

## IN HONOR OF JAMES J. HILL.

### St. Paul Celebrates the Completion of the Great Northern Road.

ST. PAUL, June 7.—Never in the entire history of the Northwest has there been so great and successful a celebration as that begun in that city to-day in honor of James J. Hill, whose completion of the Great Northern Transcontinental Railway system, without aid from the Government, has given him high rank among the great financiers.

Great celebrations there have been in the past, but the greatest of them could not approach this in magnificence or magnitude. This was first planned as the tribute of a great commercial centre to one of its citizens, but the great stretch of country that has already begun to feel the benefit of the new railway system desired a part in the celebration until seven States and several score cities were represented in to-day's pageant. The bright day added beauty to the solid arches of triumph and of honor, and to the grand colonnade and pillars that had been erected by the city for this occasion at an expense of \$10,000. They were reproductions of the famous Grecian and Roman arches of triumph, and were supplemented by handsome architectural arches, flags, and bunting all over the city. Nothing ever seen in the West can approach in magnificence this parade. No duplications have been allowed.

The Fire Department parade preceded the main parade by half an hour. After a platoon of mounted police came the main parade, in four divisions. The first was headed by the Third United States Infantry and the First Regiment, National Guard, First Artillery, and Shattuck Cadets.

The second division was historical in character. First came a full-blooded Indian Industrial School Band, followed by fifty Sioux Indians in feathers and war paint, with their squaws and French voyageurs.

A float in miniature of St. Paul's First Church, the clumsy old Red River carts, the prairie schooners, the United States pony mail carriers, and the old mud-bespattered stage coach gave the next step in the opening of the great Northwest. The first stage coach carried the oldest white citizen and B. W. Brunson, who laid out the original town of St. Paul. The first Post Office of St. Paul was followed by a float representing the first steamboat and a representation of Engine No. 77 of the Chicago, Milwaukee and St. Paul Railway. Floats of the Chicago, St. Paul and Minneapolis and Omaha and the Great Northern Railroads represented the greatest advance in railway facilities, and closed the historical division of the parade. The third division was led by State floats representing Minnesota, Wisconsin, the Dakotas, Montana, and Washington, the industries of each State being represented.

St. Paul had a handsome float named Progress. Minneapolis, Duluth, Superior, Crookston, St. Cloud, Moorhead, Grand Forks, Devil's Lake City, Kallispell, Everette, and Seattle were all represented by floats. Other handsome and elaborate floats representing the various industries of the City of St. Paul closed a memorable parade and celebration in American railway and commercial history.