

I, Fenton G. Warner, acting mayor, do hereby direct

F. G. WARNER, Acting Mayor.

jure up alluring visions of greatness in

the years to come when the Minnesota farms should be the Meccas of commerce

toward which the world should journey

in its conquest of golden harvests. Picturing the possibilities of agri-

cultural industry, statistical tables turned

into rhyme, and sang of a time when

farmer as they are on the clothes which

Homer Davenport puts on Mark Hanna. The present fair has been pounding into the farmer the lesson that he has un-

bounded resources at his command if he will only develop them. He has learned

the lesson well-and he's going home

The attendance vesterday was a sur-

was not to be expected that yesterday

prise. After the record of Wednesday it

dollars should be as common to

that all city offices be and remain closed today, St.

Paul Day, to the end that all city employes, who can at all

do so, shall unite with their fellow citizens in other

Ecuador Gets Busy.

two parties to adopt the name of Inde-pendent was what caused the split. The Democrats were opposed to surrendering their party name, and the wishes of the

EXPOSITIONS A BENEFIT.

Every exposition, great or small, has helped to some onward step. Compari-son of ideas is always educational, and as such instructs the brain and hand of man. Friendly rivalry follows, which is the spur to industrial improvement, the inspiration to useful hurention and to hispiration to useful invention and to high endeavor in all departments of hu-man activity. It exacts a study of activity. nign endeavor in all departments of nu-man activity. It exacts a study of wants, comforts, and even the whims of the people and recognizes the efficacy of high quality and new prizes to win their favor. The question for trade is an incentive to men of business to invent, improve and economize in the cost of proimprove and economize in the cost of production. Business life, whether among ourselves or with other people, is ever a sharp struggle for success. It will be none the less so in the future. With-out competition we would be clinging to the clumsy and antiquated process of farming and manufacture and the meth-ods of business of long ago, and the twentieth century would be no further advanced than the eighteenth century. But. though commercial competitors, commercial enemies me must not be. The Pan-American , exposition has done its Business life, whether among But, though commercial competitors, commercial enemies me must not be. The Pan-American ,exposition has done its work thoroughly, presenting in its ex-hibits evidences of the highest skill and illustrating the progress of the human family in the Western hemisphere. This portion of the earth has not cause for humiliation for the part it has perform-ed in the march of civilization. It has not accomplished everything; far from it. It has simply done its best and without vanity or boastfulness, and recognizes the manifold achievements of others; it invites the friendly rivalry of the powers on the peaceful pursuits of trade and commerce and co-operates with all in adon the peaceful pursuits of trade and commerce and co-operates with all in ad-vancing the highest and best interests of humanity. The wisdom and energy of all the nations are none too great for the world's work. The success of art, science, industry and invention is an in-ternational asset and a common glory. After all how near one to the other is every part of the world. Modern inven-tions have brought into close relation widely separated peoples and made them better acquainted. Geographic and po-litical divisions will continue to exist, but distances have been effaced. Swift ships and fast trains are becoming cosmopoli-tan. They invade fields which a few years ago were impenetrable. THE WORLD'S TRADE

THE WORLD'S TRADE

The world's products are exchanged as never before, and with increasing trans-portation facilities come increasing knowledge and trade. Prices are fixed with mathematical precision by supply and demand. The world's selling prices are regulated by market and crop re-ports. We travel greater distances in a shorter space of time and with more-case than was ever dreamed by our fathers than was ever dreamed by our fathers Isolation is no longer possible or desirathan was ever dreamed by our fathers. Isolation is no longer possible or desira-ble. The same important news is read, though in different languages, the same day in all Christendom. The telegraph keeps us assured of what is occurring everywhere and the press foreshadows, with more or less accuracy, the plans and purposes of the nations. Market prices of products and of securities are hourly known in every commercial mart, and the investments of the people extend beyond their own national boundaries into the remotest parts of the earth. Yast transactions are conducted and interna-tional exchanges are made by the (ck of the cable. Every event of interest im-mediately bulletined. The quick gaver-ing and transmission of news, like r. id transit of recent origin, are only ine and transmission of news, like ra id transit of recent origin. are only made possible by the genius of the in-ventor and courage of the investor. It took a special messenger of the govern-ment with every facility known at the time for rapid travel nineteen days to go from the city of Washington to New Orleans with a message to Gen. Jackson that the war with England had ceased and a treaty of veace had been signed. How different now. We reached Gen. Miles in Porto Rico by cable and he was able through the military telegraph to stop his army on the firing line with the the message that the United States and Spain had signed a protocol suspending hostilities. We knew almost instantly of the first shots fired at Santiago, and the subsequent surrender of the Spanish forces was known at Washington within Less than an hour of the community. The first ship of Cervera's fleet had hard-ly emerged from that historic harbor ly

which have grown to such great propor-tions, affect the homes and occupations of the people and the welfare of the alternative but to name her as the de-fender of the cup. It was held that while

NEED MORE MARKETS. Our capacity to produce has developed so enormously and our products have so multiplied that the problem of more mar-kets requires our urgent and immediate attention. Only a broad and enlightened policy will keep what we have. No other policy will get more. In these times of marvelous business energy and gain we ought to be looking to the future, strengthening the weak places in our in-dustrial and commercial systems, that we may be ready for any storm or strain. By sensible trade arrangements which will not interrupt our home production, we shall extend the outlets for our in-creasing surplus. A system which provides a mutual ex-chance of commodities is mani-festly essential to the continued NEED MORE MARKETS.

A system which provides a mutual ex-change of commodities is mani-festly essential to the continued healthful growth of our export trade. We must not repose in fancied se-curity that we can forever sell every-thing and buy little or nothing. If such a thing were possible, it would not be best for us or for those with whom we deal. We should take from our customers such of their products as we can use without harm to our industries and la-bor. Reciprocity is the natural outgrowth of our wonderful industrial development under the domestic policy now firmly es-tablished. What we produce beyond our domestic consumption must have a vent abroad. The excess must be relieved through a foreign cutlet and we should sell every where we can, and buy wher-ever the buying will enlarge our sales and productions, and thereby make a greater demand for home labor. PROTECTION FETICH DEAD. of commodities essential to the al growth of ou

PROTECTION FETICH DEAD.

The period of exclusiveness is past. The expansion of our trade and commerce is the pressing problem. Commercial wars are unprofitable. A policy of good will and friendly trade relations will prevent reprisals. Reciprocity treatles are in har-mony with the spirit of the times, meas-ures of retailation are not. If perchance, some of our tariffs are

reprisals. Reciprocity treaties are in har-mony with the spirit of the times, meas-ures of retailation are not. If perchance, some of our tariffs are no longer needed, for revenue or to en-courage and protect our industries at home, why should they not be employed to extend and promote our markets abroad? Then, too, we have inadequate steamship service. New lines of steamers already have been put in communication between the Pacific coast ports of the United States and those on the western coasts of Mexico and Central and South America. These should be followed up with direct steamship lines between the eastern coast of the United States and South American ports. One of the needs of the times is direct lines from our vast fields of production to the vast fields of consumption that we have but barely touched. Next in advantage to having the thing to sell is to have the conven-lince to carry it to the buyer. We must encourage our merchant marine. We must have more ships. They must be under the American flag, built and man-ned and own by Americans. These will not only be profitable in a commercial sense. They will be messengers of peace and amity wherever they go.

MUST DIG THE CANAL.

MUST DIG THE CANAL. We must build the isthmian canal, which will unite the two oceans, and give a straight line of water communi-tral and South America and Mexico. The construction of a Pacific cable can-not be longer postported. In the furtherance of these objects of netrorming an important part. This exposition would have touched the heart of that American statesman whose mind was ever alert and thought ever con-stant for a larger commerce and a truer fraternity of the republics of the new world. His broad American spirit is feit and manifested here. He needs no identification to an assemblage of Ameri-cans anywhere, for the name of Blaine is inseparably associated with the Pan-American movement which finds this practical and substantial expression, and which we all hope will be firmly ad-vanced by the Pan-American congress that assembles this autumn in the capi-tal of Mexico. The good work will go on. It cannot be stopped. These build-ings will disappear; this creation of art

the decision might be disappointing to the syndicate which owns the Constitution, the committee was compelled to choose the Columbia, whose races ha none of the erratic form manifested by her rival. The formal an-nouncement of the selection of the Coumbia was posted at the club shortly after 12 o'clock. It read as follows: "At a meeting of the committee on challenge of the Royal Ulster Yacht club, held on the flagship at 11:30 a. m.,

the Columbia was selected to represent the New York Yacht club. —"J. V. S. Oddie, Secretary." W. Butler Duncan Jr., manager of the Constitution, expressed disappointment that his boat had not been selected as the cup defender. He said everything possible had been done to get the best speed out of her, and he had no fault to find with officers and crew. He laid most of the blame to the boat for erratic behaviour.

The announcement of the selection of the Columbia was received here with ex-pressions of approval among yachting men She has found such favor here that the decision of the challenge com-mittee is held to be justified. Yachting men regard the Columbia as being tuned up to the point of perfection.

Her crew are jubilant over the selection. Their discipline is beyond praise, and beyond praise, and there is no doubt that they will make a gallant defense of the cup. The time between now and the international yacht races at Sandy Hook, on

Sept. 21, will be spent in putting the Columbia in the best possible condition. BARR IS CRITICISED. Mr. Duncan was interviewed at length his afternoon, and repeated that one

of the gravest mistakes of the season was the taking off of the old mainsail of the Constitution, under which the yacht was winning races, and trying a one, which did not suit her at all. new He Alpena Bismarck Buffalo reiterated that he was perfectly satisfied Boston ... Cheyenne . with Capt. Rhoads and the entire crew, and had no criticism to make as to their Chicago ... Vincinnati Vieveland work. The Constitution, he believed to be an able boat, much faster than the Columbia, and he was only sorry that he had not had further opportunity of proving it. He refused to criticise the es Moines Detroit ... handling of Columbia, but it is learned from some of those who have been on the Constitution during the racing that in a number of instances the boat had kept away from the Columbia when Capt. Barr was coming down on her rather than risk a foul or serious injury. A foul actually took place just as the start of last Monday's races, when it is claimed by those on the Constitution, Capt. Barr luffed the Columbia into the new boat and hit her. It has been the policy of those handling the Constitution

this year not to risk too much, although every effort has been made to bring out the good qualities of the boat. E. D. Morgan, manager of the Colum-bia, said he would make every effort to

place the, old cup defender in perfect shape. He said she is in excellent trim at present. An attempt will be made to have two other old mainsails placed in condition so that they may be used in an

emergency. Mr. Morgan seemed pleased with th challenge committee's selection, but refused to comment on it. He expressed much sympathy, however, for Mr. Dun-gan and praised his perfect work during

the year. An interesting feature of the affair is the future of the Constitution. August Belmont endured the rejection of the boat of which he is the principal owner with philosophic fortitude. He will keep her in commission so that if any accident should befall the Columbia she would be ready to fill the gap. Mr. Belmont will do all in his power to

Continued on Fourth Page.

8-Grain and Provision Markets. December Wheat, 71 3-4c. Bar Silver, 58 1-2c. Stocks Professional.

9-Great Western Annual. News of the Railroads.

10-Macadam for East Seventh. City Water Is All Right. Lawson's Vacht Benten.

THE WEATHER. cuit judge.

Minnesota-Fair; cooler Friday; Satur-day fair, with cooler in eastern portion; fresh, possibly brisk westerly winds. Wisconsin-Fair Friday; Saturday fair and cooler; light to fresh southerly winds, shifting to westerly. Iowa-Fair Friday; Saturday fair, cool-er; southerly winds, shifting to westerly. North Dakota-Much cooler Friday; Saturday fair, with rising temperature; westerly winds.

South Dakota-Fair; much cooler Friday; Saturday fair, with rising temperature in western portion; winds shifting o westerly. Montana-Fair Friday; Saturday fair.

Montana-Fair Friday; Saturday fair, warmer; north to east winds. St. Paul - Yesterday's observations, taken by the United States weather bu-reau, St. Paul, P. F. Lyons, observer, for the twenty-four hours ended at 7 o'clock last night-Barometer corrected for tem-perature and elevation: Highest temper-ature, 90; lowest temperature, 68; average temperature, 79; dally range, 22; barome-ter, 29,87; humidity, 46; precipitation, trace; 7 p. m., temperature, 87; 7 p. m., wind. west; weather, elear. Yesterday's temperatures-

Vinite west, weather, theat. Yesterday's temperatures-*8pmHigh *8pmH 7telena41 54 Jacksonville .78 7r. Albert .42 52 Kansas City.84 5. Current .40 50 Marquette ...88 Williston ...62 66 Milwaukee ...78 Alpena74 78 Minnedosa ...60 *8pmHigh

•Washington time (7 p. m. St. Paul). River Bulletin

Stations. St. Paul Davenport La Crosse St. Louis

-Fall River forecast till 8 p. m. Friday: The Mississippi will change but little in the vicinity of St. Paul.

OCEAN LINERS.

New York-Sailed: Deutschland, Ham-burg. via Plymouth and Cherbourg; Champagne. Havre. St. Vincent, C. V.-Arrived: Kambyses, San Francisco, via Montevideo, for Ham-burg. Greenock-Arrived: Pretorian, Mon-treal

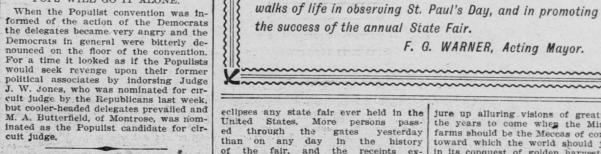
treal. London-Arrived: Glenesk, Tacoma, via

Johdon-Arrived: Glenesk, Tacoma, via Yokohama, etc. Liverpool – Arrived: Commonwealth, Boston: Georgian, New York; Teutonic, New York: Noordland, Philadelphia. Sydney, N. S. W.-Sailed: Sierra, San Francisco

Tancisco. Glasgow-Sailed: Norwegian, Boston. Rotterdam – Sailed: Potsdam, New

York. Queenstown-Salled: Waesland (from Liverpool), Philadelphia. Cherbourg-Arrived; Fuerst Bismarck, New York.

Populists were treated with scant courtesy. The convention at once nominated P. W. Scanlan, of Salem, for circuit judge as a straight Democrat. POPS WILL GO IT ALONE.



MAIL CLERK IS KILLED

FATAL COLLISION AT TEXAS RAIL-WAY CROSSING.

so high that it can only be attained in the future at the expense of the most DALLAS, Tex., Sept. 5 .- A Texas Papublic-spirited effort. "Hustle" is the motto which it sets before the farmer cific freight train crashed through a Gulf, Colorado & Santa Fe passenger train at the crossing of the two roads in the Eastern part of the city this afternoon. The combination, baggage and express car was cut in two, and the body of the mail clerk, A. F. Jackson, of Waco, Tex., was found buried under the cab of the freight engine, which was overturned and badly wrecked. The two front cars of the of states. freight, loaded with horses and mules, were demolished, killing between fifteen and twenty of the animals. The engineer phasizing in a new way the boundless resources of this greatly favored comes.

and fireman of the freight narrowly caped with their lives, but received no monwealth. From this fair the Minne-sota farmer emerges a figure of gigantic serious injuries. None of the passeng were hurt. The cause of the wreck proportions in the credit of the state. Never before has his part as a factor

and the business man. It has created a new spirit of industry which promises big for the future. A new inspiration has been given to the great agricultural interests of the state, which is bound to result in a rapid development of those interests, raising Minnesota to a top-notch position among the sisterhood The present fair has been a revelation to the most enthusiastic Minnesotan, em-

ceeded \$17,000. This fact, for advertising

purposes alone, will be worth millions of

dollars to the industry of Minnesota, But

better than this, the fair of 1901 marks

a new epoch in the history of the North

Star state, and establishes a standard

would go above it. But the Thursday's attendance ran very close to that of the preceding day. Forty-five thousand people entered the gates yesterday. This is 3,000 in excess of the attendance for the fourth day of 1900-the biggest day of that year. It is now an assured fact that the attendance for 1901 will be at least 40,000 above that of last year.

next week to cash in.

GOOD WEATHER FOR TODAY. Today will be St. Paul day and, as



Czar Fears Anarchists.

LONDON, Sept. 6.—"A member of the Russian imperial suite asserts that Em-peror Nicholas would have liked to visit Paris," says a dispatch to the Dally Mail from Constantinople, "but he has been dissuaded by his private police, who fear an anarchistic outrage,"

Welcomes today the magnificent throng Here to the heart of the brightest and best land Famed in tradition, or honored in song! Glad are the hearts that today give you greeting-Wanderers here from the regions afar; Mighty this moment, the Union completing Of purpose and effort beneath the North Star! Splendid the brawn of Cyclopean Ages Here where the prairies of God are unfurled-Here where the pulse of the Young Nation rages, Throbbing its hope to the heart of the world! Mighty the hum of its ceaseless endeavor,

Pride of the Westland! and potent forever, Building today for the Hope of Mankind!

Hail! mighty hosts tramping on in your glory! Thunders the welcome from valley and plaint Come where our cities are telling the story Of Industry's glorious triumph again! Come pitch your tents in this Dawn of Creation,

Tuning his Labor to Nature's elation-Hail: And behold what the Westland hath donet

Contraued on Sixth Page.

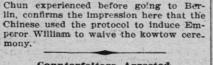
THE SPIRIT OF THE FAIR. Hail! Minnesota, the Pride of the Westland,

Mounting the future its aims have divined,

Where man conspires with a prosperous sun-

Continued on Seventh Page.





not known. According to all accounts, the passenger train stopped and whistled near the crossing, and the engineer, firentian and others on the freight state that they **CHINESE READY TO SIGN**