

# SPEECH

—OF—

CHAMPION S. CHASE,

—AT THE—

North-Western Water-Ways Convention,

—HELD AT—

THE CITY OF ST. PAUL, MINNESOTA,

September 3d and 4th, 1885.

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REVISED.

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FROM THE PUBLISHED PROCEEDINGS REPORTED BY  
GEORGE N. HILLMAN, STENOGRAPHER,

TOGETHER WITH

TWO SPEECHES AT BANQUETS GIVEN THE DELEGATES,  
ONE BY THE CITIZENS OF ST. PAUL, AND THE  
OTHER BY THE CITIZENS OF STILLWATER,  
AS REPORTED FOR THE PRESS.

NEBRASKA STATE  
HISTORICAL SOCIETY

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## PREFACE.

The following letter was issued by His Excellency, Governor Hubbard, of Minnesota, on the 10th day of July, 1885:

*To the Governors of the States of Illinois, Missouri, Kansas, Nebraska, Iowa, Wisconsin, and the Territories of Dakota and Montana:*

The present and future welfare and prosperity of the people of Minnesota, as those of the adjacent states and territories which constitute the great producing heart of the continent, largely depends upon the facilities and cost of transportation for their products to the markets of the world. This region is penetrated by natural water routes, which, being properly improved, would afford unlimited facilities for transporting its enormous product, at a nominal cost, to every part of the world. It has long been the settled policy and purpose of the national government to improve all the waterways of the country in the interest of commerce, both foreign and domestic. In pursuance thereof, there has already been an enormous amount of money (stated to approximate \$150,000,000) expended in the improvement of the rivers and harbors of our country, the bulk of which has been expended in the older states, and along the coast lines. Such appropriations should be made to apply where relief is most needed, and it would seem that the policy of working on exterior lines should now give way to the internal line policy, or commencing where the commerce of the country originates, the centre of the continent, and working outward. The people of the Upper Mississippi and Missouri Valleys, comprising the States of Illinois, Missouri, Kansas, Nebraska, Iowa, Wisconsin, Minnesota, and the Territories of Dakota and Montana, stand pre-eminently in need of immediate relief from exorbitant transportation charges, which render production unprofitable, and the fruits of industry expensive to the Eastern and foreign consumers. It is therefore deemed wise and proper at this time that the people of the Northwest, now producing the bulk of the nation's food, as well as its exports, should formulate a most earnest demand upon Congress for such appropriations of money as may be required to insure at the earliest day practicable the opening of our rivers to an untrammelled commerce to tide water. To this end it is recommended that a convention be held for this purpose, composed of representatives of those States and Territories, their commercial bodies and municipalities. Therefore, at the request of the Chamber of Commerce of the city of St. Paul and the state commission on river improvement, I would announce that a convention will be held in St. Paul on the third day of September, 1885. I would especially request the governors of the states and territories named to attend in person, and aid in securing a full representation of their states, commercial bodies and cities, and I cordially invite the senators and representatives in Congress of these states and territories to be present and assist in the work of the convention.

The representation deemed advisable is: For each state and territory at large, ten delegates; for each congressional district, three delegates; for each commercial organization, five delegates; for each municipality, five delegates.

L. F. HUBBARD, GOVERNOR.

At the appointed time an assemblage of about seven hundred representative men, met at St. Paul, delegates from all the states and territories named in the call and including Minnesota.

The convention was organized, permanently, by the election of Major William Warner of Missouri, as President, and Platt B. Walker, of Minnesota, as Secretary.

Of the delegation from Nebraska, Hon. John M. Thurston, was made chairman and the state was represented upon the committee on resolutions by C. S. Chase, A. J. Sawyer and E. M. Correll.

The convention continued in session two days, and after much discussion as to the best method of attaining the objects for which it had been called together, it adjourned finally, in great harmony of sentiment, the report of the committee on resolutions made at the afternoon session of the second day, having been so framed as to receive the unanimous support of all the states and territorial delegations. The resolution which called for an appropriation by the general government of \$35,000,000, for the improvement and protection of Northwestern Water Ways, was especially applauded.

Upon the evening of the second day the convention having adjourned, *sine die*, a magnificent banquet was given the delegates by the citizens of St. Paul at the Hotel Ryan which was attended by our seven hundred gentlemen. This banquet was projected by the committee in charge as a social gathering entirely, to be enjoyed as a feast for better acquaintance and not as an occasion for speeches as usual. The later hours of the evening were, however, relieved by remarks made by several gentlemen selected by an impromptu committee.

The citizens of Stillwater also tendered to the members of the convention, through United States Senator Sabin, a citizen of that city and a delegate, an invitation to visit them at home and about three hundred of the delegates availed themselves of the opportunity to see that city of lumber mills. Through the courtesy of Major McKenzie, superintending engineer of the Government works on the upper Mississippi, the United States steamer Barnard was placed at the disposal of the excursionists and on the day after the convention rose, the trip was made down the Mississippi about thirty miles to the mouth of the St. Croix and thence up that river-lake, about thirty miles, to Stillwater. On the route the Government works, for protecting and improving the navigation of the Mississippi, chiefly rip raps and wing dams, were inspected with great satisfaction.

Upon arriving at Stillwater the excursionists were treated to an elegant banquet which was prefaced by a speech of welcome by Mayor Durant of that city, who in doing the honors of the occasion, was ably seconded by Senator Sabin.

The delegates returned to St. Paul at evening by way of the Duluth Railway, passing Twin Bear Lakes and several other watering places and noted points on the routes.

NOTE.—Some of the most important facts and figures concerning the business of Omaha, contained in the convention speech, which follows, were furnished by Gen. E. F. Test of that city, just before the day of the convention.



NEBRASKA STATE  
HISTORICAL SOCIETY

SPEECH.

CONVENTION PROCEEDINGS.

SECOND DAY.

ST. PAUL, MINN., Sept. 4, 1885.

The convention reassembled at 10 o'clock A. M., and was called to order by the President.

THE PRESIDENT: Gentlemen, the convention is now open for the prosecution of business, and in the absence of any member of the clerical professions, the prayer will be omitted. The first business in order would be the report from the Committee on Resolutions. Is the committee ready to report?

MR. CHASE, of Nebraska:

MR. PRESIDENT: The chairman of that committee, Mr. Bolton, desired me to say to this convention that, after a long and interesting session, which was terminated by the general committee at 1:30 o'clock this morning, we have agreed to the substance of a series of resolutions which we hope will be satisfactory to the members of the convention, and have referred the same to a sub-committee of five to formulate. It may be two or three hours before we can report. I am confident that the resolutions are such as will meet with the approval of a large majority of delegates. Of course every member cannot be expected to be entirely satisfied.

We acted upon the principle of asking for liberal appropriations by Congress for the opening and improvement of navigable Western waterways. I am not authorized to say to you what points the resolutions will cover, but in view of the fact that the United States government has in its treasury the enormous sum of \$492,065,327.75, most of which apparently lies there without any immediate call for its use, we concluded that the great Northwest, which has paid over its share of that sum to the treasury, is entitled to the advantage of expending at home, in national public improvements, some substantial portion of it.

We were in favor of the proposition that the sum to be appropriated to us should be sufficiently large to effect, without much further delay, the internal improvements we so much desire. The time has come when the Northwest should be united in this matter, and be heard from in Congress; then if that representative body does not give us what we want, we will send men, and only men, there who will demand it with still louder voice, and secure it, too. The day is soon coming when this great, growing and immensely producing region here represented will have power in our national halls.

As the committee is not ready to report just yet, I ask the attention of the convention for five or ten minutes in order that I may present to you a few statistics concerning the products and growth of Nebraska, and I will guarantee to be brief. In view of the fact that our committee labored long and industriously last night to agree, and only after much discussion came to a harmonious conclusion, so that the time of the convention will not be necessarily taken up at much length in discussing their report, I think the few facts and figures I have to present will be acceptable at this time.

The Governor's call convening us covered a request that the delegates would bring with them statistics in regard to their respective localities, in order, I presume, to show what the Northwest is doing in the line of productive industries and growth in population and wealth, and it is in compliance with that suggestion that I have prepared the statements which I am now about to present.

We are raising the grain, the beef, the pork, and some other supplies for ourselves—for a large part of the United States, and no small portion of Europe—in the states represented by the members of this convention and no small portion of it is grown and produced in my own state. We have in the state of Nebraska a small county, on the Missouri river, which produced last year, over 8,000,000 bushels of corn, nearly as much as all the New England states combined, raised in 1883.

A delegate from Iowa: What county is that?

MR. CHASE: Little Otoe, sir.

A delegate from Illinois: How large are your counties out there?

MR. CHASE: About the size of counties generally in the Western states.

A voice: How many towns in a county?

MR. CHASE: We have no township organization there except in a few counties. We have precincts generally.

A voice: Hand the gentleman a map.

MR. CHASE: I would if I had one with me. I'll send him one. [Laughter.]

Several delegates: "Louder, louder."

MR. CHASE: I think I can make myself heard, even in this immense room, though it was modeled for skating and not for speaking.

Many voices: "Take the platform. Platform."

MR. CHASE: I can speak but a few minutes longer before I must return to the committee, else I would take the platform.

A delegate from Kansas: How many bushels of corn to the acre do you raise in Nebraska?

MR. CHASE: Between forty and fifty usually. We can do better.

Let me prove what I said. The yield of corn for 1884, in Otoe county was 8,253,855 bushels. Maine yielded, the year before, 1,062,850 bushels; New Hampshire, 1,368,500 bushels; Vermont, 1,817,300 bushels; Massachusetts, 2,039,100 bushels; Rhode Island, 414,300 bushels; Connecticut, 1,710,000 bushels; total for these states, 8,412,000 bushels. This showing speaks well for Nebraska and for the new West. For that corn and for our other grain and produce we propose to work for cheaper transportation; and as this has not been given to us at our humble request heretofore, we propose now to join as delegates to this convention and demand of the United States, for the Northwest, that our producing capabilities be recognized as worthy of methods by which this boon shall be realized.

A delegate from Missouri: How did you get your figures?

MR. CHASE: (Taking a paper from his pocket.) An examination of report number one, of the United States Department of Agriculture, new series, May, 1884, will reveal many of the figures which I have given, and that, in connection with the report of Major D. H. Wheeler, United States statistical agent for Nebraska, dated January 5, 1885, which I hold in my hand will prove all I have said, and further these reports will show that that state raised more corn in 1884 than all the



New England states and New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, California and Minnesota did in 1883.

Total bushels raised in New England and the states named, in 1883, 135,574,100.

Total bushels raised in Nebraska in 1884, 138,091,915.

For 1885, the official estimate of corn raised in Nebraska is 161,000,000 bushels.

You will bear in mind, gentleman, that the Missouri river, the improvement of which so many of us have come here especially to look after, bounds Nebraska on the east for over two hundred miles, and that across it and overland, or up and down it by navigation, a large portion of these products must be transported. The time may come when the Hennepin canal may help us out to no little extent. We hope so and the sooner the better. It certainly points towards us. These productive figures I am giving may appear large, at first thought, but they are true. Now, it seems to me, and I believe it will so seem to you, gentlemen, that facts like these are not alone important to the farmers and consumers of that state, but as well to the Eastern, Middle and Southern states, to consider. Are they not too, important to the people of the old world who are constantly seeking homes in the new world? Let them hear of them, read of them and then let them come over and see the land. We welcome them to the fertile valleys of the Missouri—valleys not surpassed in fertility and beauty in the whole world, no, not even by those of the famous Nile itself.

There are other industries in our State worthy of mention in this connection. The Omaha and Grant Smelting and Refining company, which obtains from several of the territories here represented their ores in bulk for reduction, is the largest in the world, including the branch at Denver. It smelts and produces annually now \$21,000,000 of gold and silver bullion, and this has to be transported in the rough to the works, and in refined state from them. The reduction of ores at these works in 1874, was but \$2,135,000. The increase of to-day is but a fair sample of the growth of business there in other enterprises.

A few more facts and figures and I am done. I present these Omaha facts for the reason that I represent on this floor the chamber of commerce of that city, as a delegate. Now, sir, the population of the city of Omaha in 1880 was 31,518; in 1885, 61,820, and including the platted additions, 68,000 and over. This is an increase more than doubling our population in five years. In the month of July last the clearance house report of the banks of that city shows that they cleared \$10,516,789; Cleveland cleared \$9,319,221; Minneapolis cleared \$8,040,000; Indianapolis cleared \$4,970,000, and Memphis only \$3,149,557. The bank clearances for the past year amount to \$126,201,968. In Omaha we have besides, three private banks not included in this statement.

Why do I give these money-figures here, you ask. It is to show you that the bulky commerce and trade of that region must necessarily be very large. Here allow me to say, as evidence of our prosperity, that no bank in the city of Omaha has ever suspended business or failed to pay promptly, over its counter, all dues on demand.

The internal revenue collections there for the year 1884, were \$1,579,656. In 1878 there were but \$550,000. The daily capacity of a single distillery there—Hler's—is 16,000 gallons of alcohol, and its product in 1884 was 2,292,000 gallons. Its daily consumption of grain when running in full capacity is 2,500 bushels. This company fattened at Omaha last year 3,000 head of cattle. Our Nail Works and White Lead Works are large factors in our business, the latter being the largest of

its kind in the United States. Boyd's Packing House is another important industry. It slaughtered last year 63,000 hogs. The Stock Yards Company, which was established there in 1884, with \$1,000,000 capital, has a daily capacity of packing 1,500 hogs and 500 cattle. The capacity of its yards daily is, 10,000 cattle, 6,000 hogs and 3,000 sheep.

The cattle receipts in Omaha in 1876 were but 48,000; in 1884; 151,880 were received and shipped. We slaughtered a large number there besides and sent the meat to Chicago and Europe, and for this again we want cheaper rates. [Applause.] Don't get excited. We have plenty of cattle as well as grain down there. Our plains are covered with them. [Laughter.]

We propose to show hereafter, from regular, authenticated reports concerning our trade and commerce, that we are entitled to cheaper transportation. We get our grain, cattle, hogs and other heavy material from the State, and further West upon cars, and we want some cheaper method of sending this traffic on East and South, to market. But, we do not propose, down there, to antagonize the railroad system. It has been a great factor in the increase of our population and the prosperity of our State in other respects. The population of Nebraska in 1880 was but 450,402 people; now we have 746,655. It will soon be 1,000,000, thanks to the railways and good soil.

I contend, sir, that when you open these waterways for the transportation of this grain and these other products, you are benefiting the railroads, for they must take this freight to and from navigation. We can only transmit our commerce by two methods—the great water courses which God has made for us and the artificial connections man can furnish between them. We desire that our rivers and lakes may be united by railroads as well as canals, and hence that we may be enabled to take these products the more cheaply to tide market.

We know no North, no South, no East and no West, as such, in this matter. All of the United States are as much interested in our work here to-day as we are. They each and all want to know how we are going to get our grain and other freight to their people, no matter where living, and to the inhabitants of Europe as well, by the most feasible route—a route which will benefit the consumer as well as the producer. This we would like to tell them and we propose to do it.

And now, Mr. President, again let me say that I am confident the resolutions to be presented here will be in accord with the object of this waterways congress, from the sentiments already here voiced, and the statistics which come up here from the states here represented. When we ask in the resolutions for a liberal appropriation for this region, we mean liberal—not less than \$20,000,000 at a time. This sum or more, the committee on resolutions will most likely ask you to indorse. (Applause.) I am sure the men of this convention will sanction that request. We want no more money in dribblets, but enough at a time to effect the object of its expenditure.

After having attended conventions of this character at St. Louis, St. Joe, Council Bluffs, and at Washington in the last few years, as a delegate from the Missouri Valley, I am now, more than ever, satisfied that these Conventions have not at any one time demanded aid from the Government in sums large enough to accomplish the desired end.

Are we not ready then to declare that the appropriations on the part of the government shall be as liberal to these Northwestern States, which have paid over to it such a munificent proportion of the surplus now in



the general treasury, as Congress has voted to other portions of the Union.

Sir, I am exceedingly obliged for the time you have given me. I have full confidence that the deliberations and action of this convention representative as it is, will result beneficially to the producing and business people of the new Northwest, and hence to all the United States. (Applause.)

## REPORT OF THE COMMITTEE ON RESOLUTIONS

### UNANIMOUSLY ADOPTED.

WHEREAS, In order to secure to the producers in all parts of the country the highest possible return for their products, and the most favorable exchange for the same, and our proper relations to the conditions of foreign markets, it is essential that the cost of transportation be reduced to the minimum; therefore, be it

*Resolved*, That the immediate and comprehensive improvement of the Mississippi and Missouri Rivers and their navigable tributaries to the fullest extent of their improvable capacity, in order to secure safe, permanent and reliable channels of sufficient depth and breadth to afford at all seasons of the year ample facilities for the water transportation of the immense productions of the Mississippi Valley, is demanded of the government of the United States by every consideration of commercial, agricultural and social advancement, and by justice and an enlightened policy of promoting the prosperity and defense of the nation. (Applause.)

*Resolved*, That we favor any meritorious project for increased water transportation facilities by which the general interests of the whole country may be conserved, and we commend a liberal policy in this regard to the careful consideration and intelligent support of Congress, but we deem the immediate and permanent improvement of the Mississippi and Missouri Rivers and their navigable tributaries, according to some comprehensive plan, embracing the whole subject, of paramount importance. (Applause.)

*Resolved*, That the Mississippi River, from the Falls of St. Anthony to the Gulf of Mexico, is the great natural highway for the commerce of the West, and the distance between the said falls and the mouth of the Ohio River is more than half the distance of the navigable waters of said river.

*Resolved*, That sufficient appropriations should be made to give at least six feet of water in the Mississippi River from Cairo to the Falls of St. Anthony at the earliest practicable day; and that we urge upon Congress that an immediate appropriation be made for the amount necessary to complete said work, and we also favor continued liberal appropriations by Congress for the improvement of the Mississippi from Cairo to the Gulf. (Applause.)

*Resolved*, That appropriations should be made by Congress for the improvement of navigation of the Mississippi to the navigable sources thereof, in accordance with the recommendations of the government engineers, and we commend to Congress the careful consideration of the report of the resident engineers to the war department of the reservoir system of the Upper Mississippi. (Applause.)

WHEREAS, The Missouri River, one of the largest and longest rivers in the world, watering an agricultural and mineral country unsurpassed in wealth, its borders populated by over 6,000,000 of people, yet never having received a direct appropriation from the national government for

its general improvement prior to the Forty-seventh Congress; therefore, be it

*Resolved*, That we earnestly recommend and urge the present and permanent improvement of the navigation of the Missouri River upon a general and systematic plan to prepare it for commerce by steamers and barges, and we urge a policy of large and continuous appropriations by Congress therefor. We further recommend that the improvement be carried forward as a distinct and separate measure, and in not less than five divisions of the river, and by United States engineers and civilians resident thereon, with equal application of appropriations to the several divisions, and the construction of ways at suitable points for the protection of boats against damage from ice. And we do now demand appropriations for this work commensurate with the wealth and growth of the great country tributary thereto, its remoteness from Eastern markets and the fitness of the river for a great commerce. (Applause.)

*Resolved*, That this convention urge upon the government to appoint upon the Missouri River a commission of engineers and civilians residing upon and interested in the improvement of the Missouri River, and whose other interests are not incompatible with their duties as said commissioners. (Renewed applause.)

*Resolved*, That in the opinion of this convention, the enlargement of the Illinois and Michigan Canal, and the extension of the same by the construction of the canal from the Illinois River at Hennepin to the Mississippi River at Rock Island, thereby connecting the great lakes with the Upper Mississippi, and giving a continuous line of water transportation from the Mississippi Valley to the Atlantic seaboard, is demanded in the interest of cheap transportation and the now immense and growing commerce of the Northwest (applause from the Illinois delegation), and we call upon our senators and representatives in Congress to urge the construction of such canal and the enlargement of the Illinois and Michigan Canal by the general government. (Renewed applause from the Illinois delegation.)

*Resolved*, That this convention approve the plans recommended and urged by the United States engineers in charge of the Sault Ste. Marie Canal, for increasing the capacity of the same to meet the rapidly growing demands of commerce, by constructing an additional lock twenty-one feet deep, and we favor the completion of the Hay Lake Channel at the earliest practicable day, and we urgently request Congress to make regular appropriations of the amounts recommended by United States engineers for the prosecutions of these works. (Applause from the Minnesota delegation.)

*Resolved*, That we also recommend an appropriation sufficient to immediately complete the work undertaken and that may be necessary for the improvement of the Red River of the North, and the tributary and adjacent lakes and streams. (Applause from the Dakota delegation.)

*Resolved*, That this convention favors the early completion of the improvement of the Fox and Wisconsin Rivers, with a view of providing a through route of water transportation between the Mississippi and the great lakes. (Applause from the Wisconsin delegation.)

*Resolved*, That the Yellowstone River, the Chippewa River in the State of Wisconsin, the St. Croix River, between the States of Wisconsin and Minnesota, and the Minnesota River, by virtue of the present and prospective commerce, and the immense benefits that would flow from their improvement, are well entitled to the fostering care of the general government, and that we commend such appropriations for their improvement as may be deemed judicious by the government engineers. (Applause from Minnesota, Dakota and Wisconsin delegations.)



*Resolved*, That the system of waterway improvements herein recommended is intended to embrace the improvement of the harbors to which they are tributary.

*Resolved*, That we recognize with great satisfaction the benefits which have resulted to the navigation of the Mississippi River and its principal tributaries from the extension of the lighthouse system thereto, and also the snag and dredge-boat service, and renew the hope that annual applications will be made to insure the efficiency of both. (Applause from the Minnesota delegation.)

*Resolved*, That in the opinion of this convention, annual appropriations of \$25,000,000 for the improvement of the rivers and harbors of the United States and the construction of artificial waterways would not be extravagant and pnoobe expended so as to enrich the country far beyond the amount so appropriated. (Applause.)

#### SPEECH AT THE ST. PAUL BANQUET.

The next speaker called out was Col. Chase of Omaha. The usual round of applause greeted his appearance on the stand. A voice: "How about Nebraska corn?" He spoke as follows:

GENTLEMEN BANQUETTERS—This is not the time, nor this the place for a business speech; if it was, "corn" would be my theme. (Applause.) It certainly is useless to resist your call, and this committee, and this enthusiasm for a speech. One must take the stand regardless of the fact that he has been preceded by such chosen, eloquent men.

It appears to me a huge practical joke to be called on for a speech at this stage of these proceedings. In this room there are not less than seven hundred men, all, or nearly all, joyous to a hilarious degree. Every one of them seems to be capable of making his own speech, and to the point too, upon the subject under consideration here, just now. If Demosthenes were summoned down from the heavens, to-night, in response to your call, and should take this stand he would doubtless get first-class welcome, but no eloquence of his could enchain this assembly (Applause.)

One thing, however, is greatly in favor of any man who speaks here and that is, whatever he says you will make eloquent. (Applause.)

Now, my over-partial friends, that you have taken me up here, I will talk to you a few moments, and first, to those of you who live in St. Paul.

Ever since I saw your grand, wide-awake city, day before yesterday, I have been led captive by its appearance more and more. Its solidity, its massiveness, its architecture, the beauty of its location, the romance of its history, its past and present growth, the enterprise of its citizens, the business energy of its leading men, their munificence towards every project for the growth and advancement of their town, calls loudly for the warmest commendation. (Applause.) Yours, gentlemen, is the only city I have seen in many a day, in which I would like to live, except our own Omaha. (Applause.) That it has been the seat of this great Convention, you ought to be, as you appear to be, proud. The favorable results of that gathering will be felt not alone in St. Paul, but as well in every city, in every state and territory which was there represented. In fact its benefits will accrue to the whole North-West. The Missouri and Mississippi alike shall share in the work done, there, and so shall their tributaries. (Applause.)

And now, gentlemen, I trust that St. Paul, in all her present glory, will not forget that she has a sister, a younger sister, away down in the Missouri Valley. You must know that I refer to St. Omaha. (Applause.) If not as beautiful as her elder sister, she will be when she is as old, and if she is not quite as large it does not trouble her, for she will be in a few years, and she enjoys herself exceedingly in growing. If she has not as many admirers as her senior she thinks she has, so all is well with her. She does not yield the palm to you, either, in her fondness for company and her liking for large parties at her home, I assure you. And, too, she has plenty of room and plenty of accommodations for her guests, no matter how numerous they may be.

Now, my friends, do you not see reason in what I am going to ask of you in her behalf? It is, that you will visit her and see her for yourselves; and this invitation is not extended alone to the men of St. Paul but to all these delegates and their friends, too. The request is more than an ordinary one. It is that you will agree to hold one of these Water Ways Conventions there. (Voices, "Of course we will.")

Omaha is now erecting an Exposition Building, to be completed the coming winter, which will seat over eight thousand people. It will hold many more with temporary seats. This immense audience hall we would like to see full of men interested in the subject matter of the water transportation cause. We will see that it is full if you will come there with one of these conventions, one of these convocations of the people. Do this and Omaha will receive you, as she always receives her friends, with outstretched arms, open hands and that cordial greeting which betokens unbounded hospitality. (Applause.)

We are already friends, in our business relations, with St. Paul. The lumber trade alone, has made us more than acquaintances and we are too far apart to be rivals, at present.

Men of St. Paul come and see us. Come over the "Omaha" road as we came to see you over the "St. Paul," and you will find that while this road has thus far only enabled us to shake at arms length and over cold iron, it will then warm us into close embrace and bind us together with a chain, every link of which is brazed with silver and adorned with gold. (Great cheering.)

#### SPEECH AT THE STILLWATER BANQUET.

Ex-Mayor Chase of Omaha having on the steamer Barnard been elected chairman, at a meeting of the excursion delegates, was called upon to respond to the speech of welcome made by Mayor Durant. Mr. Chase was cordially greeted and spoke about as follows:

MR. MAYOR AND CITIZENS OF STILLWATER:—It is evident that you did not expect speeches on this occasion. The generous lay-out here shows rather that you anticipated a large crowd with keen appetites. You have the crowd but we have been so provided for on our way, on the Barnard, that our appetites may not be so very keen. But I will say no more as to our appetites for I am confident we shall prove ourselves worthy of this feast, in that respect, before we get through. Too many matters of interest have engaged our attention on our way here from St. Paul to allow me to pass them on this occasion without notice.

First, let me say, that we are under great obligations to Major McKenzie for the use of the United States Steamer Barnard on this trip. The more are we obliged to him in that he gave us his personal com-



pany and attention. We have with us also one of the oldest, if not the oldest white settler of this region, Mr. Ludden of St. Paul, who came up to Fort Snelling, a small military outpost, in 1845, forty years ago. He pointed out to us the places of historical interest along the Mississippi, including Carver's Cave, Pig's Eye, Red Rock and others, all associated with various transactions and traditions in Indian history. On the way we too were shown the government works on the Mississippi, extending from St. Paul to the mouth of your beautiful river-lake. We have all day been revelling amid charming scenery and, loveliest of all, the St. Croix and its borders. Such natural beauty of landscape development might well lead one to imagine that the Creator may have trained His hand elsewhere, for at least five days of the six, when He fashioned the earth and the seas, ere He reached this region of the world, with His handiwork. (Applause).

Seriously, gentlemen, what lovelier highlands, gentler slopes or more attractive homelands do you find, and where, than is made up by your own St. Croix and its surroundings. It must be a source of pleasure as well as profit to work your mills and ship your lumber on and from the margin of this gem of inland waters. The buzz of this busy machinery and these immense piles of lumber shows you, at a glance, to be an industrious, prosperous people, and well you may be such, so long as you can transport your products by water.

Your mayor informs me that you have here, ten mills and that they cut 140,000,000 feet of lumber per annum, and that it is worth here on an average \$12.00 per thousand feet, and that in addition to this you raft down the St. Croix yearly in logs 150,000,000 feet, that you cut annually 60,000,000 of shingles, that three-fifths of the lumber product goes down the river, cut, or in logs—that 4,000 men are employed here in this one business alone, that \$7,500,000 are invested in this trade, and yet, that Stillwater has but 16,000 people. This last fact shows at once that your city is both prosperous and wealthy. It must interest people who never before saw one of your four acre rafts of logs, as it has been seen by us to-day,—driven by a little tug steamer in the rear and guided so easily by the steering of the boat. We have seen several of these acre lots on our way up your river. These logs, I am told, are floated down to Clinton, Iowa., many of them and there cut into lumber and shipped west across Iowa by railroad to Omaha and other points, where the lumber is worth on the average \$25.00 per thousand, a fair profit, I take it, over the cost of transportation.

Now, gentlemen, a word about western cities, of which yours is a good specimen. You are aware that a curious fact exists, in regard to the opinions of men, who, for the first time, visit these new western towns and either in speeches or through the newspapers or otherwise give expression to their opinions of them. It is this: Every place visited gets for the time being the maximum of praise. Now, it may be, that all these opinions are honest, for, in fact, the man who has the opportunity of making these observations, is being constantly surprised by the evidences of growth and thrift exhibited, by town after town and city after city, as he visits them, and so, is pretty sure to think the last one he sees the most praiseworthy. I do not believe I am thus led astray in this instance. I have seen too many western cities to judge Stillwater incorrectly when I say that it must be a very prosperous and growing town.

Another thought comes to me, standing as I do, in the midst of these industrial surroundings, which I cannot refrain from presenting. It is this: How could these vast lumber interests be maintained with such mills and such appliances as were in vogue, say, but fifty years ago?

What would have been the advance of civilization—the success of emigration and the development of this western country, had not the improvement and invention of lumber cutting machinery kept pace with the advancement of machinery used in all other productive industries. Some of us can remember the old-fashioned saw-mill which stood by the brook with its wooden dam, away down east, and its slow revolving wheel and single saw, propelled by the small stream which came from the dam through the mill race and gushed out at the gate into the trough which feed the wheel. The mill was all well enough, in its way, so long as the water lasted in the dam. One man could tend it, rolling the logs on to the carriage from the runway, setting them for the saw and, when cut, throwing out the boards. Times have changed, have they not? Look at these wonderful mills, run as they are by steam, and tell me if they have not. Steam as a motive power was but little known in those days. Now, it is safe to say, that all the other utilitarian discoveries of the age combined, have not contributed as much, as it has, towards advancing the interests of progressive industry. For the discovery of its uses and the machinery adapted to them, the names of Watt, Stephenson and Fulton are worthy of a place in the loftiest niche of the modern Temple of Fame. To honor these names is to honor the countries which produced them, Scotland, England and America.

Men of inventive genius come to the front as fast as required, so that the discoveries and inventions of man are co-equal with the necessities of his race. Then, may it be unreasonable to believe that the not distant future will witness mechanical improvements and other inventions which shall cast the present, in that respect, comparatively into the shade. Steam as a motive power was discovered at the right time. The people had become restless with tardy machinery and slow transit. Emigration was seeking the New World. The fertile prairies of the west had long been waiting for the plow. Then steam came to aid progressive mankind. But for it the frontier, that line between the settlements of men and the wild region beyond, a line so well known and well defined but a few years since, would still be down by the margin of the Great Lakes, scarcely midway across the continent. Without it the rich valleys and fertile plains of the Mississippi and Missouri and their tributaries would still be the undisputed home of the Indian and his wild companions. Now civilization has taken the place of barbarity, and refinement has followed in the steps of civilization. The hum of industry and trade is heard throughout the land from the Atlantic to the Pacific and from the British possessions on the north to our southern seas.

To us in these rapidly advancing regions these facts speak with double force. They tell us that already the New Northwest holds an immense sway in the national government, and assure us that soon the balance of power will be located west of the Mississippi river, and yet that region is but in its infancy. We can, then, with some good reason, and no little assurance of success, demand of the general government such aid in behalf of the cause in which we are engaged, the endeavor to procure the improvement of northwestern water ways, as will secure for us, and those who are to come after us, cheaper and more feasible transportation for the products of these forests, these valleys, these mountains and these plains. (Great applause).