SOLDIERS MOVING TOWARD DIXIE LAND

FORT SNELLING DESERTED

THIRD INFANTRY ON ITS WAY TO THE SOUTH

Two Trains Bearing the Troops Departed From the Fort Yesterday Shortly After the Noon Hour—Officers and Privates Accorded an Ovation at the Union Depot in St. Paul—Events of the Day.

The fighting Third bade farewell to Fort Snelling and St. Paul yesterday, and is now on its way South to fight the Spanish, if war comes.

The regiment's leave-taking was the most memorable incident in the history of the post in latter days. Ten years of agreeable associations were snapped when the trains bearing the troops drew away from the station, and there was not an officer or man in the command who did not feel a deep regret at the parting.

There were many moist eyes among them as they looked back for a last view of the vanishing fort and waved farewell to friends from whom some of them may be forever separated. The piping times of peace were over and they were going to try the grim fortunes of war.

A number of the men have been under fire in the Indian service. Several have fought in the English army in Africa and India, and most of the principal officers are veterans of the Civil War, and to those the sensation of going to battle was not a new one, but there were many of the more recent recruits who have not been in actual warfare and who felt as though they were already face to face with the foe, and they were a little nervous. But there was not a man there who was not determined to do his duty whatever comes.

Every one in the regiment was disappointed that the Third was not to parade through St. Paul to the train as had been arranged. The regiment's failure to do so was not the fault of Col. Page. The colonel had arranged to have his men brought to the city in trolley cars and to march through the streets from Seven corners. He felt that his men deserved the ovation which they would have received, and had promised F. W. Bergmeier and Secretary C. P. Stine, of the Commercial club, that such a parade would be held when about 6 o'clock Monday evening he received a telephone message from Maj Wheeler, chief quartermaster at army headquarters, forbidding it.

Col. Page was accordingly obliged to notify the men that there would be no parade, and they retired to their quarters. They were just getting to sleep when Maj. Wheeler notified Col. Page that he might march through the city if he so desired. It was to late then, and Col. Page did not deem it wise to countermand the order he had given, and so there was no parade. If Maj. Wheeler had let Col. Page alone there would have been no trouble and the people of St. Paul would have had an opportunity to testify their good will to the departing troops.

The men passed their last night at the fort sleeping on the hard floors of their company quarters. Every vestige of comfort had been removed. The company rooms were as bare as when the buildings were finished. The men slept in their army blankets just as they will in the field, and used their knapsacks for pillows.

When reveille sounded in the morning the men tumbled up to prepare for departure. They found a raw morning with a dismal sky and a keen east wind blowing. The ground was patched with snow and it was generally disagreeable.

Word was passed that the regiment would start from the fort at 9 o'clock and the men hastily got together the few things that had not been gathered, and then they waited for the bugle call to assemble. But when 9 o'clock was near word was received by Col. Page that the trains would not be ready until 11:30 and the men were given a further respite. But they were not pleased. They were all worked up to a keen pitch of excitement, and they were anxious to get away.

Col. Page and the officers of his staff were in the post headquarters receiving the last orders from the army building and waiting for the time to start. A great many ladies called upon them and bade them good-bye. Some of the ladies were inclined to shed tears, but the officers told them to be brave and keep up their courage. It was hard work for them to obey, but most of them tried to. There were few, however, who did not have handkerchiefs in their hands.

While the men were waiting to fall in, a body of St. Paul high school students appeared and marched up the walk to the headquarters building. There they stopped and shouted for Col. Page. Col. Page did not feel like making speeches, and he did not respond. The boys bore flags, and they were attired in high hats and various other kinds of headgear. They shouted and sang and made the rounds of the company quarters. Near the guard house they picked up a soldier and carried him on their shoulders around the grounds, to the amusement of everybody. They then went into the quarters and despoiled them of everything they could carry away. They took hats, helmets, coats, trousers and anything else they could find that the soldiers did not want, and then they cut buttons from the coats of the soldiers for souvenirs. They distributed their spoils among a number of young women who were there, and who went about arrayed in the soldiers' finery.

The boys formed in procession and marched about in their grotesque costumes. They got a large blanket and captured a number of victims, whom they tossed in the air, to the great delight of spectators. The soldiers were good-natured over the boys' antics and allowed them to amuse themselves to their hearts' content.

Precisely at 11 o'clock Bugler Stohr walked from the headquarters building and to Company A barracks and blew the signal to prepare to fall in. In a moment the men who had been lounging on the verandas of the company quarters got their knapsacks and guns and stood in groups in the parade ground. The captains appeared and surveyed the ranks.

At 11:15 the bugler stepped again to Company A barracks and blew the assembly. Instantly the men formed in regular files before their respective company quarters and presented arms. Each had his knapsack and accoutrements strapped on his back, his belt buckled about his waist and his gun ready. The first sergeants mustered the companies, and then the captains gave the commands for inspection. The captain and first lieutenant of each company walked slowly along the lines and inspected them carefully front and rear. They looked at the knapsacks and ordered such as were out of alignment arranged properly. The inspection over, the men waited for the command to march.

But it did not come. Col. Page was informed that the train was delayed, and that it would not arrive until after 12 o'clock. He was not put in the best of humor by the news, and he ordered the men to rest, so the order was given to take their ease. The men quickly complied. The knapsacks weighed forty-five pounds each, the cartridge belts seven pounds and the guns twenty-two pounds, and the men were willing to lay them aside for awhile.

In the meantime the work of loading the baggage and mule cars had been completed, and the animals were stored away for their trip.

While the soldiers waited the crowd of visitors became larger. The soldiers joked with the women and told them they would all be back soon with Spanish servants to wait upon them. One member of the band was particularly enthusiastic, and said he was hungry.

"I want a raw Spaniard for lunch," he said.

"Have some salt and pepper," suggested a friend.

"No," answered the musician. "I don't want any seasoning. I'll swallow him whole, just as I find him."

One of the men of Company D, detailed to remain at the fort, was so disappointed, that he wept. He tried to force himself in the ranks, and was with difficulty restrained from committing a breach of discipline. Most of the men detailed with him felt the same way.

The men waited and waited and grew impatient every moment. They were anxious to start and the delay made them restless. It was cold standing out in the wind, and many sought shelter from the weather. It seemed as though they would never start, and they grumbled at the railroad company and at every one they thought responsible for the delay.

At last Col. Page appeared with his wife and son, and the men knew the time for departure had arrived. Knapsacks were hastily secured and the men formed in line again. A messenger informed Col. Page and he raised his hand as a signal. Instantly the order ran along the ranks to fall in. The band, with Drum Major McGuffin, and Leader Charles Graves, picked up their instruments and awaited the order to march. It came a moment later from Col. Page, and then to the strains of "The Stars and Stripes Forever" the band swung into the road. As the band passed up the line the companies fell in behind it, and soon the entire regiment had started on its last march from Snelling.

There was a little cheering from some of the boys, but most of the spectators felt in anything but a cheerful mood and followed the men in silence. Then the fife and drum corp, under Principal Musician Joseph Moore, played "Sergenat O'Leary," and that was followed by "The Star Spangled Banner," played by the full band.

Col. Page and Adjt. McRae marched at the head of the line on foot. Col. Page wore his field uniform, and only the eagles on his shoulder straps denoted his rank.

The regiment turned down the road leading to the station. As the men marched in fours front passed the hospital grounds a number of crippled soldiers who were left behind gathered on the embankment and shouted their farewells.

Down the hill the men marched in silence. Their hearts were as heavy as their knapsacks, and they did not want to talk. Occasionally a boisterous joker would raise a laugh, but it was short, and the men quickly relapsed into silence.

In a few minutes the column emerged upon the plain below the old block house and found a steep climb before them to reach the train, which was waiting. They were halted and the labor of embarking was begun. There was only a narrow stairway for the men to ascend to the cars, and they had to ascend in single file. It was tedious work. While the men were waiting their turn to board the train they made a picturesque appearance drawn up on the plain in the valley.

In the first train, which consisted of eight cars, were the officers and Companies A, D, E and H, composing the first battalion, in command of Lieut. Col. Harbach. It was 1:30 when the men were all aboard, and the command was given to start. As it began its journey to Chicago the crowd of men and women on the platform gave as hearty a cheer as they could muster courage for, and then the train drew in for the second battalion. This consisted of Companies B, C, F and G, under command of Capt. Hale.

It required half an hour for this battalion to embark.

Another faint-hearted cheer from the crowd and a response from the soldiers, and the last man of the Third had departed from Fort Snelling.

When the men get in the cars their first thought was to relieve themselves of their heavy knapsacks. The cars were old Wagner sleepers, and though comfortable enough to sit in the seats were deficient in baggage accommodations. The order was that three men should occupy each double seat, but when the knapsacks were piled on the seats, as was necessary, there was scarcely room for two men. The men quickly found a way to overcome this inconvenience, and in a few moments knapsacks were suspended from every available peg and hook in the cars. As they swung from side to side the cars looked like long junk shops. Some of the men pulled down the berths and placed their baggage on them, but as the berths hung low the men had little room for their heads.

In each knapsack was three days' rations, but the friends of many of them had remembered them and presented them with boxes of delicacies to stave off hunger. The men were already hungry, and they lost no time in devouring the food.

In the meantime the first section, with the officers, band and First battalion, was speeding towards St. Paul. As the train passed through Mendota a number of people who had gathered at the station gave the men a cheer. The soldiers waved their hats. A number of Italians, residents of the flats, saw the uniforms as the cars passed and waved their hands. Women threw kisses at the men.

Crowds had gathered on the bluffs as the train approached the city and shouted to the soldiers. It soon became apparent that the men were to receive a demonstration when they got to the union depot, and that proved to be the case, for all along the railroad under the bluff there were crowds of railroad men waiting to give the soldiers a cheer. They shouted lustily as the train passed.

But it was at Sibley street that the greatest crowds were collected. There were men, women and children all enthusiastically cheering and waving flags. The men leaned out of the windows and waved their hats. The depot platform was crowded so closely that it seemed as though some of the people would be pushed under the cars. They sent up a mighty shout as the train drew into the station, and when it stopped a number of young ladies from May's floral store entered the cars and distributed roses to the soldiers. A magnificent floral piece was handed to Col. Page, and the old soldier was so affected by the remembrance that his eyes filled and he could hardly express his thanks.

The young ladies remained on the train after it started and were taken to Dayton's bluff, where the train was stopped. There they took their departure. There, also, the wives of several officers, who had accompanied their husbands thus far, took a last farewell and leaving the train returned to Fort Snelling.

The second section followed the first within a half-hour, and the men were accorded a reception as hearty as the others. They, too, were presented with flowers, but the train quickly pulled out of the station.

There was a general expression of disappointment that the soudiers were not permitted to march through the streets. It was felt on all sides that the farewell demonstration was entirely inadequate. It was the best, however, that could be given under the circumstances.

The soldiers go to Chicago by the Chicago, Milwaukee & St. Paul railroad. They change at Chicago to the Illinois Central, on which they will go to Cairo. From Cairo they will go to Mobile over the Mobile & Ohio railroad.

Twenty-two officers and 492 men comprised the force that started yesterday. Only three vacancies were to be filled, and two men were found for recruits before the train started. One of these was a soldier who had just received his discharge from the Twenty-second infantry. He was considered a most desirable man and was accepted on the recommendation of Col. Page. As soon as the regiment reaches Mobile a recruiting office will be opened there for it.

It is a singular coincidence that Col. Page commands the regiment in which he was a captain during the war, and of which he was ranking officer at the surrender of Lee.

Col. Page was a member of Battery A, Chicago Light Artillery, which was the first battery that responded to President Lincoln's call for troops in 1861. On Aug. 5 he was appointed second lieutenant of the Third United States infantry—the regiment of which he is now commander. On March 12, 1862, he was promoted to first lieutenant; on May 6, 1864, to captain. On Sept. 2, 1885, he was transferred to the Eleventh infantry and made a major, and he was promoted to lieutenant colonel of the Twenty-second infantry Feb. 24, 1891. On the retirement of Col. Mason, May 31, 1895, he was appointed colonel of the Third, and has since been in command of that famous regiment.

Col. Page was brevetted captain Dec. 13, 1862, for gallant and meritorious service at Gettysburg. He distinguished himself at Little Round Top on the second day of that great battle. Although Col. Page has been in the thick of many engagements, he never was wounded.

Quartermaster Omar Bundy will remain at Fort Snelling several days, in order to turn the property at the fort over to Capt. Gerlach, who will have charge of the post. While the regiment is en route to Mobile First Lieutenant McAndrew will act as quartermaster and comissary.

The departure of the soldiers left Fort Snelling deserted. Capt. Gerlach and his twenty-five men will be lost on the immense reservation. There will be no more band concerts and hops; no more receptions and parties, and the social gayety of the fort will be eclipsed by the general feeling of dread that will prevail among the ladies who remain. Mrs. Smith, Mrs. Bell, Mrs. Byroad, Mrs. Frissell and Mrs. Cook left the fort last evening for their homes in various parts of the country. The ladies who will remain are:

Mrs. Page, Mrs. Williams and family, Mrs. Sanno, Mrs. Dr. Borden, Mrs. Dr. Harvey, Mrs. Harbach, Mrs. French, Mrs. Hanney, Mrs. Bundy, Mrs. McAndrew, Mrs. McRae, Mrs. Read and Mrs. Gerlach.

BIG TIME AT LA CROSSE.

Third Regiment of Infantry Accorded a Grand Ovation.

LA CROSSE, Wis., April 19.—The Third regiment of infantry, which left St. Paul this noon for Mobile, arrived in this city at 6:45.

The train was met at the depot by an immense crowd. Cheer after cheer was given the blue coats, and great enthusiasm was manifested. The soldiers took supper here.

Just before the train pulled out of the depot the soldiers were presented with a huge boquet of cut flowers, the gift of two La Crosse companies of the National guard. This was the signal for another ovation, and the train pulled out of the depot amid the cheers and good wishes of thousands of people.

WANT TO GO TO FRONT

PLENTY OF RECRUITS SHOW UP AT THE ARMORY

Every Company Secures Enough Names to Fill Out the Full Complement, and Enlistment Books Are Closed—Physical Defects Will Bar Some of Them, and Others Will Fill Their Places.

Recruits poured into the armory last evening, and at one time the building was filled with men who were anxious to go to the front. The recruiting officers had their hands full attending to the applicants, and when the building was closed every company had enough names to fill out their full complement.

Every member of Company E, of which Capt. Spear is commander, volunteered for the war with Spain in accordance with instructions from Col. Reeve. Their names were registered as though they were recruits, and they will be sent to the war department at Washington as soon as volunteers are called for. Company E will be the first to comply with the regulation requiring this procedure.

The entire company turned out for drill last evening, and they performed the various evoolutions with a precision that evoked praise from every spectator. The men drilled with a vim that has heretofore been absent from such exercises.

During the drill the armory was filled with ladies who were interested in the movements of the soldiers.

There will be a company drill of Company H tonight and the general public is invited to witness it.

The following recruits signed yesterday:

Company C, Capt. Robinson—
William C. Smiley, Charles C. Swain,
Walter W. Mann, J. G. McGinn,
Philip Reiley Jr., George F. Lemke,
Charles McCormack, William E. Gowling,
Fred Anderson, Harry U. Oakes,
Frank D. Cronin, William O. Martenson,
M. J. Lynch, J. Frank Garvin,
Clark Cary, Harry Pomeroy,
Herbert Hughes, William A. Egan,
William B. Williams, Winfield T. Warren,
Carl Overton, Andrew Dickey,
Charles E. Emmett, Roy McCandless,
Samuel Bunn, James A. McQuillan,
Walter Lindeke, Robert R. Hale,
Charles O'Brien, Robert J. Eaton,
D. Byron Hammond,

Company D, Capt. Bean—
W. E. Harrington, F. Ray McMillan,
L. P. Larpenter, R. O. Glanville,
G. G. Dickerman, A. J. Casper,
W. J. Thone, John B. Schiltz,
J. M. C. Johnson, James E. Thiebaud,
D. M. Moran, Charles Feise,
Nicholas Remakel, Alexander Nicoll,
Charles H. Kelly, Thomas Skok.
W. E. Flannigan,

Company E, Capt. Spear—
George Hunter Jr., A. W. Strom,
Frank H. Pease, M. R. Gibbs,
Patrick J. Sweeney, J. H. Kirkpatrick,
J. H. O'Brien, Alex. M. Muir,
A. W. Kilstrom, Fred E Geise,
Andrew Ahberg, Arthur Shirkling,
C. J. Mantor. W. J. Bozielle,
J. W. McDaniel, Bert D. Carrier,
H. D. Williams, Geo. B. Randall,
Karl G. Andrews, C. A. Rogers,
W. B. Egan, J. D. Healey,
John Moe, J. A. Mull,
John O. Brodin, Robert J. Kelliher,
William A. Repke, F. L. Conhaim,
Charles H. Repke, F. J. Mahoney.
William Kurth,

Company H, Capt. Hardy—
W. J. Wilson Jr., Henry Kurth,
I. Lipski, A. C. Dorn,
C. W. Ryder, A. C. Crosby,
C. S. Howard, D. J. Leary,
Richard Regan, W. R. Richardson Jr.,
Manning Hoff, August Beyer,
Joseph Sporer, S. S. Ruth,
Edward Duffy, M. Christensen,
Dr. S. W. Robillard, Robert Bader.
D. W. Iift,

Battery A, Capt. Rooch—
John Kenney, Aug. J. Marschhauer,
Henry M. Sullivan, Joe Javas,
John Salera, John Lindgren,
Henry Dornself, Emil Johnson,
William G. Peel, George Nelson,
W. A. Edgerton, H. L. Fitzgerald,
Ludi A. Picha, John J. Kelly.

The books of all the companies will remain open today, and all applicants will receive consideration. It is expected that a number of those who have applied will be rejected, because of physical defects and the vacancies thus made must be filled. So there is still a chance for every one who wants to fight the Spaniards.

ENLISTING IN MINNEAPOLIS

Going Briskly Forward in All the Companies.

The inspection of Company B, First regiment, Minneapolis, did not take place last evening as announced, owing to inability of Lieut. McCoy, the inspecting officer, to be present. The inspection will be held next Tuesday evening, if the company is in town. Otherwise it will be on dress parade somewhere between Minneapolis and Cuba. The company was all ready for inspection, and for the matter of that is ready for anything, preferrably trouble. The company was put through its regular drill by its own officers, greatly to the admiration of the large crowd that was present.

The work of recruiting the four companies up to their war strength did not begin till yesterday, although the order was received Saturday. All the company commanders were on hand with their muster rolls, and recruits were plentiful. From noon to night Company A enlisted nine men. The policy of the company is to make a careful selection up to about seventy-five, which is the limit for three-year enlistments; after that any fair man will not be refused. Companies B and F each enlisted about twenty-five men during the afternoon and evening. Company I was pursuing the same policy as Company A, but there is plenty of room for any good man to connect himself with one or the other of the companies. Battery B will recruit up to the full strength of a six-gun battery—175 men. Its officers are quite as busy as the infantry men, and in a few days it will have its complement.

At present Company F seems to be the most warlike. Officers and men sleep in the armory. They are up at 5 o'clock every morning, and drill until nearly 7, when it is time to go to work. If there is to be trouble this company intends to be very much in it.

It is noticeable among the recruits that many of them are old guardsmen who are now anxious to enter the service again. One or two drills will put them in as good trim as when they were mustered out, and, with so many old men, the raw recruits will have little trouble in becoming good soldiers.

MERRIAM PARK COMPANY.

Membership Rapidly on the Increase and a War Footing in Sight.

Company E, of the Third regiment, Merriam Park, is rapidly increasing its membership since the orders were issued to recruit to the limit of 100 men. Capt. Holmes has been active and will soon have his company on a war footing.

The company began recruiting Saturday night and five were then added to the muster roll.

Since then other names have been added and each night drill is being held at the company's rooms to get the recruits in shape. Camping outfits have been gotten out and everything is in readiness to move at a moment's notice.

The company still needs a few more men to bring it up to the 100 mark and the members of the company are anxious to have these come in as soon as possible.

Any man who wishes to enlist can find an opportunity to do so any evening this week by dropping into the company's drill rooms, Prior and University avenues.

COMING THROUGH ST. PAUL.

Troops Will Pass Through Here Tomorrow and Friday.

Col Bacon was in charge at the army building yesterday. He is in charge of the Department of the Dakota and the Department of the Columbia.

The Fourth cavalry will arrive in St. Paul from the West Thursday afternoon at 4 p. m. The passenger trains with the troops will come into the union depot. The horses and mules will be unloaded and watered at Midway station yards and transferred there from the Great Northern and the Northern Pacific to the Northwestern line.

The Second infantry will be in St. Paul Friday afternoon. Their transfer from Northern Pacific to Burlington cars will be made at the union depot.

BUYING LAKE BOATS.

A Probable Fairy Tale Starts on the Rounds.

It is reported that the war department at Washington is in communication with the Great Northern railway in regard to buying the Northern Steamship company's passenger steamships, North West and North Land, which are operating on the Great Lakes. The government, it is said, desires to use the monster passenger boats as transports for troops.

HIS HAND HELD

Continued from First Page.

choses to enter upon this line of warfare, she will have to deal with the nations of Europe, with whose commerce she seeks to interfere."

Military and naval preparations continued today with unabated vigor. Seven fleet steam yachts, suitable for navigation in Cuban waters, were procured, and several bids for steam colliers were made. Arrangements are being made to utilize a number of the powerful converted smooth bore guns, survivors of the late war, as armament for the auxiliary cruisers. Many agents for ship owners were at the navy department today, offering to sell crafts to the government, but where the vessels are suitable the prices are said to be excessive, and no purchases were made.

The important event in the war department was the decision to enlist only national guardsmen under the first call for troops, which will be very gratifying to the militiamen. Some idea of the cost of transporting troops may be formed from the fact that it was necessary to allot $1,000,000 today to defray the expenses of the movements already ordered.

Reports from all over the country this morning indicated that the movements were going on with the most gratifying celerity.

A picturesque reminder of the warlike conditions was presented right in Washington by the departure for the South of the Sixth cavalry, and Secretary Alger, busied as he was with official tasks, managed to make time to get to the station to see them off. An allotment of funds for a balloon service shows that the war department does not propose to ignore any of the latest scientific aids to warfare.

OUR WARSHIPS.

Would you like to know all about our battleships, cruisers, monitors and torpedo boats? They will be fighting pretty soon, and every American should know all about them. Six portfolios of the series of ten are now ready. Read the display advertisement elsewhere in this paper for full particulars. The portfolios now ready are:

No. 1—The American Navy—Part I.
No. 2—The Hawaiian Islands—Part I.
No. 3—The American Navy—Part II.
No. 4—The Hawaiian Islands—Part II.
No. 5—The American Navy—Part III.
No. 6—The Hawaiian Islands—Part III.

Be sure to see them.

IRELAND STARTS HOME.

Declines to Discuss the Present Cuban Status From Any Point of View.

NEW YORK, April 19.—Archbishop Ireland left last night for his home in St. Paul. He declined to be interviewed before his departure as to the object of his visit to New York, or what he had done here. When asked whether his visit had any significance in view of the approaching war, he said:

"I do not care to say anything about it at present."

LONG LATIN NAMES.

How many times has your physician told you that you were suffering from some serious complications, best described by a long Latin name; when had the truth been told, you had a simple attack of constipation, from which derangement of the bowels, one-half of humanity suffers. No matter what the doctors may tell you, no matter what anyone advises, Beecham's Pills are the whole world's remedy for Constipation, and never in one single instance have they been known to fail. They take hold of the liver as no other remedy will, and they effect a cure every time by promptly removing the cause. Beecham's Pills are a quarter a box at all drug stores the earth over.

NATIONAL GUARDSMEN KICK

DON'T LIKE THE ORDER CALLING FOR VOLUNTEERS

Feel That With the Knowledge They Have of Military Tactics They They Should Be Ordered to the Front as the National Guard and Under Command of Their Own Officers—Chance to Volunteer.

The members and many of the officers of the Minnesota national guard appear to have worked themselves up into a high state of feeling over the prospective order calling for volunteers instead of the guard, in case of hostilities, and according to older and more experienced authorities without much show of reason.

"What's the good of it all," said one irate company commander, "what's the use of having any national guard. We've worked hard, put in our time and trouble and money, and now according to this new proposition the men who have acquired a fair amount of military knowledge are to be forced to enlist and go to the front without our organization and with a lot of raw recruits, and be officered by men commisioned by the governor because they happen to be his political friends. It's all very discouraging to the members of the guard."

This view is not an isolated one, but is held by a number of members of the state soldiery, who, according to men of riper judgment, have not posted themselves as to the true situation.

Stated briefly, the national guard of the various states will not, as the national guard, be mustered into the service of the country.

Every man and every officer, however, may volunteer, and, if found to be in good physical condition, may be mustered in. In other words, every member of Company D may volunteer, while Company D as a military organization will not be recognized by the government. The men in the company may even be allowed to stay together, but will be named to suit the government authorities in the war department.

The department further reserves the right to say who shall officer the men who volunteer, and the commissions will probably be issued by the governor in each state, who, it must be assumed, is too anxious to see the volunteers from his commonwealth appear to the best advantage not to commission the best available men to officer them.

Summed up then, if the call for volunteers is issued, Minnesota will be expected to furnish about 4,000 men, less than half of which will be members of the national guard. The present strength of the guard, according to figures in the office of the adjutant general, is from 1,800 to 2,000, exclusive of the recruits taken on during the past few days.

The recruiting, which is going on merrily and adding many good men, will bring up the aggregate to something over 3,000 men. Before any one of this number can be mustered in for service by the United States he must undergo a physical examination. This, it is expected, will thin out the ranks considerably, for the physical examination for admission to the national guard is rather an indifferent one, and not by any means as rigorous as that put up by army physicians. Much of the new material being enlisted in the guard is excellent, although lacking the military discipline and general military information possessed by the guardsmen.

This is one of specific advantage the guardsman has over the raw recruit, and army men estimate this worth much to the volunteer army, as it requires six months to drill such an army to a point where it may be taken successfully into battle. Much of the disappointment in the guard is that the various organizations cannot go to the defense of the country as such and make names for themselves.

It is expected that many of the national guard officers will be given commissions in the volunteer army. Their knowledge and experience and practice will permit them to start new when they go to the front to acquire such additional information on such matters as strategy, grand tactics, benefit of terrain, security and information, reconnaissance and such subjects as make up the study of the regular army officer.

Men who have been face to face with the enemy in times gone by, point out that there will be no scarcity of officers to command the men who will volunteer to the defense of the stars and stripes, even if it should be found necessary to call for volunteers two or three times, and urge that the national guardsmen should be well pleased with the consciousness that their men will constitute the bone and sinew of the volunteer army, in military knowledge and discipline even if not in numbers.

Adjt. Gen. Muehlberg said yesterday that the work of recruiting new men in the guard was going on steadily, and that much excellent material was being added to the organization. From several of the companies of the guard stationed in the country came telegrams announcing that the full 100 men had been added to the rolls, while word from the city companies was to the effect that the work was most satisfactory. Gen. Muehlberg confirmed the information given above that the national guardsmen may volunteer as individuals or in companies, but not as national guard companies. What disposition will be made of any such companies as may volunteer is purely problematical.

The adjutant general explains that permission to leave the state must not necessarily be issued by the governor, for the reason that as soon as a national guardsman volunteers and is mustered in by the government, it is taken out of the province of the state authorities to object or take any action restraining him.

To Transport Troops.

Contracts have been made by the Northwestern road for the transportation of 5,000 troops from points in Montana, South Dakota and Michigan to the various points of mobilization in the South.

RUSSIA ORDERS SHIPS.

Two Sea Fighters to Be Built and Equipped for Service in the United States.

WASHINGTON, April 19.—The Russian government has placed orders for two 12,000-ton battleships in the United States, according to information which has reached the navy department. The new vessels are to equal any afloat or designed in the world, and are to be superior to anying in the fighting line heretofore produced in this country.

They and all their equipment will be American in manufacture, as well as as material. The Cramps will build the hulls and machinery, and the Bethlehem Iron company the armor and the guns.

Brought Out Gold.

SEATTLE, April 19.—According to the statement of M. B. Hall, of Spokane, a Klondiker who arriver on the steamer Utopia, from Skaguay, and his party of four men, brought out gold dust and drafts amounting to $200,000.

To Quebec,

Via the Burlington, first-class, only $17.00. Ticket office, 400 Robert street (Hotel Ryan). Telephone 36.

Crespo Was Killed.

WASHINGTON, April 19.—The state department received information this afternoon from Minister Loomis, at Caracas, Ven., that ex-President Crespo was killed while battling with insurgents.

For all kinds of wear in every kind of weather—The Gordon Hat.

OUR WARSHIPS!

Would you like to know all about our battleships, cruisers, monitors and torpedo boats? They will be fighting pretty soon, and every American should know what guns they carry, how fast they can steam, what thickness of armor protects them, &c. All these things are illustrated and explained in a Magnificent Work of Art Portfolio Series, in 10 parts, containing 160 reproductions of costly photographs.

Each part contains 16 of these artistic illustrations, accompanied by text which tells all you need to know about them. A concise historical introduction to each subject appears in the initial number. The Globe has arranged for its readers to secure at the nominal price of 10 cents per part the complete series of 10 parts, devoted to

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There are Three Parts ready of THE AMERICAN NAVY—48 artistic illustrations of our warships, with text which tells all about them. You can get any one or all six of them at The Globe office, or, if you live out of the city, mail the coupon with the proper remittance and the Portfolios will be sent by mail.

READY TODAY—No. 6.

The Hawaiian Islands—Part III.

No. 1—The American Navy—Part I.
Contains Illustrations and Graphic Descriptions of the following War Vessels: Indiana, New York, Miantonomah, Oregon, Charleston, Vesuvius, Atlanta, Katahdin, Massachusetts, Montgomery, Dolphin, Chicago, Maine, Brooklyn, Raleigh, Indiana's after-deck 13-inch guns.

No. 2—The Hawaiian Islands—Part I.
Contains the following Beautiful Reproductions, with Appropriate Descriptive Text: Sanford B. Dole, Introduction, Harbor of Honolulu, King Kalakaua, Queen Liliuokalani, Fort Street, Harbor from the Executive Building, Road Over the Pali Mountains, Royal Palms, Government Building, Royal Palace, Sea Bird Rookery, Gathering Sea Bird Eggs, Pineapple Plantation, Surf Scene, Street Scene.

No. 3—The American Navy—Part II.
Furnishes Additional Information about our Fighting Ships, their Guns, etc., as follows: Texas, Minneapolis, Columbia, Massachusetts, Amphitrite, Bancroft, San Francisco, Newark, Stiletto, Philadelphia; Newark, Baltimore and Fleet at Hampton Roads; Naval Parade Leaving Hampton Roads, Indiana's Forward Deck 13-inch Guns; San Francisco, Bancroft and Fleet at Hampton Roads; Sailors Spinning Yarns; Firing a Pivot Gun.

No. 4—The Hawaiian Islands—Part II.
A Native Feast (Queen Liliuokalani in the Center), Avenue of Date Palms, A Public School, Hawaiian Mountain Scenery, The Crater of Kalauea, Flower Girls, Hawaiian Jungle, Driveway to the Royal Hawaiian Hotel, Grounds of a Private Residence, A Favorite Bathing Place, Hawaiian Women Picknicking, Cocoanut Trees, Rainbow Falls, Spreckels' First Sugar Mill, Postoffice (Honolulu), The Traveler's Tree.

No. 5—The American Navy—Part III.
The "Maine" Number.
The United States Battleship Maine, Commanding Officers of the Maine, Chief Officers of the Maine, Secretary Herbert's Visit to the Maine, Off Duty on the Maine, Teaching the Wigwag System of Signaling, Revolver Practice, Single Stick Practice, Torpedo Tube with Guard and Gunner, Boatswain, Carpenters and Engineers of the Maine, Bachelors' Glee Club, Master-at-arms' Mess on Board the Ship, Seamen's Mess, Returning to the Maine after a Sham Battle Ashore, the Maine's Mascot.

HOW TO GET THEM,

Fill out legibly the coupon below, stating the number of Portfolios you wish, and bring (or send) it to The Globe with 10c for each Portfolio wanted. It will be more convenient to send $1.00 at once, as you can thereby avoid the bother of writing a letter and enclosing a dime for each of the successive issues. They will be sent out as fast as they come from the presses to any point in the United States, Canada or Mexico, postpaid.

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ROADS FEAR FINDINGS

ADVERSE DECISION BY SUPREME COURT IS EXPECTED

Though Knowledge of the Result of the Joint Traffic Case Is Denied, the Roads Are Already Cutting Rates in the Belief That It Will Be Held an Illegal Pooling Combination.

CHICAGO, April 19.—The railroads have the opinion that the supreme court will this week declare that the Joint Traffic association is anillegal organization, and there are already proceedings to manage their affairs without any reference to it or its orders. Instructions were quietly passed around among the contracting agents today that they need pay no attention to the rules of the Joint Traffic association in securing their business, and the result was that there was a lively general scramble for business, in which contracts were made for handling grain between Chicago and the Atlantic seaboard as low as 10 cents.

This demoralization appeared in the absence of any authentic information that a decision adverse to the Joint Traffic association had been rendered, and it is expected that it will become worse if the decision should be as much against the roads as is anticipated.

The roads admit that they have no direct information as to what the decision will be, but at the same time they say that they have no doubt that it will declare the association to be illegal.

GREAT WESTERN SHOPS.

Hoff Bros., of Chicago, Will Build Them at Oelwein.

The contract for building the new railway shops of the Chicago Great Western railway, at Oelwein, has been awarded to Hoff Bros., of Chicago.

The shops will consist of ten single-storied buildings, with a combined floor space of 180,000 square feet, and complete sewer and water systems. The estimated cost of the complete shops is $250,000, the equipment including the most improved iron and wood working machinery and electric traveling cranes, transfer tables and derricks. The cost of the ten single storied buildings alone will be $136,780.

The present shops of the Great Western are at South St. Paul and were constructed in 1886. At that time the line was little more than 100 miles in length. Oelwein was chosen as the place for the new shops for convenience sake.

The Great Western will radiate from Oelwein in three lines of nearly equal length, one extending eastward to Chicago, another northward to St. Paul, and the third southwesterly, to Kansas City.

The main building of the new plant will be 702 feet in length and 94 feet wide and will contain the locomotive, boiler and coach shops. All the buildings will be constructed of brick and steel and the floors of the shop will be white pine, three inches thick.

BUMPTIOUS VAN HORNE.

Says His Line Will Put on Atlantic and Pacific Steamers.

Sir William Van Horne has given out an interview to the Canadian papers in which he deals, in a vain, boasting manner, with the intentions of the Canadian Pacific railway, of which he is president. He says fast steamers will be put onto the Atlantic and Pacific oceans, so that his company can handle business from England to China on its own ships and cars. In short, he does not propose that the traffic from Europe to the Orient shall pass through New York or over American lines at all if he can help it.

The Canadian Pacific, as our readers well know, claims to be a weak line, yet demands differentials from the American railways on Pacific coast business. The refusal of our roads to grant this piratical request was met by a cut in rates ruinous to American interests. Were it not for the overshading importance of the Spanish controversy, congress would probably give this insolent British corporation proper attention before this.

To Montreal,

Only $14.00, first-class, via the Burlington. Ticket office, 400 Robert street (Hotel Ryan). Telephone 36.

MISCELLANEOUS—There are moments when something suggests a small want. Put in The Globe want columns, where will be seen by thousands.