

The Daily Minnesotian (Saint Paul)

The Saint Paul *Minnesotian* began publication as a weekly on September 17, 1851, and became Minnesota's third daily paper on May 11, 1854, less than a month before the Grand Excursion. Like the Saint Paul *Daily Times*, the *Minnesotian* held an explicitly Whig political perspective, and therefore viewed with special favor the entourage of Whiggish politicians (including Fillmore) and investors on the Grand Excursion.

Microfilm of the *Daily Minnesotian* is available at the Minnesota Historical Society (MHS). There are no missing issues in the MHS collection covering May and June 1854. The following transcriptions are by Mark Vander Schaaf, based on photocopies by Mark and Elizabeth Vander Schaaf.

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Thursday Morning, June 29, 1854 p. 42
The behavior of the New York *Times* “opera glass man” (aka the “brandy-and-tobacco man”) shouldn’t be a surprise – New York journalists have been out to get Saint Paul ever since a *Harper’s* article of 1853.

Saturday Morning, May 27, 1854

Visit of Railroad Men and Editors

It has been freely mentioned in conversation about town during the past two weeks, that the gentlemen of the Rock Island Railroad are about to treat the leading Railroad men and editors of the United States to a visit upon the waters of the Upper Mississippi. The magnificent [sic] steamers Golden Era and Galena have been chartered for the purpose. [They?] will leave Rock Island with their distinguished guests on the evening of the fifth of June and in all probability will arrive here on the morning of the ninth. Col. Mix, the enterprising agent of the Rock Island Road was here yesterday, by the Galena, and informed his Honor, Mayor Olmsted, and several leading citizens, that we might look with certainty for some two or three hundred of the most enterprising railroad builders and owners in the United States, with many editors of note.

This will be an epoch in the history of Minnesota, and we hope all will be ready to receive the distinguished gentlemen in a becoming manner.

Monday Morning, May 29, 1854

[How Saint Paul Should Prepare to be a Real City]

It is a rule in respectable and well-bred society, that when you meet with a person who by mere assumption of an air to appear genteel in manner, having nothing but “brass,” or perhaps wealth to back him in his assumptions, that he must be immediately kicked out and voted a “snob.” A man, or a woman, may be slightly wanting in this republican country of the polished manners and the refined etiquette which would be absolutely essential to ensure favorable notices in the *salons* of Paris, or the assemblies of London; but if they have the redeeming qualities of genius, talent, intellect, goodness of heart, honesty of purpose, or any of the natural gifts or virtues of the higher order to bear them out, they will be sustained by that class of sensible and practical people whose friendship and countenance it is desirable for all of us to win and retain.

So with a city, or any other body organized for the common weal of those associated. St. Paul is a city, on paper, to all intents and purposes; but having assumed the right and title to associate with Detroit, Chicago, Milwaukee, St. Louis, &c., she must be careful that she is not voted out of their company as a gross impostor of the most hollow pretense. We have no fears that such will be the result of her efforts to make a respectable entrance upon a position which she can well maintain, if she will. She has only to deport herself with that discretion and quiet good sense which are hers by nature and education. She has chosen wise and practical counselors to advise her in the right path to future distinction and greatness; but to assume the headstrong temper of the spoiled Miss of sixteen, will plunge her down that destructive and fatal precipice which has so frequently ended the career [sic] of young and gifted beings equally as promising as she.

“Well, you are a *city*, I see by the ordinances and proceedings published in your Daily,” says the old friend or new acquaintance from abroad, who visits the Editor.

“Yes; we are endeavoring to do something in that line—only organized into that new state of existence two months ago—good and efficient set of municipal officers, but have scarcely got things in proper shape yet—doing them up as fast as possible.”

“I have no doubt you have all the *elements* among you to carry on a city in the true sense of the term; but there should be a thorough combination of all your internal energies to develop these. You are undoubtedly designed by nature to be the greatest commercial point of this North-Western country, but you must be at work to stand up against the powerful pressure which is now crowding upon you from without. You are not aware of the interest now manifested through the country in the present prosperity and future greatness of St. Paul. You must, to hold your position, make her a city in fact as well as in name, and that forthwith.

“Well, we are trying to do that as fast as possible.”

“No doubt; but notwithstanding, there are many things unsightly and uncivil-like to the eye of a stranger, which perhaps the most ambitious and vigilant among you do not notice so quick as a stranger. For instance, I arrived here last evening by the Nominee, and am stopping with your good and accommodating friends up at the American House, I enquired this morning for the Market House,—thinking to find upon the stalls thereof, all the luxuries and substantial in the way of butchers’ meats and vegetables which must be the products of your fine grazing lands and fertile soil. Judge of my surprise upon reaching the substantial and capacious edifice intended for a market, to find that no market really existed. Later in the morning, in walking through your principal streets, I found them disfigured with rude and unsightly meat shanties, with all the disgusting and unhealthy odors incident thereto fuming forth to infect the atmosphere and breed pestilence in your very midst. This will never do for a *city*!”

“Yes, but the Common Council have passed an ordinance to”—

“Confound your ordinance! that makes you a city *on paper*, and sounds very well abroad; but why don’t you have your meat shops moved into your neat and well arranged market-house forthwith. You appear, in this respect, as in many others, to be “putting on airs,” which you cannot sustain; and if you don’t rid yourself of these false assumptions, you will be voted out of city society by the practical and influential strangers who will visit you next month.”

Here we had to “give in” and acknowledge the good sense and justice of our visitor’s criticism upon the present shabby-genteel appearance of St. Paul as a city. A week from this date we hope to record the fact that she is disposed to make her appearance in more becoming manner and in better dress.

Friday Morning, June 2, 1854

The Men of the East

We will not yet call them the wise men of the East—those who are to honor us with a visit next week; because we feel well assured they will all acknowledge that their wisdom has but just dawned upon them, after they have had an opportunity of seeing the garden land of Upper Mississippi—the country now of great promise to the full fruition of all the hopes and prophecies of its devoted sons, who first brought its glories to the notice of the world.

We merely set out to announce that our previous calculations as to the number of leading business men and railroad capitalists of the United States who will land at St. Paul on Friday morning next, has heretofore been far underrated. The Galena yesterday brought news that it had been found necessary to charter three boats in addition to herself and the Golden Era. The extra boats selected by Messrs. Sheffield and Farnham are the War Eagle, of the Galena and Minnesota Packet Line, and the Lady Franklen [sic] and G.W. Sparhawk of the Galena and St. Louis Line. The most moderate estimate, Capt. Morehouse informs us, of the number that will be aboard these five superb packets when they land at St. Paul is *eight hundred*. Some go as high as twelve or fifteen hundred; but these, of course, are exaggerated figures. The Rock Island Railroad Company have found it necessary to increase their original amount of appropriations to defray the expenses of the great expedition, and they finally conclude to devote to this purpose the sum of *thirty thousand dollars*, with as much more as may be deemed necessary to make the affair all that ample means will accomplish. This generous spirit deserves to be met by a corresponding degree of liberality on the part of every town and neighborhood above Rock Island; and we have no doubt it will.

The people of Minnesota, and of St. Paul and St. Anthony in particular, we feel authorized to state, are duly sensible that the ninth and tenth days of June 1854, are to mark a great epoch in their history. Let us so regard this grand demonstration; and after doing our whole duty to make our guests comfortable and happy during their stay among us, with as little tiresome parade and show as possible, let us trust the result of impressions formed by them in regard to our country and ourselves to the dictation of their own good sense. This accomplished, we have nothing to fear, from their ultimate judgment.

Monday Morning, June 5, 1854

The Great Excursion

Our citizens are beginning to be on tip-toe concerning the great excursion of this week. The general query is, what shall we do with this expected throng of distinguished citizens from the United States? Being as we are out of the States, and they are more particularly the guests of the Rock Island Railroad Company, we do not suppose they will expect us

to strain ourselves to accomplish any thing more than we are able to well do through the agency of practical sense, good taste, frugal manners, and hearty frontier greetings. We will all find friends and acquaintances among the company; if not, we can soon make them; and then let each and every one of us be prepared to do the best we can to amuse, inform and make happy and comfortable those into whose company we happen to fall. In our opinion, a *public* reception, or a reception at the city's expense, or a general entertainment by hum-drum processions, dinners, &c., on shore, at the expense of citizens, considering the great number that will comprise the company, would be exceedingly disgusting to the visitors, and very vulgar and village-like on our part, were we to attempt such nonsense. With the little suggestion we threw out on Saturday, which we are happy to see the Democrat endorses, and those contained above, we rest our views of the case for the present.

The Galena Jeffersonian, in its issue of Wednesday, has the following in regard to this magnificent affair:

“It might be reasonably expected that the Company that could, and did build the Chicago & Rock Island Railroad, 180 miles in length, in less than nineteen months, would celebrate the connection established through their instrumentality, between the Atlantic and the Mississippi, in a fitting and appropriate manner. At a meeting of the Directors in January last, it was resolved to give the stockholders in the Road and a FEW HUNDRED invited guests, an excursion from thence, by steamboat to St. Paul and St. Anthony Falls. To carry out the intent of that resolution, the officers of the Company in Chicago and along the line, ably assisted on the river and at Rock Island by Col. Mix, the untiring agent, have been industriously employed in making arrangements calculated to heighten the enjoyment of the occasion, and gratify the curiosity of their guests. The party leave Chicago, Monday, June 5.

At Rock Island they will find at the landing, *five* of the best steamboats in the Galena & St. Louis and Galena & St. Paul trades, upon which they can embark. Touching at all the principal towns along the river, they will reach St. Paul on the 8th, and after a delay of two days to be spent in fishing, sight-seeing, &c., they will return by the same route. It is estimated that at least *one thousand persons* will accept the invitation to be of the party. For their entertainment nothing has been spared that the country affords. Whatever in the way of fishing and game that money will buy, will be furnished in Western profusion. The hunters and fishers are now out laying in supplies for the great occasion.

The Rock Island Railroad Company foots all the bills. It is in the programme to take each guest at his own house, whether in New York, Boston, or Maine, and after having feasted, *feted*, and “excursioned” him to return him safe, sound, in good order and well conditioned to the shadow of his own vine and fig tree, wholly at the Company's expense. The entertainment as a whole is a conception worthy of *Farnham & Sheffield*, the builders of C. & R. I. Road, and we doubt not

that under their care, it will be long remembered as the most magnificent festival of the age.

After all, the object of the excursion, on the part of its projectors, is not so much pleasure merely as, as a desire to make a thousand more or less men of capital and influence acquainted with the enchanting beauty, the boundless resources and the unexampled prosperity of the Great West. They hope to be able by showing our vast and fertile prairies, our productive mines, our magnificent rivers, our flourishing towns and our thriving and industrious people, to remove the suspicion which in the minds of eastern men has attached to Western railroads and all other Western investments and that hope, unless we are false prophets, will be realized to its fullest extent.

Tuesday Morning, June 6, 1854

The Excursion

The Chicago Press of Thursday estimates the number who would probably leave that city upon the great excursion this week as one thousand! The Press says it will be the greatest event of the kind that ever happened in this or any other country. In regard to the arrangements, the editor remarks:

“The excursion train will leave this city at 8 o’clock on Monday morning, and arrive at Rock Island at 4 o’clock in the afternoon. Several fine steamers, chartered expressly for the purpose, will be there in waiting, and the company will go immediately on board the steamers, where dinner will be served. After witnessing a display of fire-works from the foot of Rock Island, the boats will be off for St. Paul, Minnesota. It is thought the party will be able to visit the Falls of St. Anthony and return to this city by Saturday night.”

Mr. Bass, just from Chicago, thinks the party will arrive here on Friday morning and leave the same evening. If so, our calculations in regard to a grand entertainment on that evening must all fall to the ground. But let us be prepared, at all events.

Thursday Morning, June 8, 1854

Take Notice.

The undersigned Committee of Arrangements, appointed by the citizens of St. Paul to make preparation for the reception of the “Guests of the Rock Island Railroad Company,” expected here on Friday, the 9th inst., give notice that they have made the following arrangements, viz:

A Ball at the Capitol in the evening.

Tickets can be obtained at the Book Stores, and at the American House and Central House. Price, \$5 for a ticket admitting one gentleman and two ladies. Refreshments will be furnished by the committee.

The following gentlemen have been selected as Floor Managers:

Hon. J. Travis Rosser, Franklin Steele, Esq., Hon. David Cooper, Hon. Isaac Van Etten, M.L. Olds, Esq., John O. Farrington, Esq.

The following persons also have been selected as a Committee to attend the guests from the boats to the Capitol, viz:

M.S. Wilkinson, Esq., George L. Becker, Esq., George K. Swift, Esq., Charles W. Borup, Esq., William H. Randall, Esq., William R. Marshall, Esq.

The citizens of St. Paul and St. Anthony are requested to tender the use of their carriages and wagons, at the disposal of the guests on Friday morning.

Alexander Wilken,
W.G. Le Duc,
Charles G. Petteys,
A. Vance Brown,
Joseph M. Marshall

Friday Morning, June 9, 1854

The Great Excursion.

On Wednesday at 12 o'clock, at La Crosse, we joined the Grand Flotilla which landed at St. Paul yesterday morning. As the boats neared the landing at that village, all previous conceptions of the splendor and magnitude of the *fete* which Messrs. Sheffield & Farnham had promised the citizens of the Upper Mississippi Valley, were so far overreached by the reality, that we at once concluded to abandon all idea of endeavoring to attempt a newspaper description, in detail. Five superb steamers, equal in accommodation and management to any vessels of their size that float the waters of the continent, freighted to their utmost capacity with the *elite* of the American Republic, in regard to talent, wealth, beauty and worth, majestically plowing the waters of our noble "inland sea," within hailing distance of each other, and under the complete control of one general head, is not a sight that we may reasonably expect to witness more than once in a lifetime.

According to the programme, about *twelve hundred* invited guests of the Chicago and Rock Island Railroad Company assembled at Chicago on Saturday evening last, to join in the excursion celebratory of the union of the Mississippi with the Atlantic. This immense concourse was passed over the Road on Monday, with a degree of order and regularity

that all speak of in the highest degree of commendation. Arriving at Rock Island, the following steamers were in waiting to receive the guests:

GALENA AND ST. LOUIS PACKETS

Golden Era, Capt. Hiram Bersie;
G.W. Sparhawk, Cap. Montreville Green;
Lady Franklin, Capt. Legrand Morehouse.

GALENA AND MINNESOTA PACKETS

War Eagle, Capt. D.S. Harris;
Galena, Capt. D.B. Morehouse.

On these magnificent packets, embarked about one thousand of the company; and at a given signal, bells were rung and whistles sounded, and then the curling waters of this Great River opened to receive the keels of vessels freighted with hundreds of the most distinguished men and women of the nation, who had never before set eye upon the rich beauties which nature had distributed so profusly [sic] over our mighty valley. The list of names which we annex shows that the character of the party is such as was never before assembled in one company in these United States. Eminent statesmen; world-renowned jurists; the great and celebrated in science and divinity; the famous in art and letters, and the leading men at the helm editorial are mingled in social intercourse upon this grand occasion.

It was an unfortunate event that the weather proved somewhat unfavorable when the party was landed at Galena on Tuesday morning. – Notwithstanding this drawback, the Galenians were on hand to receive the guests in a manner becoming the well-earned reputation of that enterprising city. An excursion was had to the mines, and at the boats addresses were made and happy responses received from Hon. Edward Bates, of St. Louis, Ex-President Fillmore and others. At Dubuque, the same interesting ceremonies took place.

At La Crosse, the boats landed in a driving rain storm from the north, which prevented the citizens from making such demonstration as they otherwise would have wished. Still, a large crowd was at the landing, and when the familiar visage of MILLARD FILLMORE appeared upon the Golden Era, there were universal and prolonged cheers from the assembled multitude on the shore. But a brief stop was made here; and this was the last general call made at any point until the party arrived at St. Paul yesterday morning.

The boats reached our landing about eight o'clock in the morning. The display of the fleet in our river upon rounding the point below the city, is represented by those who witnessed it from the shore, as being grand beyond precedent. The five boats were so arranged that they approached in order as regular as though they were an armed squadron taking their position in line of battle. Two full bands of music were on board, both of which struck up lively airs as the boats neared the landing. This, with the rays of the bright June sun which broke forth in all his glory after three days storm; the animation of

the company on board the boats, and the enthusiasm of the assembled hundreds on shore and on the decks of the Admiral, then lying at the landing, produced a scene of excitement which St. Paul has never before witnessed, and perhaps will not again for many years.

Unfortunately, the fast railroad time of Sheffield & Farnham, on this, as on the occasion of all enterprises in which they engage, was somewhat ahead of their neighbors and contemporaries. The citizens of St. Paul were not expecting the grand arrival until twenty-four hours later. Consequently, no such arrangements were consummated to receive their guests as had been planned and were in process of execution. But nevertheless, they did the best they could under the circumstances; and we hope the degree of attention so promptly displayed upon the spur of the moment has been satisfactory to the distinguished company.

Many of the party – a large majority, we believe, - visited the Falls of St. Anthony and Fort Snelling, and returned highly delighted with the excursion. Throughout, the excursion has been one scene of uninterrupted pleasure and delight to all who have participated in it. To the personal attentions of Mr. Farnham and his amiable lady, and to those of Col. Mix, and the officers of the several steamers, we feel authorized to say all are ready to bear grateful testimony. All are in extacies [sic] of delight with the country, the scenery and the grandeur of the occasion. In mingling freely among the vast company, we failed to see a soured visage or hear a complaining remark. To the projectors and executors of this more than regal fete, the North-West, and the individuals who comprise the party, owe a debt of heart-felt gratefulness, which can never be repaid.

We will not attempt to-day to narrate the many pleasing and agreeable incidents of this occasion. Below we give the names of such of the distinguished guests, as we were enabled to collect while the boats were passing from La Crosse to St. Paul. Many in all probability, who equally deserve a place in this record have been inadvertently omitted. In the company are about two hundred ladies, the wives, daughters and friends of the male guests. Among them, we notice the name of Miss CATHARINE SEDGWICK, and others, not unknown to fame in the literary world. But we must close our account of to day, and finish up full particulars hereafter.

In the company that is thronging our streets as we write are the following gentlemen:

- Hon. Edward Bates, of Missouri.
- “ Millard Fillmore, Ex Pres’t U.S.
- “ N.K. Hall, N.Y.
- Gov. Mattison, Ill.
- Gen. Jno. A. Granger, Canandaigua, N.Y.
- Hon. John A. Rockwell, Ct.
- “ Geo. A. Babcock, Buffalo, N.Y.
- “ John R. Bartlett, Providence, R.I.
- “ John A. Dix., N.Y.

“ George Bancroft, of Boston
 “ N. Edwards, Ill.
 Francis P. Blair, Esq., Maryland
 Francis P. Blair, Jr., Esq., St. Louis.
 Elbridge Gerry, N.Y.
 Rev. Dr. Bacon, New-Haven, Ct.
 “ Mr. Pitkin, “
 “ Mr. Littlejohn, “
 Prof. B. Silliman, sen., Yale Coll., Ct.
 Rev. Dr. Fitch, do
 Prof., A.C. Twining, New-Haven
 Prof. Hubbard, Dartmouth College, N.H.
 J.J. Phelps, Esq., N.Y.
 Hon C J M’Curdy, Ct
 Gov Roger S Baldwin, Ct
 Hon D B St John, Albany, N.Y.
 Jas Brewster, Esq New-Haven
 Hon Alva Hunt, N Y
 Rufus H King, Albany
 Frank Townsend, do.
 Hon John C Wright Schenecteday
 Mr. Cassey, New York
 “ C.P. Williams, Stonington Conn
 “ V.P. Down, Albany
 “ H.T. Tuckerman, Boston
 “ N.C. Ely, New York
 “ E.H. Tracy, New York
 “ W. Chauncey, Ex-Mayor New York
 “ A.J. Clarkson, St. Law’e Co. N.Y.
 “ J. Pall, New York
 “ S. Frothingham New York
 Judge Oakley, New York
 A.S. Murray, Esq. Orange Co. N.Y.
 Col. Abel, Albany New York
 Rev. Dr. Spring, New York
 “ Dr. Kennedy, Albany
 “ Dr. Vermilliyea, New York
 Charles B. Sines, New Haven
 Judge Wood, New Haven
 Judge Parker, Albany
 Judge S.O. Phelps, Conn
 J.F. Kennett, Artist, New York
 Capt. Goodrich, New Haven
 Robert B. Minturn, New York
 Mr. Bogart, New York
 Wm. Higgins, Liverpool, Eng.

Col. Wm. Davenport, late U.S.A. Phila.
 Judge Parker, Prof. Law. Harvard Uni.
 Hon. A.C. Flagg, Late Controller N.Y.
 Moses Kimball, Esq., Boston
 Rev. Messrs. Curtis, Eggleston, Clarkson, and Sheply, of Chicago
 H.W. Farnham, of Chicago & R.I.R.R.
 Col Mix, do do
 Mr. Cook, firm of Cook & Sargent, Davenport, Iowa
 Judge Grant, Davenport, Iowa
 John C Hamilton, N Y
 Thos W Gale “
 Nicholas Dean “
 W C Redfield “
 John Howe N J
 John Bloom, Washington Hollow, N.Y.
 Capt. O Smith, President Galena & Minnesota Packet Co.
 Judge Gale, La Crosse, Wis.
 John H Kinzie, Chicago
 Robt S Hilton, Albany
 Benj M Hutchinson, Rome, NY
 F F Marling “
 John B Jervis “
 Dr J T Warner “
 H G Bronson “
 W S Herriman “
 John J Mason “
 Chas Stebbins, Jr Cazanovia, NY
 J Phillips Phoenix
 M. Van Schaick, NY.
 Hon. E.W. Hamlin, Wayne Co. Pa.
 S.S. Smith, New York
 A.M. Knapp, New York
 J.H. Ten Eyck, New York
 Wm. D. Bliss, New York
 Saml. J. Tilden, New York
 Capt. Scribe Harris, Galena, Ills
 Capt. Gear “ “
 O.C. Harris, Waterville, New York

EDITORS

Col. Fuller, New York Mirror
 George H. Andrews, N.Y. Cour & Enq
 H.L. Tobey, Kingston Journal, N.Y.
 E. Evans, Buffalo Democracy
 Chas. Hudson, Boston Atlas
 Chas. A. Dana, New York Tribune

Epes Sargent, late of Boston Transcript.
 S. Bowles, Springfield (Mass) Repub
 A.H. Bullock, Worcester Aegis
 J.H. Sanford, New York Jour. Com
 N.W.T. Root, New Haven Register
 James F. Babcock, “ “ Palladium
 Jos. A., Woodward, “ “ Courier
 Carlton Edwards, Albany Express
 Isaac Platt, Poughkeepsie Eagle
 A.S. Pease, Po'keepsie Telegraph
 Charles Hale, Boston Advertiser
 A.P. Cummings, N.Y. Observer
 W C Prime, NY Journal Commerce
 D E Wagner, Rome Daily Sentinel
 John S Boswell, Hartford Courant
 J A Harris, Cleveland Herald
 H H Van Dyck, Albany Atlas
 Col. Wm Schouler, Cincinnati Gazette
 E D G Prime, N Y Observer
 Caleb Foot, Salem (Mass) Gazette.
 Mr Aiken, N Y Evening Post
 A S Evans, Chicago Journal
 John A Bross, Chicago Dem. Press.
 Dr. Ray, Galena Jeffersonian
 Lewis McIver, Utica Telegraph
 F A Moore, Springfield (Ills) Jour.
 Col. Danforth, Rock Island Republican
 Wm Duane Wilson, Chicago Courant
 Chas Welden, N Y Daily Times
 John Lockwood, Jr., N Y Home Jour.
 Ellis H Roberts, Utica Herald
 B. Fitch, N.Y. Com. Advertiser
 C. Cather Flint, Chicago Daily Tribune
 R.L. Wilson, editor of Chicago Journal
 Thurlow Weed, of the Albany Journal, and
 Hugh Hastings, of the Albany Knickerbocker, [check]
 left the party for St. Louis, at Rock Island

Resolution of the Common Council of the City of Saint Paul.

We are compelled to defer until to-morrow, the proceedings of the City Council of
 Wednesday, June 7th, with the exception of the following resolution, in relation to the
 Excursion Party to this City:--

WHEREAS, Information has reached this Common Council, that the Chicago and Rock Island R.R. Co., purpose to celebrate the completion of their road, by an Excursion by Steamboat, from the terminus of said road on the Mississippi, to this city:

AND WHEREAS, this Common Council has learned, also, that among the guests, upon this occasion, there will be many of the influential and distinguished “wise men of the East,” whose names, by virtue of their gigantic plans for developing the resources of the West, their well conceived energy and their wide extended liberality, are as familiar to us all as “household words,” therefore be it

Resolved, That we recognize in the proposed excursion, unsurpassed in its conception, and unequalled in the arrangements which have been entered into for its successful accomplishment, the same spirit which has placed the Chicago and Rock Island R.C. Co. so far in advance of all its rivals; and that from the completion of this road, and from this excursion, and from the far seeing wisdom which has planned and executed both, we are led to expect much for ourselves, and for the many millions who will ere long inhabit this vast region, stretching north and west from Lake Michigan to the Pacific Ocean.

Resolved, that every citizen of St. Paul, be and he is hereby requested to do all in his power to render the sojourn of the guests of the Chicago and Rock Island R.R. Co. among us, pleasant and agreeable; and that all are called upon to do something towards establishing the good name of our infant city, for warm hearted, generous hospitality.

Resolved, that these resolutions be signed by the Mayor, and a copy thereof, duly attested, be forwarded by the city Clerk to the President and Directors of said Company.

Saturday Morning, June 10, 1854

The Finale. – Incidents, &c., of the “Excursion.”

Our guests from the East have left us, and the city has donned its accustomed every-day business attire. After the return of those of the company on Thursday, who chose to embrace the occasion to visit the Falls of St. Anthony, and other noted scenery in our vicinity, a trip was made by the boats to Mendota and Fort Snelling, which passed off in that agreeable and happy manner which characterized the proceedings throughout. The boats returned to St. Paul at 7 o'clock. Our citizens had busied themselves during the day in preparing for the Grand Reception Ball at the Capitol, which was *to have* come off on Friday evening. By extra exertion, which principally fell to the lot of Messrs. Le Duc and Mix, (Private Secretary to Gov. Gorman,) the whole arrangements were completed in elegant style by the time in the evening the company was ready to assemble. – A large proportion of the guests had repaired to the scene of festivities by eight o'clock. It was arranged that a reception should there be given to Ex-President Fillmore and other distinguished men of the company.

His Excellency Gov. Gorman was appropriately selected to welcome the Ex-President, and introduce him to the people of Minnesota. Gov. Gorman's remarks on the occasion were happy and pertinent, and delivered in a spirit of good taste, which met the approbation of his fellow-citizens. The reply of Mr. Fillmore we should have reported in full, but for the difficulty of being at a distance from the speaker we were unable to hear all he said. The applause, however, of those who were more fortunate, told plainly that he was speaking to the point.

Hon. Geo. Bancroft, of Boston, was afterwards called upon and promptly responded. It is not necessary for us here to state that Mr. B. is one of the most pleasing and classical speakers of our country. His remarks on this occasion did full justice to his reputation. He spoke of the enthusiasm with which he had been inspired at beholding our Great Valley and the river which bore its waters to the ocean. He was rejoiced to find that the great institutions of our common country, religion and education, had preceded him into this western world, and were sustained and nurtured to such an eminent degree by the community in whose midst he now stood. By the natural aid of the great Father of Waters, and the expansive and fertile country we possessed, combined with the benign influences of these institutions, we need have no fears of a great and glorious destiny in the future. He had looked upon Lake Pepin, where the Mississippi concentrated all its energies in one vast expanse of waters, and for the first time had fully realized the magnitude of its destiny. Hencforth [sic] he would advise his friends to throw away all books and newspapers, which purport to tell of this North-Western land of promise and come and see for themselves. As to railroads, we need have no fears that we would not have them in our time. The men now in our midst had seen sufficient to warrant him in saying, on their behalf, that no rest would be given the iron horse, until he reached the banks of the Mississippi at our beautiful city.

As we have intimated, the entertainment at the capitol came fully up to the expectations of guests and citizens. The first opportunity was there afforded to the company during the excursion to mingle freely together in one general assemblage. All regretted that the time of departure (eleven o'clock) arrived so soon; and we believe all departed bearing with them the most happy remembrances of St. Paul's efforts to entertain them.

The five boats departed about half-past eleven o'clock, to bear the enthusiastic company back to their homes. As late as the hour was, hundreds of our citizens lined the bluffs, to give their Eastern friends a cordial cheer at parting. The bells were struck; the lines cast off, and in the skillful and orderly manner which characterized the management of the fleet throughout, the boats headed down stream; and all was over.

INCIDENTS

We have one of these to relate, illustrative of the comparative merits of Western and Eastern civility: It happened on the upward trip, that the Galena had on board about a sufficient number of gentlemen accompanied by ladies, to fill the seats at one table, stretched the entire length of the spacious cabin. In addition to these, and many others who had been sufficiently well taught in the rules of common civility to refrain from

attempting to exclude ladies from their proper position, were some thirty or forty young sprigs of "aristocracy," who were probably traveling at the expense of the pockets and upon the credit of the invitations of their "old men," whose business – made more irksome by the extravagance of their hopeful sons – deprived them of the pleasure of joining the expedition. On Wednesday, after the table had been set for dinner, these promising sprouts of "Young America" took occasion to lay their several cards upon different plates arranged upon the table, with the idea of retaining places thereat at the first sitting, to the exclusion of the ladies. The attention of Capt. Morehouse was called to the supercilious act, and with great promptness, but in a very quiet manner, he at once proceeded with his own hands, to remove every card from the table, and give them a toss overboard. For this decisive act he received the unanimous applause and approbation of every lady and *gentleman* on board. One of the "insulted," as he termed himself, had the impudence to ask the Captain, after it was all over, by what "authowity" he removed his "cawd" from where it had been placed. He answered to the effect that "out West" it was a law among steamboat men to pay due respect and courtesy to ladies, and that in enforcing this rule, Captains and Clerks were in the habit of administering salutary lessons to ill-bred violators of the law whenever the circumstances required it. Capt. M. further hinted that more serious consequences might be avoided by letting the matter rest just where it was, without saying or attempting anything further in violation of the regulation. We will warrant the suggestion was carried into rigid practice to the end of the excursion.

The passage through Lake Pepin on Wednesday evening will be long remembered [sic] those on the Galena, Golden Era, Sparhawk and Lady Franklin. Upon entering the lake, about ten o'clock, the boats were ascending in the order in which they are named. At a given signal by the leading boat, which had been previously agreed upon between the captains, all prepared to come alongside and lash the whole four abreast. The engines of the Galena were stopped, and by the time the others reached her, she was resting motionless upon the surface of the calm, currentless water. The coming together and making fast was done with such skill and precision, that although the motion of the three hindmost boats was not entirely stopped, yet they came up so gently and easily that no so much as the least perceptible jarring or friction was created in the execution of the design. Thus the four moved thro' the lake, offering an opportunity of a general exchange of intercourse between the company, and affording a scene of grandeur and pleasing excitement which perhaps the waters of Lake Pepin will not again behold for many a day. – It was regretted on all hands that the War Eagle was too far ahead at the time to participate in this grand ovation to that portion of the Mississippi where its rights and supremacy are fully asserted.

Quite an amusing scene took place at our landing on board the Sparhawk on Thursday evening. Some of the wags from Yankee Land got up a burlesque upon the general "doings" along the route in the way of official receptions. The gentleman who officiated as mayor acquitted himself with great credit, and Mr. Kimball, formerly of the Boston Museum, in the character of the traveling candidate for the Presidency, made some most

happy hits in the course of his remarks. Had a reporter of Punch been present, he could have collected material of the first merit sufficient to last him a month.

Thus endeth the great event of the summer of 1854. Its fruits will be many, and will speedily begin to develop themselves. It is hard to calculate their extent and importance.

Monday, June 12, 1854

Complimentary

Although the following resolutions complimentary to the officers of the War Eagle, have been published in some of the city papers, we deem it our duty to copy them, even at this late day. In the hurried crowd of other incidents of the excursion, we inadvertently overlooked this one:

At a meeting of the passengers on board the War Eagle, on her passage from Rock Island to St. Paul, on the 7th day of June, 1854, Professor Benjamin Silliman, of Yale College, was called to the chair, and F.F. Marbury was appointed Secretary.

The meeting having been called to order, the Hon. A.C. Paine offered the following resolution:

Resolved, That the thanks of the ladies and gentlemen now on board this boat, be presented to Capt. O. Smith, President of the Minnesota Packet Company, and to Capt. D.S. Harris, Commander, and Mr. W.S. Fawcette, Clerk of the steamer War Eagle, for their marked kindness and courtesy to us, the guests of the Chicago and Rock Island Railroad Company, on this excursion, for their thoughtful attention to our wants and comforts.

The resolution was seconded by Rev. Dr. Spring, and adopted unanimously.

On motion of Mr. John C. Hamilton, seconded by the Hon. John L. Mason, it was

Resolved, That a Committee be appointed to confer with the guests on the other boats in this excursion as to the proper mode of expressing their feelings and views in respect to the great enterprise which is so far accomplished.

Messrs. Hamilton, John C. Wright, Sheppard Knapp, together with the officers of the meeting, were appointed such Committee.

The meeting was then addressed by Messrs. T.J. Tilden, Rev. Dr. Spring, Nicholas Dean, W.T. McConn and Professor Silliman, in terms expressive of the great delight which the excursion had afforded them.

On motion, it was

Resolved, That the proceedings, signed by the officers of the meeting, be sent to Capts. Harris and Smith, and to Mr. Fawcette, and that the same be published.

C. Silliman, Chairman
F.F. Marbury, Secretary

[Noted]

- Such men as Geo. Bancroft, Chs. Sedgwick, Chas. Hudson, and others of Massachusetts, and Preston King, of New York, “gave up” when they saw Lake Calhoun, that they have no such sheet of water and surrounding scenery East. It was voted by the company that some enterprising Yankee should be impressed with the duty of buying the claim of Mr. Brisette, and erecting thereupon a commodious resort for summer visitors. Who will be the lucky man?
- Among the distinguished visitors of the party on Thursday, not hertfoore [sic] named, were Dr. Robinson, the celebrated linguist and philologist, of New York City, and his lady, who is the authoress of several popular romances of a high moral tone.

Tuesday Morning, June 13, 1854

[Noted]

- Prof. B. Silliman.—This veteran in science, in his recent visit here, expressed himself highly delighted and astonished with the appearance of what he saw. He is, if we are not mistaken, considerably upwards of 70, yet age hangs lightly on him; and when speaking, his voice was clear and strong, and he looked quite young. He is a tall, fine looking man, and “may his shadow never grow less.” – *Galena Adv.*

Wednesday Morning, June 14, 1854

A Discourse of the Times

Below we give the apropos discourse delivered by one of our ministers on Sunday last. As on all other occasions of public interest, it will be seen that the Protestant pulpit has been prompt to give a proper blending of thought upon things temporal with things spiritual. The discourse was procured for publication through the following medium:

St. Paul, June 12, 1854

Rev. E.D. Neill--Dear Sir: Having heard with much pleasure, your excellent discourse of last Sabbath morning, we respectfully solicit a copy of the same for publication in one of the St. Paul papers.

W.R. Marshall,	L.A. Babcock,
Daniel Rohrer,	S.P. Folsom,
A.G. Fuller,	J.M. Stone,
Richard Jackson,	H.F. Masterson,
L. Marvin,	A.S. Elfelt,
G.W. Moore,	L.B. Sutton.

Railways in their Higher Aspects:

A Discourse delivered by Edward D. Neill, June 11, 1854.

Isaiah xl.3. The voice of him that crieth in the wilderness, Prepare ye the way of the Lord; make straight in the desert a highway for our God. Every valley shall be exalted and every mountain and hill shall be made low; and the crooked shall be made straight, and the rough places plain.

Judges v.6. In the days of Shamgar the son of Anath, in the days of Jael, the highways were unoccupied and the travellers walked through byways.

The Prophet Isaiah in uttering this language, foretold in figurative expressions, the pioneer work of John the Baptist, yet it primarily was applied to the return of the Hebrews from their captivity in Babylon.

Not only in the days of Shamgar, but during all of the earlier periods of the history of the world, there was but little international intercourse. The means of transportation were exceedingly limited, and there were few roads that were common thoroughfares for nations.

Here and there, over the mountains and through the valleys, there were trails of the hunter and restless adventurer, and pathways of sheep and their shepherds, but seldom was there a highway of any costliness extending beyond the national boundaries. It was the policy of the day to intrench or wall themselves around, and cut off the intercommunication of the people. When, therefore, great bodies of men were necessitated to move toward some distant land, a preparatory work was needed. Pioneers preceding the army or caravan, made highways for their passage, smoothing down the rough hills and filling up the marshy valleys.

Diodorus, an ancient historian, in giving an account of Semiramis, Queen of Babylon, says: "In her march to Ecbatane, she came to the Zarcean mountain, which extending many furlongs, and being full of craggy precipices and deep hollows, could not be passed without taking a great compass. Being therefore desirous of leaving an everlasting memorial of herself, as well as shortening the way, she ordered the precipices to be digged down and the hollows to be filled up,

and at a great expense she made a shorter and more expeditious road, which to this day is called from her the road of Semiramis."

Babylon was separated from Judea by a wide and dreary country, and no doubt pioneers were literally sent on before to "make straight in the desert a highway."

Since the advent of the year eighteen hundred and fifty-four, the community in which we dwell have been greatly interested in the propositions for making a straight iron highway from the head of Lake Superior to this point on the Mississippi, and from hence to the waters of the Pacific, connecting with bracelets of iron the Naiads of the St. Lawrence, Mississippi and Columbia.

Every mail is watched with eagerness, in the hope that it may bring the intelligence that the National Congress has taken measures for exalting the valleys and lowering the hills and mountains that lie between our Mediterranean and Pacific.

The week that has passed has been signalized by the arrival of hundreds of our fellow-countrymen on an excursion in boats as far excelling in splendor the renowned barges of the luxurious Cleopatra, as those surpassed the osier vessels of the Briton, or the birchen canoe of the Ojibway,--who have been gratified and astonished by a continuous journey in a steam vehicle from the shores of the Atlantic to the head of navigation of the mighty Mississippi, in the brief space of a few days.

"To every thing there is a season, and a time to every purpose under Heaven," saith Ecclesiastes.

Fatigued with the multiplied duties of last week, unfitted for severe thought, and believing that the theme can be appropriately discussed, without infringing upon the sacredness of the day, or deviating from the dignity of the pulpit, we enter upon the consideration of

RAILWAYS AND OTHER MODES OF INTERNATIONAL COMMUNICATION, IN THE HIGHER AND RELIGIOUS ASPECTS

In the first place, their construction and repairs *decrease idleness*. The greatest political curse is an idle population. Wherever men are standing about the wharves and market-places, with no labor for their hands, there are the fomenting vats of vice. The work-shops of the great enemy of the human race are here constructed, and the evil one is always busy in inciting theft, and riot, and murder. Let a nation cease to have enterprize and disregard internal improvements, and there is soon a concentration of wealth among the few, while the masses, with nothing to do, deteriorate and infest the highways and by-ways, like the Lazaroni of Italy.

But if a nation has in process of construction great thoroughfares, there is a demand for labor and the most illiterate can find something for his hands to do, in the digging of a canal, in breaking stones for a turn-pike, or in making the embankments of a railway.

Among the greatest preservatives of our country from corruption and decay, have been her vast internal improvements, which have for years been absorbing the bone and sinew of the population. Men as soon as they escape from the confined holds of emigrant ships, are not suffered to lounge about and prey like evil birds upon the vitals of society, but are hurried off by hundreds to work for fair remuneration, with wheelbarrows, shovels and pickaxes, upon some vast public thoroughfare.

As the thoughtful man passes the line of a great route of travel, and notices the number of rude dwellings erected in forest wilds by day laborers who otherwise would have been pests to a crowded city, he can but bless his God, for putting it into the minds of men, to construct roads, to act as drains for the surplus population of crowded cities of civilization. While preventing indolence, we remark in the second place, that *our great thoroughfares expand the mind of the nation.*

He who engages in any great work of art, obtains a breadth of mind not otherwise attainable.

It is impossible to assert with preciseness, at what time or by whom those vast piles of masonry, known as the Pyramids of Egypt and wondered at by the whole world were erected, but who can doubt that those who were operatives in those Titanic structures, had larger views than those whose days were passed, in tilling fields in some remote valley of the Nile.

So in modern time the laborer who assists in piling up the massive stone abutments for the support of hanging bridges of wire, over some thundering cataract, for the passage of long trains of ponderous cars, freighted with passengers, from every nation under Heaven, must have more weighty thoughts, than he who spends a life time in digging peat, or threading cow-paths.

As the traveler passes on the great railway connecting Dunkirk and Lake Erie, with the Atlantic coast, at one time flying like a bird along the sides of mountains, midway between the base and summit, looking down upon the tops of trees, and the roofs of villages appearing for a little while and then disappearing like the mist of the morning; at another time wandering through pathways in the heart of the mountains, which "the eye of the vulture hath not seen," or leaping over streams in the twinkling of an eye, he obtains an idea of vastness, which is never learned elsewhere.

Who can watch the operatives engaged in the new process of tunneling, and see art subduing nature, the mountain writhing groaning and spitting fire, as the engineer with his ingenious instruments grinds it to powder, and drills a great thoroughfare, in its center, without being convinced that the human mind has great resources and feeling that man is "wonderfully made," and but "little lower than the Angels." These thoroughfares in addition to the expansion of mind produce *great general intelligence*.

Before the great railroads ribbed the Republic, there were regions that were far behind the times. The inhabitants obtained but little knowledge, except that which was obtained from the country store-keeper who had returned on horseback from the distant city, whither he had gone to purchase his goods. The sight of the stage was a great, though only occasional pleasure. Under the improved system of roads, a transformation has taken place. The distant and retired hamlet, is supplied by breakfast time with the intelligence brought to New York by some European ship on the afternoon of the previous day. The country resounds with discussions on the speeches on the Nebraska bill delivered in the Senate House during the same week, and the inmates of a retired farm house are watching with interest the arrival of the next steamer to know the latest intelligence from the seat of war in Turkey.

As the sun dissipates the mist of the morning so the use of steam vehicles *has driven superstition from her ancient haunts*. In the sequestered hamlets of the mountain side, or in some deep glen there dwelt for many long years, tales of witchery and tales of gibbering ghosts. The horse shoe was nailed on the barn as an exorcism of evil spirits. The principles of natural philosophy were unknown, and strange and marvellous accounts were given of the phenomena of nature. Lead was supposed to grow in the ground like potatoes, and water was detected by hazel twigs.

But when the iron horse once shrieked through the valley and the mountain cut, "black spirits and white spirits, red spirits and grey" fled, and the tale of spectres was supplanted by the story in the newspaper, which was even stranger than fiction.

The agriculturalist began to reason and study how to apply chemical science to the improvement of his farm, and to send his stock and his children to the city, -- the former to be sold, the latter to be educated.

It becomes us, again, to praise God for our great national thoroughfares, because they are *valuable aids to contentment*.

As early as the days of Horace, men in the city of Rome, under the fatigue and pressure of duties, became discontented with their lot, and sighed for the fresh air,

and the green fields of the country, and those who were rustics looked with envy upon those who were surrounded by the luxuries of a centre of commerce.

The influence of railroads has been to equalize the condition of the countryman and the citizen. The insatiable longing to see the wonders and dwell in a city, that formerly existed, has to a great extent subsided.

The country boy, at a small expense, can now visit the neighboring town, and tire his eyes with the sights of the costly raiment, the splendid mansions and glittering equipages of those who have been prospered therein. Should the circumstances compel a farmer to transact business in the city, it can be done, and still have his house and family one hundred miles distant in the country.

On the other hand, these great thoroughfares allow the professional man, jaded with the cares of life, and the hard-working mechanic to keep their offices in the crowded streets, and their wives and little ones in some country villa not far distant, to which they can retire at the setting of the sun, and watch their own cow return from the pasture, and breathe the evening air, not vocal with the everlasting murmur of a half-stifled populace, but with the humming of myriads of insects. In the place of the crowded entertainment, where night is turned into day, and jewels sparkle in the light of the chandelier, they obtain a whole night's repose, and attend an entertainment in the morning provided by the great and wise and good God; each blade of grass, ornamented with a dewdrop, in beauty, in fragrance and in glistening, vieing with the diamonds of a princess of the proudest realm; he beholds the lilies of the field; he sees they neither toil nor spin; he remembers that our redeemer said that Solomon, in all his glory, was not arrayed like one of these. The morning repast finished, he enters the car, and one hour carries him forty miles; he walks to his place of business a cheerful and re-created man.

We should not forget in the consideration of the advantages of our national thoroughfares, to mention that they ride over *sectional prejudices*. Not many years ago, there was considerable prejudice felt by the man who dwelt in a wilderness of brick and mortar towards the individual who lived in the shade of forest trees. The latter was identified with contracted views and a clownish or awkward appearance. He who dwelt in the Jerusalem of his country could not believe that any thing good could come out of a little by-way like Nazareth. The countryman, also, felt no congeniality for the man of the town. His visits to the city had been few and far between. While there he was frequently "in wandering mazes lost." His conversation betrayed his ignorance of etiquette and he had on more than one occasion fallen among sharpers and "certain lewd fellows of the baser sort." His associations with a city were those of noise and dust, and meanness and arrogance, and he could not feel at ease, when he met the citizen in the country for he was afraid he might do him some harm, or take some advantage.

Not only have railways and steam-carriages made the dweller in man-built city and God-built country acquainted with each other and good friends, but they have broken down many prejudices of *a wider extent*.

In a republic like this, extending over so many degrees of latitude and longitude, there must necessarily be a great diversity of interests and character. The conformation of the surface in certain sections is such as to preclude the carrying on of agricultural operations with success, but to adapt it for manufacturing purposes. In another section, the soil is so fertile and the land so level, as to invite the farmer to take up his abode.

The climate of one State admits of the culture of cotton and sugar, but is unfavorable to the activity and enterprize of a white population.

In some portions of the land children are trained to do their own work, and to feel that all labor, in itself, is honorable; while in other portions, labor is esteemed dishonorable, and only fit for negroes. In such a condition of affairs, it is not wonderful that strong sectional prejudices should arise. The North, accustomed in former years to see generally only the sickly and sallow female, or the wild and prodigal student, looked upon the population of the South as indolent, reckless and imbecile. The South, seldom witnessing the whole-hearted and fully educated northern man, but frequently beholding the pedlar and his wagon, contracted bitter prejudices, and looked upon New-England as a land where men were trained to make much out of nothing, and whose hearts were as hollow as the tinkling brass-clocks, or the wooden ware they sold.

Since the introduction of railways there has been a softening down of prejudices. The "wise men of the East" have learned that the descendants of Boone have doffed the buck-skin dress and hunting cap of their ancestors, and are attired in broad-cloth, cut in the same fashion as the denizen of the Atlantic State. Southern citizens, by spending their summers in the North, have learned that hearts as warm and generous as any beneath their sunny skies exist on the rugged hill-sides of Massachusetts and Connecticut. Statesmen, in a short period, are enabled to pass from State to State, and thus become familiar with different sections, and the inhabitants thereof familiar with them. The newspaper had hardly heralded the reception of an Ex-President of the United States in a city on the Gulf of Mexico, ere we were called to greet the same individual in this distant Northwest.

From these remarks we are naturally led to consider railroads as *promoters of a common and correct public sentiment*. He who speaks for truth, for country and for God, no longer addresses the community in which he resides, "no pent-up Utica contracts his powers," but his words, almost before the sound thereof has died away, are caught up and hurried off to every nook of the land. Leading minds are also enabled to act in concert, and thus with multiplied forces move upon the mass. Should the Senate House be cursed with demagogues, ready to

act the part of Arnold the traitor, and to break every national compact, and tear up all ancient landmarks for the sake of promoting personal ambition, their schemes before the consummation takes place are made public, and though they may succeed in obtaining a majority to aid them in the Senate, in the nation a public sentiment has been aroused which will sweep them from their political spheres as chaff is swept by a whirlwind. As long as there are public thoroughfares bringing into close communion the citizens of extreme sections of the Union, if there is any true patriotism we need not fear a dissolution of the United States. Though heated partizans may create a temporary excitement, the voice of the free minded will at last be heard, a correct public opinion be formed, and the people will repudiate all political aspirants that would array State against State, and introduce discord among brethren.

The most important aspect of great thoroughfares remains to be noticed. They are invaluable aids in the promotion of *pure and undefiled religion*.

First. They draw the emigrant population to certain localities. Before the mountains were depressed, and the valleys exalted, and the rough places made plain, the roads were so unbroken that the farmer moving into a new land was not attracted by the beaten path, but he branched off in the direction inclination prompted. Settlements consequently were much scattered, and it was difficult for him who longed to proclaim the unsearchable riches of Jesus Christ to discover the abiding places of the lost sheep of Israel. It was almost impossible in the first period of the settlement of a new country to pass from house to house, on account of the impassable state of the road. But the condition of affairs has changed.

The emigrant population of the Atlantic and European states are drawn as if by magnetic influence along the great iron railway leading from the Eastern cities of commerce to the remotest West. In this way made acquainted with the sections of land in the vicinity, and knowing the advantages of a railway in finding a market for produce they settle along the line of the great inland road, and the laborer in Christ's cause, finds the fields white for the harvest, and numbers in the same neighborhood to whom the gospel be preached. By these highways he is enabled to advance along with, or before the wave of emigration, and commence turning the wilderness into the garden of the Lord, before the rank weeds of error have taken deep root.

Had the means of conveyance to this town not been expeditious, the ministers of Jesus Christ would not have been here at the laying of the foundation stones of our territorial existence, and years would have probably elapsed before so many temples erected to the worship of the true and living God would have been visible, or the community reached its present position in the scale of civilization.

Secondly. They aid religion by proving *antidotes to bigotry*. When the wagon drawn by oxen was the mode of conveyance to a new country, but few penetrated

the wilds of the West, except those who had been driven away from the homestead of their fathers by poverty or other misfortune.

Far away from all refining influences, they rapidly degenerated, their children debarred the knowledge of the common school, grew up without education and were semi-barbarous. The only religious teachers they possessed were those who came to them because they knew they were ignorant and ripe for error, or because their own ignorance had rendered them unfit for the exercise of the ministry where there was intelligence. Under the guidance of these, they grew up with strong prejudices towards those who attempted to present the truth in a different light, or a more polished dress, or wore a blacker coat. The religion they possessed was tinctured with the quintessence of bigotry.

Through the influence of railways and steam carriages, this state of things has been almost dissipated.

The very year a town starts into existence, the inhabitants are visited by religious teachers of various schools of belief. The student who has been disciplined in the college, and who has studied the Bible systematically as well as he who has hurried from the work bench into the pulpit, stand side by side.

He who defends the general teachings of Calvin, and he who eulogizes Wesley appear before the same audience, perhaps upon the same Sabbath. It will not do for either to show an improper spirit, or an unwise sectarian zeal. Men who listen to the herald of salvation in such circumstances are not won to Christ by a minister of the gospel depreciating his fellow ministers.

They are impenitent under discourses in which there is an attempt to prove that none are safe out of the line of a certain succession, or off of certain platforms of faith.

They demand that those truths shall be preached which will convince them that Religion is adapted to expand the mind, and promote mans highest well being. They become acquainted with the writings of Fenelon and Pascal, Leighton and Taylor, Edwards and Chalmers, Wesley and Fletcher, and love them not because of denominational peculiarities, but because of their likeness to Jesus. The contractedness that in days gone by was manifested in places that were settled almost exclusively by Scotch Presbyterians, English Puritans, and Wesleyan Methodists, in this progressive age will now disappear, and religion will assume a higher and more effective, because a more scriptural type.

Thirdly. -- Religion is promoted by the construction of expeditious routes of travel, because there is *a great saving of time*. The days that were once lost by a minister in passing from preaching station to preaching station, are saved upon a line of railway, or a river navigated by regular steamers. He can accomplish in a

few hours what once occupied as many days, and thus he has more time for study, prayer and meditation.

Under the improved system of traveling a man, like the eloquent Dr. Duff, can cross the ocean, and one Sunday hold the attention of thousands on the Atlantic coast, and on the next be discoursing to an audience equally interested far away in the valley of the Mississippi, and ere long a divine can pass his third Sabbath with the future dwellers on the mountain tops of Oregon, and the fourth Sabbath, address a congregation on the Pacific coast.

Finally, our great thoroughfares are destined *to facilitate intercourse with the Pagan world of Asia, and hasten the approach of Millennial glory.*

"Coming events cast their shadows before."

For more than two centuries an impression has prevailed that the welfare of the whole globe would be promoted by a channel of travel through North America, connecting the western settlements of Europe with the eastern nations of Asia. The island of Montreal was named by Robert de La Salle, "China," to commemorate his cherished plan of civilizing and evangelising the great empire of that name by establishing a channel of communication through the continent. Hennepin, the first European that ever ascended the Mississippi and the discoverer of the Falls of St. Anthony, was a Franciscan Priest, despatched by the adventurous La Salle to explore a route to Japan, which he thought could be found in this direction.

The first British subject that entered Minnesota, about a century ago, predicted that there would be "a short cut made from New York to Green Bay" and had no doubt, to use his own words, "that mighty kingdoms would emerge from these wildernesses, and stately palaces and solemn temples with gilded spires rending the skies, supplant the Indian huts, whose only decorations are the barbarous trophies of their vanquished enemies." Returning to London, he formed a plan, with the aid of a member of Parliament, "that would disclose new sources of trade, promote many useful discoveries, and open a passage for conveying intelligence to China and the English settlements in the East Indies, with greater expedition than a tedious voyage by the Cape of Good Hope or the Straits of Magellan."

Had not the American Revolution taken place, it was designed to have built a fort at Lake Pepin, to have proceeded up the river St. Pierre, (now known by its original name, Minnesota,) then up a branch of the Missouri till they discovered, as they supposed they could, the river Oregon, down which they expected to sail into the Pacific.

One year ago, we witnessed a civil and military expedition start forth from our vicinity, by order of the United States, in search of the long-desired thoroughfare

to the Pacific. The commander of that expedition has returned to Washington, by the way of San Francisco, and reports that such a route is entirely practicable.

On Thursday of the last week, men distinguished in the professional, scientific, and commercial circles of the country visited us, and felt that the day was not far distant when the waters of Superior and Pacific would be bound together. Let this only occur, and who can doubt that the Redeemer's kingdom will not be extended, that --

"From Java to the furthest West
The heavenly light shall reach,
And truth divine its power attest
In every clime and speech."

A Pacific Railroad would be a voice in the wilderness saying, "Prepare ye the way of the Lord, make his paths straight. Every valley shall be filled, and every mountain and hill shall be brought low; and the crooked shall be made straight, and the rough ways shall be made smooth; and all flesh shall see the salvation of God."

In view of the good results, it becomes Christians to watch with interest the enterprizes of the day. Every great invention is an aid to the cause of religion. The telescope, the printing press, the telegraph, the ocean steamers, a Pacific Railway, are ordained by God, not for the pulling down but the upbuilding of religion -- they are all working together to produce the grand consummation of giving the kingdoms of this world to Christ, -- of bringing about the day when all will cry: --

"Worthy the Lamb, for he was slain for us;
The dwellers in the vales and on the rocks
Shout to each other, and the mountain tops
Till nation after nation taught the strain
Earth rolls the rapturous hosanna round."

With a few remarks, we close the discourse.

In such a fast age *every Christian must be up and doing*. It is high time to awake out of sleep. We must gird ourselves up for the race, and pray earnestly that we may not as a Church of Christ be found lagging when all things else are advancing with accelerated speed. This one thing we ought to do -- "Forgetting those things which are behind, and reaching forth unto those things that are before, we should press toward the mark for the prize of the high calling of God in Jesus Christ."

It would be doing violence to my own feelings and a neglect of ministerial duty if I should conclude this discourse without reminding this audience that this world

is a great station-house, in which we are awaiting the approach of the cars that lead to "that bourne from whence no traveler returns," but through which every traveler passes to regions of bliss or despair.

My hearers! some of you have tickets that will lead you to Hell. The car of death is hastening on swifter than an eagle hasteneth to its prey, or any "lightening train." Before it appears we urge you to change that ticket. Christ is always in his office. He says, "If any man knocketh, the door shall be opened." If any man asketh, he will change his ticket, and that "without money and without price."

Hasten before it is too late. Now, now, now, "is the accepted time, and now is the day of salvation."

Thursday Morning, June 15, 1854.

Saint Paul

We have it every day thrown at us by some of our foggy fellow-citizens, (we have a few of them here) that we editors are overdoing the country in our praise of it – that we are raising expectations too high here in St. Paul – that property is already up to ruinous rates – that we must soon have a fall and a crash, and all that sort of thing. We can inform our good and anxious friends, that however high our opinion is of the place and its future destiny, people abroad who have sense, and know anything of St. Paul's history, position and enterprising character, are fully up to the highest mark of the most enthusiastic citizen.

Many carefully calculating capitalists who were among the excursionists last week, were much surprised to find property so much lower here than it is in Galena and Dubuque – cities which by the natural course of events must be far outstripped by St. Paul in a very few years. We could name Eastern men not unknown to fame as statesmen and leading business men of the country, who gave it as their settled conviction that real estate at this time is of more intrinsic value in St. Paul than in either of the places we have named.

As a specimen of what strangers think of us, we copy the following from the Metropolitan, a new paper published at Washington City:

The capital of the Territory of Minnesota, although unknown and unheard of six years ago, is now attracting the attention of the merchant, the manufacturer, the capitalist, and the speculator. In the summer of 1848 it contained sixteen houses and nearly one hundred and fifty inhabitants, now the population is five thousand. The original settlers in and around the city were Canadian French voyagers, who had been employed by the American Fur Company, and a few whiskey traders who had been driven by the soldiers from the military reservation at Fort Snelling. Indeed, so far as Americans were concerned, it seemed to be, except to a very few, a land unknown. But what can stop the Pioneer? He must get as far

as possible from law and calomel, and when they begin to encroach upon him, he sells out, takes up his staff, journeys westward, leaving his improvements behind to his more social and more civilized countrymen. Attention was first attracted to this country by pleasure-parties from St. Louis and other cities on the Lower Mississippi, who during the scorching heats of summer, fled to the Upper Mississippi; to St. Anthony Falls, and to romantic Fort Snelling, to escape the noise, confusion and dust of the city, and inhale the refreshing breezes of the Northwest. The glowing accounts of the first pleasure voyages regarding the beauty and grandeur of the scenery of the Upper Mississippi, attracted the attention of others, and parties became so numerous that as early as the summer of 1847, one boat, the Highland Mary, employed all her time in their accommodation; sufficient length of time at the principal landings to allow strangers to obtain a view of the country, and having a band on board to discourse sweet music, and enliven those then dreary solitudes. But that which gave the first great impulse to the growth of Minnesota and St. Paul, was the removal of the Winnebagoes from their old homes in Wisconsin and Iowa to their newly-selected country about one hundred and fifty miles above St. Paul. These Indians were removed in the spring and summer of 1848, under the superintendence of H.M. Rice, the present delegate from the Territory. They received semi-annual payments in goods, provision, and money from the Government, and those goods and provisions were, from the necessity of the case, brought from below. Mr. Rice had them landed at St. Paul, and caused the road to the Indian country to be located on the east bank of the Mississippi. Thus St. Paul grew at once into an important business. The organization of the Territory was secured in the winter of 1849, and in the spring of that year, Rice and Irvine's addition to St. Paul (larger than the original plat) was laid out and two new warehouses built at the upper landing. The proprietors of the new addition were very liberal in regard to the terms for the sale of their lots, gave to two Christian denominations lots for a parsonage and church, and the additions soon began to rival the old town.

But both continued to grow with unparalleled rapidity, and the two ends then nearly a mile apart, are now connected by one continuous row of buildings. The only house of worship in 1848, was a one story log building eight by twelve feet, through which the wind penetrated in a thousand places. Now St. Paul has three frame and five brick churches. Excellent provision is made for educational purposes. The city is divided into school districts, and a county tax levied to support the schools. If this amount raised by the county is insufficient, the Trustees of each district are empowered to raise from their district an amount sufficient to keep the school in operation. The future of St. Paul can easily be foretold, situated as it is at the head of navigation on the Mississippi, it must command the trade of the whole country north and northwest of it. The Minnesota river flowing into the Mississippi six miles above St. Paul, is navigable one hundred and fifty miles, but not for the large class of boats that reach St. Paul. St. Paul then must be the point of transshipment for the future thousands who are to people the magnificent valley of the Minnesota. It is

difficult [sic] to predict that in ten years, it will be the largest city on the Mississippi north of St. Louis.

Railroad Time!

The War Eagle left St. Paul, in the excursion party, on Thursday night at half-past eleven. She ran into the port of Galena, by which operation she lost at least two hours; but notwithstanding she landed her passengers at Rock Island on Saturday morning at five o'clock – *Twenty-nine hours and thirty minutes from St. Paul* – coming out one hour ahead of the Lady Franklin, which did not go into Galena river. The Eagle was merely making a show of her natural speed, running all the while on less than “legal steam.” The other boats were all into Rock Island by nine o'clock on Saturday, and landed their passengers in good condition.

[Noted]

The Galena Jeffersonian whose editor was one of the crowd last week says:

“The last boat of the five passed down on Saturday morning and probably by this time the greater number are ‘riding on a rail,’ homeward. We have only time to say that the whole affair has been conducted with great skill and liberality and with unbounded success. In its conception and execution this is the most magnificent *fete* ever given in this country or any other. The result will be a better appreciation of the West, in the East, closer intimacy between the two, and a large accession to the wealth and population of that portion of country between Chicago and St. Anthony, through which the party passed. To Minnesota alone, the excursion is worth 20,000 people.”

Saturday Morning, June 17, 1854

Opinions from Abroad – Number 1.

We find the first account of the landing at St. Paul by the editors of the “Excursion,” in the Galena Jeffersonian of Tuesday. We below transfer such portions as will be interesting to our readers, and will continue to transfer, as it reaches us, all interesting matter which has fallen from the pens of the Forty Editors:--

St. Paul

We omit the incidents of the trip, occurring on the upward passage from La Crosse to St. Paul, with the intention of bringing them out in their appropriate place.

We came in sight of St. Paul about eight o'clock on the morning of Thursday; and here, for the first time since leaving Dubuque, we saw the War Eagle; she had preceded us several hours. The morning was bright and beautiful. The clouds

and rain of Wednesday, the petty discomforts of a crowded cabin and crowded table, were forgotten in the enjoyment of the scene that lay before us. On our right, and a little in advance of the line of the boats, lay the embryo capital of the far North-West, and on the left, stretching towards the bluff, was that sea of foliage of that dark green seen only in northern forests. In contrast with the sparkling water beneath, it was a chief picture in the charming scene presented, for the first time, to the astonished eyes of those who gazed. The War Eagle in advance, the boats came near together in the channel, and with head toward shore, tarried a few minutes to form a line, and then with streamers flying, with a gay crowd on deck responding "with a will" to the cheers of those who lined the shores, they floated slowly to land. It was a scene worthy of the Father of Waters and of the mighty West thro' which, it runs.

By some unaccountable error of arrangements, the party arrived one day before the time they were expected. Under such circumstances, it is not wonderful that the St. Paul people were unprepared to give them the formal reception laid down in the programme; but the genuine and unmistakable cordiality of their welcome made amends for any lack of ceremonial appropriate to the occasion. It was not a matter of regret that the intended speeches, no doubt eloquent and apropos, were omitted; for as soon as the boats landed, there was a general rush for carriages in which to visit the Falls of St. Anthony, Fort Snelling and the Cave. Here another difficulty was experienced: carriages and vehicles of different kinds had been bespoke for the next day, in all parts of the Territory within easy reach of the city; of course they were not on hand when we arrived. But the deficiency was made up by a little sacrifice of comfort and pressing into service every kind of conveyance known in the West. After a little delay, some few timid shrieks from delicate ladies when introduced, perhaps for the first time in their lives, to a soft pine board laid across the side of a wagon box, low muttered curses from the dandies of the party, and a great deal of hilarious mirth excited by the novelty of the scene, nearly every one who desired it was under headway, with various rates of speed, to the Falls. The "March to Finley" was nothing compared to our motley cavalcade. Here was a Governor bestride a sorry Rozinate of which even the great Don would have been ashamed; here an U.S. Senator, acting the part of footman, stood bolt upright in the baggage boot of a coach, holding on by the iron rail surrounding the top; here the historian of which the country is justly proud, squatted on his haunches on top of a crazy van, unmindful of everything but himself, his book, hat and spectacles; there a hot house flower nursed in some eastern conservatory, so delicate and fragile that a falling leaf might crush it, but a beautiful specimen of the feminine gender, withal, would be seated over the hind axle of a lumber wagon; supported on each by opera glass exquisites, who only wondered "why the devil the people didn't send to New York for better carriages;" and whose groans between every jolt, furnished amusement for the more hardy of the party; here some corpulent madam, whose idea of a ride is bounded by luxuriant cushions, shining hammer cloths, spirited horses and obsequious flunkies, was seated in a hard bottom chair, in an open one horse

market wagon, first cousin to her husband's vegetable drag or perhaps his peddler's cart, before riches came to bless them, (about which she has forgotten of course) here she was, surrounded perhaps by the *canaille* whom she has learned in latter days to despise, dragged along at a snail's pace by one old mare with a crazy, foolish, whickering colt along side, to torment her and make the driver curse; there a politician who has ridden successfully more than one easy hobby, would have been glad to ride a rail. The scene was animated and amusing!

The St. Paulites have reason to felicitate themselves that the day of our visit was so surpassingly fine. The air was cool but bracing, and the prairie and forests had on their holiday garb. Those of us who know what a prairie is in bleak November, could but smile at the raptures of the uninitiated, and their sudden desire for this or that quiet and sunny nook where life might be spent without a care. The ride of eight miles bringing to view one of the best parts of Minnesota, was greatly enjoyed. It made an impression upon many minds that will not be forgotten.

St. Anthony

Of course the Falls were the first attraction. Thither, as soon as the carriages pulled up in the street, everybody rushed. Our familiarity with the scene there presented gave us opportunity to observe others and the varying emotions that the river produced in those who for the first time looked on. We confess that we were disappointed in the effect. Many of the party were fresh from Niagara, and the thunder of that cataract was still ringing in their ears; and then St. Anthony has been unduly magnified. Many had expected to be rooted to the ground by the sublimity of the scene; but St. Anthony is simply grand and beautiful – not sublime. Fashionable approbation was not wanting; even the “opera-glass man” produced his instrument, and for an instant as he gazed, signified a decided acquiescence in the magnificence of what he saw; but the torrent did not detain the party long; they soon dropped off for Minne-ha-ha or the Fort.

Minne-ha-ha.

Again we had a charming ride, and again the loveliness of the prairie entranced all beholders. After six miles were accomplished, we reached the Little Fall, said by those who are familiar with nature's wonders in other parts of the world, to be a jewel of its kind. At all events, among the company with which were thrown, there was but one feeling, and that – unqualified admiration. The short time, however, allowed to take the trip, hurried us toward the Fort. We did not leave, though, until the opera-glass man arrived, and we had chuckled over his faint imitation of Mr. Mantilini, as he pronounced Minne-ha-ha to be “demnition fine!”

Fort Snelling.

Reposing in such a locality, surrounded by so much that it is lonely in nature, Fort Snelling, suggesting war and bloodshed, seems out of place, and so the visitors appeared to think for though from the tower and the walls a view unequalled for extent and beauty is obtained, it was passed by with little tarry. As usual, the gates were open and admittance was easy; but further than a drive around the area enclosed by the walls, it was not honored by any lengthened presence of the variously distinguished company. Had he of the opera-glass been along, doubtless we should have seen a further display of amiability in commending what he saw.

Fountain Cave.

Three miles from the Fort is Fountain Cave, whither many of the party repaired. This curious excavation displays so perfectly some of the subterranean operations going on in mother earth, that a word in description is not amiss. The whole surface of the country thereabout is underlaid by a stratum of shaly lime-rock, only a few feet in thickness. Beneath this is a bed of soft and friable sand-stone. Doubtless the cave has been formed by the waters of a spring forcing their way underneath the lime rock to the sand stone, and along that to the edge of the bluff, where the opening which the constant action of this stream has excavated, is now known as Fountain Cave. In the lapse of time, if the operation goes on, very perceptible changes will be wrought. Since our last visit, we thought the cavity was quite materially enlarged. The sand washed from the disintegrated rock is very pure and white. It is said that it can be profitably used in the manufacture of glass. Within the Cave a little party assembled and made the roof ring with cheers for the projectors of the great excursion. To commemorate their liberality, nay, munificence, we could well afford to strain our throats to the uttermost – and we did.

Monday Morning, June 19, 1854

The Excursion Party

At a meeting of the guests and passenges [sic] on board the steamers Golden Era and Galena, on the excursion to the Falls of St. Anthony, on the motion of the Hon. John A. Dix, Governor Joel A. Matteson, of Illinois, was chosen temporary chairman.

On motion of John A. Rockwell, a committee of three was appointed to nominate permanent officers for the meeting. The chair named Messrs. Rockwell, Bacon and Dix as such committee.

After a short absence the committee reported the following, and their report was unanimously adopted:

For President.

MILLARD FILLMORE.

Vice Presidents:

Edward Bates of Missouri,

Francis P. Blair, of Washington, D.C.

Nathan K. Hall, of New York,

Wm. Jarvis, of do

Secretaries.

Dr. Ray, Galena

C.A. Dana, N. Y.

J. A. Bross, Chicago

H. Van Dyck, Al'y.

On motion of Hon. Wm. J. Bacon, the following persons were appointed a committee to report resolutions:

Wm. J. Bacon, John A. Dix, L. Bacon, J.M. Stone, John A. Granger, Charles Hudson, John A. Rockwell, Chas. P. Williams, Jacob Campbell, Jr.

The committee through their chairman, reported the following which were unanimously adopted:

Resolved, That we hereby offer the expression of our sense of personal obligation to Messrs. Farnham & Sheffield, the contractors for the construction of the Chicago and Rock Island Railroad, whose genius formed the plan, and whose lavish liberality and executive ability have done so much for the success of this unparalleled expedition; to the Directors of the Chicago and Rock Island Railroad Company, who have so readily and with so much munificence co-operated in the enterprise; and to the Directors and officers of the several Railroad and Steamboat Companies from New York to Chicago, who have borne their share in the expense of bringing about a thousand invited guests from the Atlantic States to celebrate the completion of a continuous line of railway communication, connecting the harbors of New York and Boston with the eastern bank of the Upper Mississippi.

Resolved, That in the event which this memorable expedition is designed to celebrate, we recognize a new achievement in the enterprise, the skill, and the voluntary and self-rewarding industry, which are the natural result of perfect freedom and Christian civilization; a new assurance that ere long no breadth of prairie or depth of forest, and no barrier of desert or of mountain, shall interrupt the iron track or the resounding trains of commerce from ocean to ocean; and a cheering amen that the ties of sympathy, of common interest, of mutual dependence and of patriotic affection and pride, which bind into great nationality

the States of the Atlantic, the center and the Pacific, are stronger than the mountain ridges of the continent.

Resolved, That we have seen with a joy which we cannot adequately express, and with new feelings of exultation in the grandeur and destiny of our common country, the exquisite and varied beauty and the boundless physical resources and capabilities of the regions through which we have passed; that we contemplate the multiplying population and the growing power and riches of these new States, not with any sentiment of rivalry, but with gratitude to the God of our fathers, who endowed them with their foresight, and has rewarded their self-sacrifice by giving their children so goodly a heritage, and that the cheering welcome and the lavish hospitality which we have everywhere met from the pioneers of the advancing millions with which this region is so teem, demands and receives from us a hearty acknowledgment.

Resolved, That especially in times like these, when the question of man's capacity to govern himself, and of man's inalienable and sacred right to freedom, is assuming so much importance in every portion of the civilized world, we rejoice that here is a safe and blessed asylum for the exiles and fugitives of freedom from every European land, and that here is so fair a field for the demonstration of that perfect liberty and perfect civil equality, under the light of Christianity, and aided by the inventions of science and the universal diffusion of knowledge can do for the elevation and advancement of the human race, and we pledge ourselves to do what in us lies for the development of these great resources, and the perpetuation of the institutions bequeathed to us by a freedom loving ancestry.

Resolved, That we congratulate all who are interested in the noble work whose successful opening we have been summoned to witness, on the achievement of an enterprise of great public importance, and promising such ample pecuniary results; and we hail the advent as we shall rejoice in the completion of every kindred undertaking in progress or in prospect, designed to rivet as with iron bands the interest, the welfare, and the union of this great Republic.

Resolved, That the editors of newspapers at Chicago, St. Paul, Dubuque, Galena, Rock Island, Davenport, St. Louis, New York and throughout the Union generally be requested to publish the foregoing resolutions.

The resolutions were unanimously adopted.

The meeting was addressed by Leonard Bacon, D.D., Hon. A.J. Parker, Hon. J.A. Dix and others.

The meeting then adjourned.

Finale

We hear from Chicago, that the last of the excursion trains, reached that city on Saturday evening last; and that the company carry back with them the most pleasant recollections of their trip in the northwest.—The arrival of trains was punctual, according to the time before agreed upon. No accident occurred and not a case of sickness happened to mar the enjoyment of the occasion. The whole affair is without a precedent in the history of ancient of modern times.—*Gal. Jeff.*

Tuesday Morning, June 20, 1854

Opinions from Abroad – Number II

We extract below the winding up of the Jeffersonian's account of the Excursion. We have as yet met with none more interestingly written than this:

THE STEAMERS.

The eastern notion of western steamboats—the character of their captains, the kind of living aboard, and the danger of never returning from the voyage upon which we had set out—was distinctly visible, in the first day or two of the trip. At length the confidence of the party began to be restored, and when the weather permitted Madam and Miss to wander around the decks, they forgot the stories of which they had heard so much, and looked the danger in the face. There was a statement in the Jeffersonian of the 5th, (the day the party visited Galena) that no life had ever been lost on the Upper Mississippi, from the use of steam as a motive power. This was discredited, and when the editor was found to be aboard, he was summoned before a mock court, organized for the purpose, on the charge of “throwing *Gulliver* in the shade;” but he was acquitted, and the prosecutor—the universal Yankee nation, was convicted of unfounded prejudice, of giving circulation to base calumnies, and was sentenced to pay a fine of 20,000 emigrants to the West, half of whom should become subscribers to the editor's paper. A righteous verdict.

It was a source of fear with many of the guests before they left Chicago, that they would return half-starved – they thought that on the boats nothing but abundance reigned, but that the character of the food daily served up, was such that they might almost as well have none. One gentleman, well known in the world of money, and who has large western interests, took the agent of the company aside at the Tremont, and told him that he had decided to return—not because he could not eat boiled pork, beef and cabbage, and such plain fare, but because, said he, “my wife and daughters would return nearly half famished; they are not used to that thing!” The same gentleman we saw seated at the table on board the _____, surrounded by his brood, and the manner in which he and they were forking down the edibles, and the evident relish with which they executed the work before

them, to say nothing of the quantity dispatched, convinced us that his fears of starvation were wholly unfounded. If the young ladies were only 'staying their stomachs' until they could get home, we do not wonder that beef steaks in _____ are 25 cents per pound!

A gentleman whose authority to judge of such matters, would be unquestioned, if we should call his name, said to us: "I am astonished by nothing, more than your steamboats. Why sir, the dinners served up here every day, except perhaps in a display of cut-glass and plate, exceed ony [sic] thing to be found on our first class Liverpool steamers. Such an abundance and such a variety I have never seen on any vessels before." One thing we noticed: not a bill of fare was ever left for the Galena's second table. They were every one pocketed by the guests as curiosities of the culinary art in the West, to be taken home for the admiration of Yankee friends. We copy one below.

BILL OF FARE
On Board the
Steamer Galena,
D.B. Morehouse, Master

June 9,.....1854

SOUP.

Green Turtle		
Oyster,		Clam.

FISH.

Baked Salmon,		Baked Pike,
White Fish,		Pickerel,
	Mackinaw Trout.	

BOILED.

Ham,		Corned Beef,
Tongue,		Chicken, egg sauce.
	Turkey, oyster sauce.	

ROAST.

Beef,	Mutton,	Chickens,
Pork	Veal,	Ducks
Pig,	Turkey	Lamb.

GAME.

Prairie Chickens,		Snipe,
Buffalo Steak,		Quails.

ENTREES.

Oyster Pie—Chicken Pie—Brazed Fillet of Mutton—Boiled Chickens—Truffle of Fowl, wine sauce—Broiled Brook Trout.

PUDDINGS AND PASTRY.

Pies—Cranberry, Rhubarb, Currant, Cocoanut, Lemon, Currant, Tapioca.

DESSERT.

Raisins and Kisses,
Almonds,
Pecan Nuts,
Oranges,

Figs,
Prunes,
Filberts,
Pine apples

JELLIES, &c.

Calf's Foot
Madeira,

Blanc Mange,
Charlotte Russe.

ICE CREAM.

Lemon,

Sherry,

Orange.

So well satisfied were the guests with the watchfulness over their safely [sic], exercised by the captains and officers of the boats, that on every craft of the fleet, a meeting was held to pass resolutions expressing their thanks, and on each boat a fund was raised to procure suitable testimonials of plate or other articles of taste and value, for presentation to the boat officers. On the Galena, the amount subscribed was over \$300, and on other boats, nearly or quite as much was done. A deserved compliment fittingly made.

The Results of the Excursion

The whole number of the guests who partook of the hospitality of the Chicago and Rock Island Railroad Company, would not probably fall far short of one thousand. At least half of the party were men of distinction – talented representatives of some profession or calling. – We had eminent divines, eminent lawyers, eminent statesmen, men of wealth, poets, editors and painters. Every one of these, we believe, was well pleased with our country and its resources; and all will go home with more enlarged ideas of what the West is, and of what it is capable. Their influence exerted in their appropriate spheres, will be widely felt. Should no one of the party invest a dollar in western enterprises—the testimony which they will be constrained to give in favor of western lands, western roads, western rivers and western products, must and will tell favorably upon our future.

In Memoriam.

It was proposed that to commemorate this unexampled excursion, a granite shaft of 100 feet in height be brought out and erected upon a suitable pedestal, upon the top of the highest and baldest bluff between Galena and St. Paul. It was further suggested by an eminent gentleman of Massachusetts, that the peak selected as the spot upon which the

shaft will go up, be faced down on the side overlooking the river, and that upon the living rock itself be cut in mammoth letters, this sentence:

GLORY TO GOD!

Many earnest men have resolved that these suggestions shall be carried out.

Tuesday Morning, June 27, 1854

Mistakes of Rapid Tourists.

Chas. A. Dana, of the New York Tribune, a gentleman who, as a journalist or a private citizen, we feel sure would never do an injury to a human being, or a community of human beings, intentionally, has certainly written to his paper with gross errors before his eyes, under date of "St. Paul, June 8th, 1854." He, as our readers will remember, was of the "Excursion Party," and of course we have looked with no little interest for his epistle from St. Paul. We find it in the Weekly Tribune of the 17th. [They don't send us their Daily, although we think they might afford to do so, now that we publish a Daily, and will have a daily mail.] We make an extract, commendatory of some of those of St. Paul to whom praise belongs, and condemnatory of other abuses here which do not really exist:--

"At the landing we were met, in a most cordial and friendly way, by the citizens, headed by Gov. Gorman and Ex-Gov. Ramsey, who, though we had not been expected till to-morrow, welcomed us with Western hospitality. Carriages were at hand and soon the majority of our party were on the way to the natural wonders of the vicinity. It was my good fortune to be taken in charge by W.G. Le-Duc, Esq., long a correspondent of the Tribune at St. Paul, and to find a place in the carriage which bore some of the most agreeable of our fellow-excursioners, with Mrs. Le Duc for our *cicerone*, first to a remarkable cavern some three miles from the town, next to Minnehaha Falls, to Fort Snelling, Lake Calhoun, the Falls of St. Anthony, and so home across the prairie and along the bank of the river. Fort Snelling is built on a commanding bluff in the angle formed by the junction of the St. Peter's with the Mississippi, and the country behind it, on the west of the St. Peter's is regarded as the best in Minnesota, if not in all the United States. Excellent it is indeed if our drive of thirty miles, going and returning, has shown us a fair specimen of it. A deep black, but not clayey soil, excellent springs and living streams, with occasional groves of hard wood, compelled our admiration at every moment. Lovely beyond praise this country indisputably is; but it was whispered in my ears that the winters, when the prairies are covered with snow, are bitter and merciless, and that the wind goes over them with fatal asperity. Distrust the land speculators at St. Paul, said this malignant whisper; but my friends there, when questioned closely, denied the imputation, and said that their winter climate, though cold and keen, was equable, and occasioned less suffering than that of New York or Boston; and that the snows, beginning in November,

were gone in March. Healthy, the air and the seasons, rich the soil, vigorous the people, they said, of the Territory; and in proof they pointed to the throngs of immigrants constantly attracted hither on the report of those who came before to occupy its lands, even those not yet surveyed for purchase. The Territory now counts some 30,000 white settlers, and must double the number within two years. I have seen little of it – as little as of the similar and competing regions of Iowa and Wisconsin; but I know that they are all destined to be densely populated, wealthy and exuberant in whatever makes the greatness of a State. Had I to become a Western emigrant, I should only find it difficult to choose between them because each has so many points of remarkable excellence; but I should be sure wherever I went in either, that with industry and prudence, and independence would in a few years be reasonably certain. My own taste would take me further down the Mississippi than here, say in the vicinity of Dubuque, or to the beautiful shores of Lake Pepin, but it could not be thought as ill choice or a hard fortune which gave a man a homestead by the gentler and more secluded banks of Lake Calhoun or any of the hundred other plains and bluffs of Minnesota. But if I went there, I would still mind the caution to beware of the speculators of St. Paul. Why, in that embryo city of six thousand people, they sell in the business streets common building-lots of twenty-five feet front for \$3,000 and far out beyond the limits of the present settlement you must pay \$125, for a spot to put a cabin on. Why, building-lots are dearer here, or at least quite as dear, as in the big town of Chicago with its 70,000 people and all its momentum of commerce and growth. I don't doubt that one of these days St. Paul will come up to these rates, and even go beyond them, but it will be some time first and will require a great deal [sic] of work to be done by the people in the country back. Meanwhile, however, the 'land speculators' will have a good time if they meet with no pull-back."

We can only account for the latter sentences of the above, by taking it for granted that the writer has fallen into a common error of rapid tourists. He could have had no correct idea, really, of the immense differences between the relative prices of business property in Chicago and St. Paul. Either his St. Paul informant was grossly wrong, or his Chicago informant was not right, or both; which latter conclusion we are prepared to endorse and prove: The highest price ever paid in St. Paul for a piece of choice business property was paid on last Saturday. The sum was one hundred dollars per front foot for twenty feet – making the highest rates, *at this time*, twenty-five hundred dollars for the character of lots which the Tribune editor says were *then* offering no lower than three thousand. It is property to remark, that at the time he was here, the same property might have been bought twenty-five percent less. There is perhaps plenty of business property in this city that cannot be purchased even at the rates he names, for the simple reason that it is not for sale. Money cannot buy it at any price. But is it fair toward St. Paul, to speak of her real estate market, in the way of quoting prices, unless you take the buying and selling rates as they range from day to day. If the Tribune wishes it, we will agree to keep it posted in this particular.

Now we will look at Chicago. We have Chicago men among us from whom we have gathered these particulars for the occasion: Unimproved property had been sold on Lake

street, Chicago, during the present season at twelve hundred dollars per foot. This will compare in perfect fairness, with the sale made in St. Paul at a hundred dollars per foot. The locations are about equal as regards the relative business of the two cities. Then, on the same street in Chicago, improved property is selling at fifteen hundred dollars per foot. On Clarke street in the same city, sales have been made at one thousand dollars per foot. So great is the difference between prices of property in the two cities, (and it should be great,) and so largely to they preponderate in favor of St. Paul, that shrewd capitalists are withdrawing from Chicago and investing their all here.

We feel sure that Mr. Dana, with his usual candor, will correct this error. He has certainly been egregiously imposed upon by some one, either here or at Chicago, as to the prices of that portion of business property in St. Paul *which is for sale*.

[Noted]

- The “opera-glass man,” of the New York Times will receive due attention in due time.

Thursday Morning, June 29, 1854

Lions Chasing an Ass

We are somewhat surprised that our brethren of the St. Paul press have deemed it their duty to get down upon a level with the brandy-and-tobacco man of the New York Times. We promised the other day to attend to his case, but other matters of much more importance have crowded upon us so thickly, that we have not heretofore found time to take the subject in hand. It is now an old thing, and the Minnesotian has no particular desire to join, at the eleventh hour, in the chase of the lions after the ass. We will, however, subscribe our share towards furnishing Mr. Raymond’s long-eared ambassador to Minnesota with a box of tobacco, a gallon of brandy and a dozen of white-clay pipes, so that he can mingle, scott free, for a day or two, in all his innate glory amid that *caste* of Church street society, which he was undoubtedly born to grace.

But no more of this. The Democrat has gone quite too near down to his level, and the Times (St. Paul) has treated the matter on the other extreme—quite too dignified for the filthy substance it was handling.

We regret one thing, which is, that our contemporaries have exonerated the editor of the N.Y. Times from all participation in these libels. We are willing to concede that Mr. Raymond is a writer of great ability, and gets up a good paper; but a more time-serving man, for the sake of money-getting, does not exist at the head of an American press. James Gordon Bennett, were we to believe all we hear of him, is nothing more than his equal. He is the supple tool—the paid hireling—the bought servant, body and soul, of the Harpers. The Harpers have been “down on St. Paul” ever since the newspapers here

exposed the libel they put upon us last year in their Magazine. Added to this, a liberal rival New York publisher has, during the past eight months, been doing well by a work from his press upon Minnesota. Now, from these facts, we are of those who believe that no article about St. Paul, save of the libelous character of that in the Times of the 17th, could have found its way into Henry J. Raymond's paper. Let it go!