. W. Raymond,
W. M. Regan,
Rev. M. D. Shutter,
F. B. Semple,
John H. Stevens,
T. H. Shevlin,
L. Swift Jr.,
Chester Simmons,
Col. Shattuck,
W. M. Tenny,
W. H. Truesdale,
Josiah Thompson,
George H. Wagner,
John Washburn,
C. E. Wales,
S. D. Works,
F. G. Winston,
C. Woods,
Dr. E. B. Zier,
J. F. R. Foss,
Neil Farnham,
H. M. Knox,
C. B. Heffelfinger,
C. A. Smith,
R. R. Rand,
L. S. Rand,
W. A. Yerxa,
C. A. Gilman,
W. E. Steele,
W. L. Bassett,
Dr. F. A. Dunsmoor,
Egbert Cowles,
Henry Doerr,
W. H. Eustis,
L. B. Elwood,
H. H. Eliel,
L. Fletcher,
H. E. Fletcher,
H. B. Gardner,
John Goodnow,
C. C. Garland,
M. Grimes,
W. H. Hinkle,
A. C. Haugan,
S. A. Haines,
C. S. Hurlburt,
Hugh Harrison,
T. R. Huddleson,
Chas. Hasey,
T. B. Janney,
C. R. Jones,
Dr. H. H. Kimball,
W. S. King,
A. F. Kelly,
R. B. Langdon,
Dr. W. D. Lawrence,
J. H. Lauderdale,
W. H. Lynn,
G. W. Lane,
C. M. Loring,
J. W. Lawrence,
Ceylon Lyman,
A. Z. Levering,
D. Morrison,
L. F. Menage,
C. J. Martin,
W. J. Murphy,
R. J. Mendenhall,
D. M. Mabie,
Dr. H. M. Morton,
B. F. Nelson,
S. E. Neiler,
J. H. Northrup,
George A. Pillsbury,
George W. Porter,
C. H. Pettit,
F. C. Pillsbury,
H. W. Pratt,
E. J. Phelps,
R. D. Russell,
W. F. Rolfe,
Capt. John C. Reno,
T. J. Salisbury,
S. P. Snider,
S. W. Streeter,
A. J. Sawyer,
Julius Schutte,
H. Jay Smith,
C. L. Travis,
H. H. Thayer,
E. H. Turner,
F. D. Underwood,
Nelson Willsams,
O. C. Wyman,
J. T. Wyman,
P. B. Winston,
W. D. Washburn Jr.
E. Zeidler,
C. M. Foote,
D. A. C. Fairbairn,
W. E. Haskell,
W. F. Eustice,
George S. Beall,
Pliny Bartlett,
E. W. Backus,
John T. West,
E. C. Whitney,
C. C. Curtiss,
H. A. Brackett,
Jared Benson,
N. R. Thompson.

Mixed all through among them, members of the same happy and reunited family, were the following gentlemen, representative of St. Paul.

Robert A. Smith,
E. A. Young,
W. R. Merriam,
F. A. Seymore,
T. L. Schurmeier,
George Thompson,
A. B. Plough,
William Dawson Jr.,
Edward H. Cutler,
N. C. Thrall,
A. L. Mahler,
Ed P. Sanderson,
W. H. Bliss,
W. B. Bend,
E. H. Burch,
C. H. Kellogg,
J. H. Burwell,
A. B. Stickney,
F. B. Clarke,
Chas. E. Flandreau,
W. S. Morton,
W. A. Naylor,
Gebhard Bohn,
Charles Crustudoro,
J. A. Seeger,
Theo. A. Schultze,
J. L. Stack,
J. K. Bacon,
William Winslow,
Theo. Draz,
John B. Sanborn,
F. Driscoll Sr.,
C. D. O'Brien,
W. W. Braden,
E. A. Whitaker,
E. G. Handy,
J. A. Wheelock,
P. H. Millard,
Rev. S. G. Smith,
C. W. Hackett,
J. W. Cooper,
J. M. Egan,
M. Auerbach,
Charles S. Rogers,
Reuben Warner,
H. F. Stevens,
Thomas P. Wilson,
C. B. Lanborn,
E. W. Peet,
H. B. Willis,
Lewis Baker Jr.,
Thomas B. Scott,
F B Kellogg,
William Bickel,
W. P. Curtis,
H. M. Crosby,
J. J. Corcoran,
A. R. Walsh,
J. L. Merriam,
George R. Finch,
H. P. Upham,
Lane K. Stone,
L. S. Miller,
D. R. Noyes,
C. P. Noyes,
W. P. Clough,
E. H. Bailey,
Albert Scheffer,
P. B. Shelby,
Silas B. Walsh,
A. W. Peabody,
J. J. Hill,
George C. Squires,
James W. Blabon,
W. H. Lightner,
J. W. Lusk,
John C. Bullit,
W. D. Kirk,
F. A. Pierce,
George W. Bohn,
G. T. Schurmeier,
W. B. Byers,
J. W. Owens,
A. H. Schliek,
H. A. Castle,
W. H. Sanborn,
F. D. Hager,
C. R. Smith,
John R. Hastings,
Albert B. Ovitt,
Robert Mannheimer,
C. W. Bunn,
J. F. Fulton,
Lewis L. May,
D. D. Merrill,
W. L. Perkins,
C. Wheaton,
R. E. Leonard,
R. C. Jefferson,
H. J. Horn,
C. A. Wallingford,
P. T. Kavanaugh,
C. E. Ellis,
H. M. Byllesby,
Channing Seabury,
John F. Baker,
D. A. Montford,
C. A. Severance,
E. J. Hodgson,
Dr. A. Henderson,
L. W. Arnold,
W. G. DeCelle.

Before a Loaded Table

all men are brothers. So these young men and old men, Minneapolitans and St. Paulites, dropped their rivalries and interurban differences in the cloak rooms and sat down before the groaning board brothers in everything but name. The old man clinked his glass with his elder on his left and both were of an equal age, the advantage, if any existed, being in favor of the elder. The St. Paul man told his funniest story to the Minneapolis hustler, and each saw that the other missed not a single delicacy provided by the cuisine. And so they laughed and talked and ate and drank until whatever of animosity or rivalry that had once existed was washed away in the most precious treasures of the vine-clad hills of France, and all saw through the parted cloud, dissipated by the glinting shafts of good fellowship, that they should all be actuated by one purpose in material things, that the interest of one was the interest of all.

And this is what helped these representative men of Minneapolis and St. Paul to forget their rivalries and become the brothers they were intended to be:

The Menu.

Blue Points on Shell.
Celery. Amontillado.
Consomme Imperial.
Olives
Broiled White Fish. Montpelier Butter.
Potatoes Duchesse.
Sliced Cucumbers. Chateau Yquem.
Roast Spring Chicken, au Cresse.
Potatoes au Gratin.
Terrapin en Cases, Maryland Style.
Asparagus. Pontet Canet.
Champagne Punch.
Breast of Pheasant, Pique, Currant Jelly.
Green Peas.
Moet & Chandon White Seal.
Tomato and Lettuce Salad.
Brie and Roquefort Cheese.
Macaroons. Vienna Cakes.
Madeira Wine Drops.
Boston Cream Cakes.
Tutti Frutti Ice Cream.
Fruit. Coffee.
Cigars. Cigarettes. Hennessy Pale Brandy.

Mingled With Sweet Music.

Music, too, was enlisted in the good cause and induced to lend her soothing presence to the merrymaking. While the people enjoyed themselves in the physical sense, Prof. Frank Danz and his trained orchestra sat in the alcove and discoursed appropriate music. This was the programme rendered:

March—"Greeting"	Danz
Overture—"The Burlesquers"	Ricker
Selection—"Nanon"	Genee
Waltz—"Life in Paris"	Janssen
Gavotte—"Heartsease"	Burald
Medley—"Rock and Rye"	Brooks
Patrol—"The Owls"	Escher
March—"Potpourri"	Carl
Waltz—"Fortune"	Suppe
Selection—"Merry Bells"	Schlepergrell
Gavotte—"Golden Hours"	Zickoff
Polka—"Sans Facon"	Waldteufel
Galop—"Champagne"	Lumbye

The Talking Begins.

Col. W. S. King, when the gods of the feast had been satisfied, was the very first to take his feet. There was method in this, and he called upon Gov. W. R. Merriam to fill the functions of his position to the fullest. It was a patriotic speech, picturesquely illustrated with simile and metaphor, and it was amply emphasized by the waving of the pure white linen of the West laundry—the knapkin.

A GOOD CITIZEN.

Gov. Merriam's Tribute to the Honored Guest.

Gov. Merriam makes an ideal chairman, and, perhaps, no public man in this state has improved more in public speaking than he since his first election to the gubernatorial chair. His first public appearances as a speaker were flat failures, but he has gone on steadily improving every day, and now can deliver as neat and eloquent address as any man in the state. Gov. Merriam made an excellent impression by his address. He did not bore his audience by occupying too much time—a great fault of many after-dinner orators—but he said what he had to say in a neat, dignified and pleasing way. He was heartily applauded. Gov. Merriam said:

W. R. Merriam

I am deeply sensible to the compliment conveyed, gentlemen of the Twin Cities, in requesting me to preside at this banquet, and I beg to make my acknowledgements.

I note before me the men who have performed their part in the advancement of the Northwest, who have contributed their share toward effecting the results that are the glory and pride of the loyal citizens of Minnesota. I am forcibly reminded that men of determination and fixed purpose are essential to the successful growth of new commonwealths, and development of the latent resources of a new country. Men make the country. Magnificent as may be nature's endowment, rich the soil, beautiful the landscape, great the hidden wealth awaiting the awakening from centuries of sleep, broad the forests of pine perfuming the atmosphere with their health-ladened aromas; stately the rivers, fit to bear upon their broad bosoms the freighted cargoes of a hundred cities; salubrious the climate, with atmosphere so exhilerating as to send the blood coursing through the veins as though infused with the rarest vintage of old wine; these and more may be the attractions, but without the vigorous and aggressive force we call man the country comes to nothing. This rapid and unparalleled growth, this grappling with nature and subduing her to our own use, this building up of mighty industries which have for their crowning glory a magnificent commonwealth, are the resultant efforts of the Northwestern man. The man of the hard wheat country; the man who shrinks at no task; who halts at no obstacle; who hesitates at no sacrifice—this is the kind of man who is engaged in building up the cities of this new Northwest.

Tonight we are gathered to honor one who has contributed his full quota, nay, I think I can truthfully say, more than his part in aiding in the work of development that has made us the wonder and envy of surrounding communities. He is the embodiment of that irresistible force that is so characteristic of the day in which we live; an era of invention; of material growth; an intensely practical period of the world's history; an age of iron, when the bent of the human mind is toward commercial and business supremacy. He personifies the essence of the spirit of this latter half of the nineteenth century. Courageous, untiring, with enlarged and comprehensive views of citizenship, the word fail is not contained in his lexicon. The expansion of a large system of rapid transit, bringing into close and intimate relations, by means of the unseen currents of electricity, nearly 400,000 people, involving enormous expenditures of money, as well as an unceasing drain upon the mental and physical resources, makes him worthy of the admiration and gratitude of his fellow men. Even in this period of almost dynamic force we do not stop to realize the work he has carried to a successful conclusion in comparatively so short a time. It is a pleasure to publicly signify our respect and regard for one who has impressed himself upon his surroundings. The grand results of his devotion to an enterprise so important to these two cities will be more potent in the years to come. The foundations are laid broad and deep that will eventuate in the further growth and prosperity of the twin municipalities.

To speak of the personal qualities of our guest, I hesitate. A long and intimate acquaintance involving a close knowledge of his many admirable and charming characteristics, as well as a high appreciation of his honorable and manly traits, might cause me to step over the line of prudence and venture into the fields of fulsome flattery. At the risk of being called an over-anxious friend, I may be permitted to say what so many of you know, that he is generous and kindly in every instinct. As a friend said of Antonio, he is—

"The kindest man,
The best conditioned and unwearied spirit,
In doing courtesies."

And above all, he is a good citizen. In every public enterprise, in every movement looking to the welfare of your city, he is the first to come forward. We honor him tonight as one of the first citizens of our state. The people of St. Paul and Minneapolis hold in grateful remembrance the honored guest of the evening, Thomas Lowry.

Gov. Merriam was applauded until the classic halls rang and echoed and re-echoed, and then the archbishop, the most Rev. John Ireland, was introduced.

DEBT OF GRATITUDE.

Archbishop Ireland Eloquently Praises Mr. Lowry's Great Work.

Archbishop Ireland, who received a most flattering reception, delivered a very comprehensive address and one which evoked the most enthusiastic plaudits. He paid a very high tribute to Mr. Lowry, the work he had accomplished and the transformation he had made by the introduction of the electric system. Archbishop Ireland said:

ARCHBISHOP IRELAND.

Thomas Lowry—The representatives of two cities, the imperial emporiums of the Northwest, obey this evening the solemn commands of duty. Justice and gratitude alike hold speech. Honor be, it is said, to whom honor is due. Honor be then to you. A great work has been accomplished by you in our cities; a work made possible only through the noble gifts of mind and heart belonging to its promoter. Thanks most sincere be to you. We know and confess the serious and lasting benefits which have come to us through you. There falls upon us a heavy debt of gratitude; we most cheerfully acknowledge the obligation. Your work! It is visible to all eyes. Words are not needed from me to make it known. Not two years have yet gone by since the first car moved by the electric spark sped over our streets. Heretofore, apart from two or three short lines of cable, we had been going our way as the slow pace of the wan and weather-beaten street horse led us. The first day of last March bade farewell to the last horse car. Today we have in Minneapolis and St. Paul 215 miles of cable and electric lines. One thousand cars journey speedily over them, covering ground at the rate of eight or twenty-one miles per hour, as the freedom of the thoroughfare permits. Only a few steps from his home need the traveler go to spy a car, and be whirled by it near to any point in either of the two cities. From the farthest part of one he can journey to the most distant part of the other, twenty miles or more, and the highest fare he is required to pay, in sweeping over this widest territory, is one single dime. Whatever its size no one city in America has so many miles of electric lines as Minneapolis and St. Paul. Indeed, if I am to credit an article in the December number of the Cosmopolitan Review, we have today in our two cities an electric mileage nearly equal to that in all other American cities united. No large city outside of our own two has as yet been able to discard

Its Horse Cars.

We have the best system of electric roads in the whole country. No city approaches us in excellence of equipment, in the application of the latest developments of science, in the perfection of all details. We lead America; we lead the world. Strong words, but absolutely true. Neither is there another city in which so much travel is allowed at so small a cost—so many miles traversed for one dime. In other places a street car company transfers, as ours does, its passengers from one of its lines to another. But in other places there are two or more separate companies, and there is no transfer from the territory of one to that of the other. Here one company reigns, and its travelers, one fare paid, are lords and masters of all they survey. The announcement of the sum of money spent by you in your operations stupe e. I am told, on most reliable authority, that the total amount of capital which you have invested in the two cities is $15,574,880, of which no less than $12,000,000 has been absorbed in the construction and equipment of cable and electric lines.

What boundless confidence you must have had in the future of the two cities when making this large investment! How great your personal power to have been able to gather under your control so much capital!

Talk Is Easy.

We remember that two years ago companies by the score called for franchises and made promises to build roads in competition with or in exclusion of yours. No company would have called for a franchise if the condition had been the spending of fifteen millions, and no company, the condition accepted, could have fulfilled it. No man, no company but Thomas Lowry could or would have given us the city railroads which are today our boast. The money was secured during a period of exceptional financial depression. The roads were built in the earliest experimental stages of the use of electricity as a motive power. They were built in the shortest space of time the impatience of citizens and official unfriendliness could dare have marked out. They were built when the existing status of the cities did not warrant anything like this enormous outlay. As we look back to the operations of the past two years, while we admire your courage, we are surprised at your daring hopefulness, and we are ashamed that we permitted so many obstacles to be thrown in your way, and so much distrust to be expressed toward you. Under severe threats of canceling the franchise, so far as we imagined it could be canceled, we limited your time, made you prosecute your work during coldest winter days, compelled you to purchase your equipment on most disadvantageous terms, and ordered you to bring hither the needed capital with the hurry that capital illy brooks. It is safe to say that forcing you as we did, to build so many lines so quickly, and in the very infancy of electric road systems, we imposed upon you the waste of a full million. Yet, you did all that had been demanded; you did more than had been demanded, and the manner in which all things have been done puts them

Above Criticism.

No one would have ventured so much; no one would have accomplished so much. We are well aware that while the complete and peaceful fruition of the results of your gigantic labors are ours, for our profit and pleasure, you have yet for your part to bear a distressing burthen. We are not so ignorant of the laws of the business world as to be surprised when told that the permanent control of $12,000,000 for the building of city railroads in Minneapolis and St. Paul has not, as yet, been fully secured, and that the revenues from your lines, many of which extend through sparsely settled districts, are far from being as large as to leave an annual surplus in your office tills. It does sometimes look as if we believed that the end of your financial struggles had come, when we propose to you new schemes and grumble if our wishes have not in all details plenary execution. In sober moments we think seriously, and are able to reach down to facts. The facts make our gratitude to you the warmer, and our appreciation of our indomitable energy the more vivid. The suggestion has been heard, if I am not mistaken, that the municipalities should own the franchise and operate the lines. I will not enter into the perilous discussion of the questions which a suggestion of this kind brings to the surface. This much I will say, that if the cities had been paying the monthly bills and interest coupons of your offices, the taxpayers, in my opinion, would without much delay have clamored long ago for

A Thomas Lowry,

or a benefactor of some other name, upon whose shoulders they could have thrown the whole load, assigning it without recourse. The building of your roads in the years 1890 and 1891 was a providential occurrence for the two cities. The general closeness of the money market in the United States and the failure of crops in the Dakotas and parts of Minnesota suddenly slackened the onward march of urban improvements. We were confronted with the problem what to do to give employment to our laboring population. What to do, we had to ask, to hold up the spirits of the people during the temporary crisis, and to guard ourselves from discouragement, an evil usually as much to be dreaded as actual impoverishment? Without you the situation should have been most serious. It was fortunate for the cities that we had been wicked enough to compel you to do your titantic work on the run, right in the midst of our dullest times. You saved us. You paid out for construction expenses in the two cities, on an average $125,000 per month. The throngs of workmen hastening to and fro, tearing up streets, laying track at breakneck speed, as if for life or death, the planting of poles and stringing of wires night and day, the racing of cars from Lake Harriet to Dayton's bluff, from South St. Paul to North Minneapolis, the constant cry for more cars going out from newspaper men, city fathers, real estate brokers and your own representatives—all these things quickened the very air, made our eyes to glisten, and our steps to be buoyant. The voice of the pessimistic

Croaker Was Utilized.

We take, at the opening of the year 1892, an inventory of stock to notice the grounds of the hopes of the future. The task is most pleasant. The future, it is plain to see, gives surest promise of prosperity. The full dawn is already upon us, and the ascending light shall soon have brightened the entire sky. Your work meets at once our gaze. It is no small matter for Minneapolis and St. Paul to be able to say today in pride and truthfulness that they own the best electric road system in America; that they lead the country in this most important factor in building of cities. It is no small matter to have this system at the earliest possible period of time, in advance of all other places, yet afraid to make into the uncertainties and shifting emotions of the mysterious electric fluid the full leap, before which our enterprising and far-seeing fellow citizen had no recoil. To the residents of our cities, to the strangers whom we invite to cast their lot with us, we hold out the pledge of perfect rapid transit. They may choose for their place of labor the commercial centers of the cities, and seek for their homes the purer air and freer landscape of the suburbs; thirty or forty minutes at most bring them from shop to family shrine. Rapid transit in cities is of the utmost consequence. It is needed for material development; it is vital for health and cheerfulness; it demands the attention of the moralist and the statesman. A chief source of evil in large cities is the concentration of population within limited areas. Diseases, physical, moral and political, become virulent amid serried masses. A score of paces between houses, wide streets, a sun-lit sky, an atmosphere stirred by nature's purifying zephyrs, make men healthy, wealthy and wise. Cheap suburban property, accessible to laborer and mechanic, so that they be tempted to leave the tenement house, and find a home on their own lot, from which they may in the name of sacred ownership ward off all comers, reveling in the joy of manly independence, does more than words can tell to

Build Up Social Peace.

The moral result of rapid transit is to me one of the most precious gifts of our marvelous inventive age. All praise be given to the best system of city rapid transit in America—Thomas Lowry's city electric railway! An era of prosperity is upon us. You, sir, rejoice with us. You have, more than any other man among us, put your trust in the future. You shall not be confounded. Minneapolis and St. Paul will repay you bountifully. The day of glad reckoning is nigh at hand. You have done a yeoman's share in hastening it. There is prosperity over America. Her harvests have been most abundant; no one crop is failed her. Heaven has showered its blessings upon her. Ships ply ocean's waters bearing to her the gold of nations in quest of bread and meat. New confidence is begotten in the hearts of her people; they put with fresh energy the hand to the development of mineral wealth; the wheel of industry rotates with unwonted velocity. Exceptionally favored in favored America are our own two cities. The golden wheat fields, over which hovers the dream of Europe and Asia, are within their immediate realm. The messengers of our merchants course through them: our bankers fondle tenderly their owners' paper; our millers grind their grain; our lumbermen spread over them tidy cottage and princely mansion; our shippers send their products across sea and continent, not forgetting to demand in return sure remittances

Of Solid Cash.

What Thomas Lowry has done for urban travel, others have done for the whole territory around and beyond us. There is rapid transit east and west, north and south of us, making the two cities one of the few great railroad centers of America. The whole territory, 2,000 miles westward to the shores laved by Pacific waters, the whole territory northward to the Arctic circle, floating Britain's flag; aye, far distant Cathay and flowery Japan, are put at our disposal to be served by us and to serve us by the magnificent railroads which receive their impulse and direction from our own cities, from the hands of our own fellow-citizens. The watchful eye of industry is quick to see the facilities which we can offer for the distribution of its wares; the recent advent of strongest industrial organizations give testimony to our advantageous position; the decided movement of the industrial interests of the country is towards our cities. What more is needed? Men, builders of cities and commonwealths, scintillating with personal electric fire, yet the possessors of cool, calculating brains, restless in their ambition to dare and do, yet ever sure of their footing in their resolute onward march. Are they ours? Let these festive boards take voice and speak. The electric railway of the Twin Cities is sound and safe; the Twin Cities, its home, with which its fortunes are linked, are sound and safe.

The average travel on your interurban line is 20,000 per day. What is the meaning of this one fact, the result of your work? It is that the two cities are one in mutual interests, and in mutual love; that in the future, more than in the past, they are to understand and feel their oneness. We are one. Occasions like the present put hands in hands, and hearts to hearts. Who tonight will brook the reproach that we are divided? Let either city be frowned upon by the stranger; who, more quickly than the men of the other, would stand erect in the defense? It is the old story, trite from the transparency of the truth, that

Our Growth Is in Union,

the confidence which we need in our individual enterprises comes from our union, the respect which the outside world bears toward us arises from our union. He who strengthens the bonds between us, who mingles our populations in daily mutual greetings, who shortens the area between us, and reduces the time needed to cross it, is the best friend of each one of the cities. This your task. Be faithful to it. Multiply your bands of steel binding so strongly together the two cities, that escape from one shall be impossible to the other, and the one shall vibrate from all the affections and movements of the other. Strong as the steel of your rails, warm and penetrating as the current coursing through them are the sentiments of esteem and affectionate regard which bind to you the men seated around you tonight. They honor your work; they honor more the man who stands behind it. They are proud of their electric railway: they are prouder of Thomas Lowry. They admire and love your noble qualities of mind and heart. Yours the clear, far seeing intellect, the energy of will, the patient perseverance, which make the successful man. Yours the sterling honesty, the high moral rectitude, whence comes the valued citizen. Yours the warm heart and the warm hand, which knit men to you in closest friendship. Be you long with the "Twin Cities," to foster their interests and brighten their glory, while they rapidly hasten to their manifest destiny, as the third great commercial center of America, and—I presume many of my friends would have me say—be we long with you.

Col. King's exuberance was now at its highest ebb. When the archbishop exclaimed, in a period of impassioned eloquence, a word concerning the probable profitableness of Mr. Lowry's interurban and Twin City improvements, and the new transfer system, Col. King interrupted to cry:

"Yes, sir; I'll discount any of his [Lowry's] notes; they are of face value," and the entire throng cheered vociferously.

A Remarkable Scene.

When the archbishop's address ended, the most abject scene of enthusiasm prevailed. He had touched the patriotic heart of the resident of St. Paul and Minneapolis, and the partisan of the one city was prone to fall upon the neck of the other. It was a happy scene. When Thomas Lowry was introduced, and, as the great street car and Soo magnate seemed to hesitate, Col. King arose from his seat and yelled like the great Stentor of ancient times:

"Don't be overcome, but go at it, Tom!"

MR. LOWRY'S REMARKS.

The Hero of the Occasion Speaks Briefly to the Point.

Mr. Lowry bowed modestly and said:

Mr. Chairman and Gentlemen: I am at a loss for words to express to you, one and all, how deeply grateful I feel for this expression of your esteem and approval. There are times when one is struggling and staggering under burdens that seem to him oppressive, when he is apt to feel that perhaps the result is not worth the labor. If at any time in the past I entertained such a thought, the words just spoken by your chairman and Archbishop Ireland, together with your presence here tonight, would forever banish it from my mind.

Such a testimonial is worth a lifetime of toil and drudgery. While the task assumed has been a hard one, I have always felt that in the main I had the honest and loyal support of the citizens of St. Paul and Minneapolis. In arranging for the finances and pushing the work forward, I endeavored to follow the plan of the Irishman who said 'I kape me accounts about even, for I owe just as many papie as I don't owe.' Most sincerely, heartily and gratefully do I thank you.

My aim has not been to secure such a demonstration as this, for I pledge you my word and honor that I would rather drive an old-fashioned bob-tail car, hitched to a pair of Texas mules, to St. Paul on a stormy night, or what would probably be worse still, to stand in the mud and rain at Hamline waiting for a transfer, than to face you, my fellow citizens, here tonight. My whole aim has been to establish a system of rapid transit in and between these cities that would cement and bind them together, as with a rod of iron, and assist in building up one great metropolis, whose mercantile, railroad and manufacturing interests, added to its educational and scientific advancement and its art culture, would place it beyond the pale of competition and on a foundation for future prosperity as solid as the adamantine rock. To accomplish this, we need not only the efforts of each city and each individual in each city, but we need the united efforts of both cities and all our citizens. It takes work and will power to accomplish results.

When George Brackett, many years ago was lost on the prairie and was many days without food and starvation staring him in the face, he jumped up, cracked his heels together and said: "Brackett, you're good for it," and that is why he is here tonight. The indefatigable energy and perseverance of T. B. Walker and a few others brought St Louis park to the front as a manufacturing center and prominent suburb of Minneapolis. The persistance and hard work done by the committees from Minneapolis and St. Paul secured for Minneapolis the national Republican convention for 1892, and will probably secure the Democratic convention for St. Paul.

The united efforts of a few leading citizens from St. Paul secured for that city the Walter A. Wood Harvester works, and I am glad you got it. You were getting little "poky" down there, and, as I said before, I am glad you got it, as it brings your end of the doubletree a little nearer even. I hope you will all pull till you do get even, and you will then be tired enough and big enough to stop and rest. It don't do either city any good to steal from the other. It does not aid Minneapolis to induce a mercantile or manufacturing establishment to move here from St. Paul, and vice versa.

We must bring the people and capital from the outside and unite them with our own efforts and capital. You must not get discouraged with a rebuff. You must have the quality of an editor, and—

"Be able to spur up your virtue
And put a check-rein on your pride,
And carry a gentleman's manners
Beneath a rhinocerous hide."

While this banquet is tendered ostensibly to me, let us all consider ourselves equal partners—consider this a new association formed here tonight to advance every material element that tends to build up a great city. Let us work as an association and as

Continued on Fourth Page.

COFFINED IN COACHES

Travelers Meet With a Horrifying Accident on an Indiana Road.

Two Killed Outright, and of Two Score Injured Many Will Die.

Limbs Cut Off, Eyes Gouged Out, Limbs Broken and Mashed.

Cars Literally Torn to Splinters--Appalling Scenes at the Wreck.

CRAWFORDSVILLE, Ind., Jan. 11.—Between 2 and 3 o'clock this afternoon the north-bound Monon train ran off the track about two miles north of here at Nicholson Crossing. The accident occurred on a fifty-foot embankment, down which four cars rolled, the engine and one baggage car keeping the track. The trouble is supposed to be due to a broken rail. The first passenger coach rolled over three times. It was full of passengers and caught fire from the stove, but all occupants escaped alive. The baggage and express car went over, but no one in it was severely hurt. The ladies' coach was literally torn to pieces, as was also the parlor car. Here was the greatest damage. There was hardly a passenger on the train who escaped injury. Help was soon at hand, and in a few moments the road was full of maimed on their way to town. There were three theatrical troups on board, one of which, the City Club Burlesque company, was completely broken up, nearly every member sustaining serious injuries.

Killed and Injured.

BEN HAMBURG, Cincinnati, a traveling man, dead.

Mme. EINA VAN ROKEY, of the City Club company, dead.

The injured of the City Club company are:

Mack Rogers, badly hurt in the legs and back.

Gus Rogers, back injured.

Stella Clifton, legs and back hurt.

Helen Love, internally injured.

Cora White, Syracuse, N. Y., injured about the head.

Fanny Everett, St. Louis, internally injured.

Olla Lewis, bruised about head.

Harry C. Bryant, Philadelphia, back sprained and head hurt.

Madge Larner, Pittsburg, head bruised.

M. G. Rutledge, porter, chair car, face slashed.

C. N. Cornwell, roadmaster, internal injuries.

John Wilchester, Loisville, baggagemaster, injured about shoulder and back.

George Cutter, express messenger, Louisville, internal injuries.

William Snyder, newsboy, Chicago, shoulder broken.

William Bishop, brakeman, Lafayette, severely burned.

John Bills, conductor, hurt internally.

Nellie Hanley, crushed, will die.

Ezra Wibbs, Wheatfield, left arm broken, right hand cut off.

Mrs. Ann Hibbs, Wheatfield, face mashed.

Dr. E. Whitesides, Romney, eye gouged out, arm and leg broken.

C. N. Cheek, Greencastle, right leg cut off below the knee.

— Fox, New Albany, head cut and leg mashed.

Paul Allen, head crushed.

Thomas Monaco, of the opera troupe, hurt internally.

C. F. Hoyt, side and back and head badly injured.

C. W. Loevden, Salem, leg badly crushed.

Eva Marshall, Ellettsville, side and face crushed.

J. J. Enwright, Chicago, knee and head hurt.

Melvin McKee, Chicago, head, hip and back injured, but not fatal.

Of this city there were injured: John Foust, William Hall, J. M. Davidson, Matt Beatty, Mrs. Breyfogle, Will Smith, Dave Jones, J. F. Sullivan.

A number of those hurt lie here in the city and several will probably die. The excitement has been intense and hundreds have visited the scene of the accident. It was one of the most terrible catastrophies that ever occurred on the road. The postal car went over, but Clerks Fox and Clark, while badly cut, are not seriously hurt.

The scenes about the wreck were heartrending. Rescuers are now searching for the body of a little girl supposed to be buried in the debris.

That no others were killed outright seems marvelous, as the wreck was most complete.

A Hero Pinned Down.

A large force of men was engaged in putting up ice a short distance from where the wreck occurred and they rendered good assistance in putting out the fires and saving lives. C. N. Cheek, of Greencastle, had a leg pulled off and was pinned beneath a pair of trucks, and it seemed, despite efforts of the rescuers, that they could not release him before the fire, which was fast approaching him, reached him. He never lost his nerve, though suffering intensely, and ordered the relief corps to cut off both of his legs if that was the only way they could release him. A block was finally procured from the engine and the unfortunate man was released just in the nick of time. He was removed to the city, but cannot survive the night. In its leap the ladies' coach encountered a stump, which penetrated the side of the car and possibly caused the death of Madame Van Rokey and Ben Hamburg, the Cincinnati drummer.

The woman was found lying by the side of a stump, her head crushed out of all semblance to humanity. She was also disemboweled. Ben Hamburg was found lying on the stump mangled almost beyond recognition. The scene of the wreck is less than ten miles of the place of the terrible freight collision of a month ago.

A BANK LOOTED.

All the Cash Missing, but the Cashier Is Found.

WILLIAMSPORT, Pa., Jan. 11.—The First National bank of Muncy was closed by order of Bank Examiner Dengler today. Previous to the announcement of the suspension, there was a run during which between $7,000 and $8,000, all the money on hand, was paid out. Dela Green, the cashier and ex-bank examiner for this district, was arrested tonight, as startling disclosures were made during the evening. When Examiner Engler arrived on Saturday he found that a portion of the vault could not be opened, and he sent to New York for an expert. The man arrived last night and worked five hours before getting the vault door open. It was then found that $23,000 in money and bonds were gone. Shortly after this the excited depositors started a run.

Fatal Boiler Explosion.

NORRISTOWN, Pa., Jan. 11.—The boiler in a pork packing factory at Bridgeport, near this place, exploded this

THE NEWS BULLETIN.

Weather--Fair and warmer.
The Twin Cities banquet Thomas Lowry.
Awful accident on the Monon line.
National Democratic convention gossip.
Important decision on interstate act.
Gossip about an alleged Blaine letter.
Peculiar hitch in the Iowa legislature.
Jordan may get Fargo postoffice.
Mrs. O. V. Tousley dies suddenly.
The Duluth Tribune in sheriff's hands.
Breckenridge attacks reciprocity.
McKinley becomes governor of Ohio.

RUN OF THE MARKETS.

On account of snowfall covering the winter wheat sections, that cereal went down on Chicago' change yesterday, losing 1¼c. January closed at 86⅝c, May at 91¼c. Corn closed at 38½c January, 38⅞c February, 41c May. Final figures on oats were 28¾c January, 31½c May. January pork closed at $11.52½, and May at $11.57½.

The temper of trading in New York was rather reactionary, on account of weakness resulting from free realizing, but final changes are insignificant.

morning. John Shaw, John Meyers and Thomas Hendren were killed and the following injured: Benjamin Shaw, aged fifteen years, son of John Shaw, skull crushed and scalded, will die; Walter Whitman, Oliver Baker, Engineer William Henwood, William Hillebrecht, Curtz Law.

Struck Dead by Electricity.

JOHNSTOWN, Pa., Jan. 11.—Michael Buntovski, a Hungarian aged seventeen years, was instantly killed last night at Cambria works. An arc light was burning dim, and innocently he reached up with an iron bar to make it burn brightly, and touching a wire he fell dead.

Two Children Cremated.

SEDALIA, Mo., Jan. 11.—The seven-year-old boy and five-year-old girl of David Buckner, living near Smithton, were burned to death during the absence of their parents yesterday. The house was also destroyed.

VALPARAISO MURDERS.

All the Testimony Seems to Indicate Premeditation.

VALLEJO, Cal., Jan. 11.—In the Baltimore examination today the evidence was chiefly directed to showing the pernicious activity of the Valparaiso police on the day of the riot. Several witnesses testified that the police first made known their desire to arrest them by attacking them from behind, striking them with gun butts or cutlasses. One of these men, wholly unarmed, was knocked down by a mounted officer and stabbed in the face by a policeman with a fixed bayonet, and did not recover from the wound for twenty-six days.

Search for the men who expressed to the Valparaiso court their approval of the action of the police during the riot, as claimed by the procurator fiscal in his report, has failed to reveal any ground for the report. Although nearly fifty sailors, including all that were arrested in Valparaiso, have been examined, not one admits that he made such a statement, while at least two-thirds of them tell tales of brutality at the hands of either the police or soldiers, such as being dragged to prison with hands tied behind, and being spat upon and assaulted by their official captors en route. One sailor was arrested by being lassoed by a mounted policeman.

WASHINGTON, Jan. 2.—A naval officer of great prominence said this afternoon: "The public should be acquainted with the real gravity of the controversy with Chili. The investigation at San Francisco is developing some very startling facts, and it will be well for us to appreciate the situation thoroughly. The evidence taken out there shows conclusively that the assault on the sailors was a prearranged affair, and that the inquiry into the case at Valparaiso was a mere farce."

It was ascertained this afternoon beyond the possibility of a doubt that the navy department has, since the receipt of the first news of the San Francisco inquiry, redoubled its preparations for trouble. The activity at the navy yard in this city has increased, and the navy department is pushing every means of saving time.

BENNETT RETURNS.

Central League Outlook—Dave Rowe May Come to St. Paul.

John M. Bennett, who is to handle the St. Paul team this season, has returned from Chicago, and reports the outlook for the new Central league excellent. The committee on organization will make a report in a couple of weeks, and then the league will be put firmly on its feet. Nothing definite as to the status of the league will be known until after the Columbus meeting next Monday. It is understood that Dave Rowe will manage the St. Paul team.

Plasterers in Convention.

OMAHA, Neb., Jan. 11.—The Operative Plasterers' association began its tenth annual session in this city today. About 200 delegates are present, representing all the larger cities in the United States and Canada. Beyond listening to committee reports and appointing committees, nothing was done today. The meeting lasts until Saturday, and the wage question will be one of the principal topics of discussion.

Rushing War Materials.

CHICAGO, Jan. 11.—Mortimer McRoberts, of this city, who has the contract to furnish all the dynamite cartridges for the United States army and navy, said today that his factory, which is located at Dubuque, has put on a double force of workmen, and is working night and day turning out their product. Possible war with Chili is assumed to be the cause of the rush.

Steamship Arrivals.

PHILADELPHIA—Arrived: British Prince, Liverpool; Nestorian, Glasgow.

BALTIMORE—Arrived: America, Bremen.

LONDON—Sighted: Ocean, New York; Swy aund, Polynesia.

ANTWERP—Arrived: Waesland, New York.

NEW YORK—Arrived: Norwegian, Glasgow; Greece, Liverpool.

Will Sentence Pohlman.

Special to the Globe.

HASTINGS, Minn., Jan. 11.—Judge F. M. Crosby left today to hold an adjourned term of court in Center City, when Herman Pohlman, indicted for manslaughter in the first degree for the killing of Fred Tang, of Taylor's Falls, will be sentenced, defendant's attorney agreeing not to take an appeal from the order denying a new trial.

Made Official Paper.

Special to the Globe.

MONTGOMERY, Minn., Jan. 11.—At a meeting of the board of county commissioners the Messenger, of this city, was elected official paper of the county.