



CHARLES GRAVES TITCOMB.

Charles Graves Titcomb, of St. Paul, was born at Nashua, New Hampshire, March 20, 1844. Mr. Titcomb is a son of John Pierson Titcomb, a merchant of Harvard, Illinois, and of Lavinia Atwood Smith (Titcomb). His grandfather on his father's side was a graduate of West Point, where he completed his military course with high honors. He was also a poet as well as a musician of marked ability. John Pierson Titcomb's mother was of French birth. The grandparents of the subject of this sketch on his mother's side were residents of Bangor, Maine. Charles Graves received his early education at Charlestown, Massachusetts, and was early employed in Boston in an art establishment, where he earned his first dollar. He received his musical education in Boston, and in 1865 came West to Chicago, where he spent a number of years as a teacher of music. In 1882 he removed to St. Paul, and has been successfully engaged as a teacher of the piano in that city ever since. He numbers among his pupils a large number of musicians of talent, among them teachers who have achieved success with his methods. He was the organist at the House of Hope Presbyterian Church for ten

years, but is at present filling the position of organist at the First Baptist Church in St. Paul. Mr. Titcomb has an honorable record as a soldier, having enlisted in the Forty-seventh Massachusetts regiment as private and serving under General Banks in the Department of the Gulf, from which service he was honorably discharged after the fall of Vicksburg.

ROBERT BRUCE LANGDON.

From 1848, up to the time of his death, July 24, 1895, Mr. Langdon was engaged in the construction of railroads, and a full account of his life would almost comprise a history of railroad building in the United States during that period. Mr. Langdon was born on a farm in New Haven, Vermont, November 24, 1826. On both his father's and mother's side his ancestry was English. His father, Seth Langdon, was an agriculturist, and was also born at New Haven. His paternal grandfather was a captain of a Massachusetts regiment in the Revolutionary War. At its close he settled in Connecticut, but later removed to Vermont, and was one of the pioneers of that state. The mother of R. B. Langdon was of an English family by the name of Squires. Robert Bruce Langdon grew up to manhood in his native town, receiving his early education in the district schools, which was supplemented by a brief academical course. He began his business career in 1848 as the foreman of a construction company engaged in building the Rutland & Burlington Railroad in Vermont. A short time later he left his native state in the employment of Mr. Selah Chamberlain, coming West, and for several years was engaged in railroad construction work under his employer in Ohio and Wisconsin. The first contract Mr. Langdon received on his own account was for fencing the Chicago & Northwestern Railroad from Fond du Lac to Minnesota Junction. In 1853 he had charge of the construction of a section of seventy-five miles of the Illinois Central road from Kankakee, Illinois, to Urbana, Ohio, and later was engaged on contracts for the Milwaukee & La Crosse and the Milwaukee & Prairie du Chien

railroads. The first ground broken for a railroad in Minnesota was done under the direction of Mr. Langdon in 1858. At the outbreak of the Civil War he was compelled to abandon the construction of the Mobile & Ohio Railroad, on which he had been engaged two years. During his business career as a railroad contractor, in association with D. M. Carpenter, D. C. Shepard, A. H. Linton and other gentlemen Mr. Langdon constructed more than seven thousand miles of railroad in the states of Vermont, Ohio, Wisconsin, Illinois, Indiana, Minnesota, Tennessee, Mississippi, Iowa, the Dakotas, Montana and the Northwest Territory. But in addition to being one of the foremost railroad contractors in the United States, he was connected with the management of some of the most important lines in the Northwest as a stockholder and director. He was vice president and a director of the Minneapolis & St. Louis Railroad, and for several years a vice president of the Minneapolis, Sault Ste. Marie & Atlantic Railroad. Mr. Langdon also turned his energies in other directions aside from that of railroad building, and was connected with numerous other enterprises in the Northwest. He was held in great esteem for his ability as a financier and his indomitable business energy, and his advice was sought as to a great many public, as well as private, enterprises. He built the canal of the Minneapolis Milling Company in 1866; was president of the company which built the Syndicate Block and the Masonic Temple in Minneapolis; was a director of the Twin City Stock Yards of New Brighton, and of the City Bank of Minneapolis; a partner in the wholesale grocery firm of George R. Newell & Co., and was interested in the Terminal Elevator Company and the Belt Railway, connecting the stock yards at New Brighton with the interurban systems of railroad. Not only was he active in all enterprises tending to the upbuilding of his city and state, but Mr. Langdon also took an active part as a legislator, and was distinguished for his close attention to the interests of the community which he represented and for his sound and practical ideas. He was connected with the Republican party all his life. In 1872 he was



elected to the upper house of the state legislature, and his services were so satisfactory in that body that he was successively re-elected, serving continuously until 1878. In 1880 he was again elected to the senate and served until 1885. He was the choice of his party for the same office in 1888, but was beaten by his Democratic opponent by only a few votes, this defeat being due to the Farmers' Alliance landslide of that year. He was also a member of the state senate at the extra session called by Governor Pillsbury to act upon the adjustment of the state railroad bonds, and was an earnest supporter of all efforts made toward securing adequate legislation for the final settlement of this vexatious question. It is noteworthy of Mr. Langdon's popularity that he never had a competitor in a convention, receiving his nomination by acclamation. He often represented his party in state conventions, and was a delegate from Minnesota to three national conventions: at Cincinnati in 1876, and Chicago in 1884 and 1888. To his influence to a considerable extent is due the fact that Minneapolis secured the national convention in 1892. He had a large acquaintance among men of national reputation in this country, and his influence was widespread and potent, not only in

molding the business and political destinies of his city and state, but in the councils and the national conventions of his party. He was a man of large, robust physique, and possessed a personality that was both magnetic and impressive. His numerous business enterprises did not deter him from studious habits formed in youth, and few men were his conversational equals on such a diversity of topics. The sterling qualities of his character were such as to endear him to men in all walks of life, and his death is mourned by a large circle of sincere and devoted friends. His name has been honored by having two towns named for him, viz.: Langdon, in North Dakota, and Langdon, in Minnesota. Mr. Langdon was for some time president of the Minneapolis Club. In his religious faith he was an Episcopalian, and up to the time of his death was a vestryman of St. Mark's Church. He was married in 1859 to Miss Sarah Smith, a daughter of Dr. Horatio A. Smith, of New Haven, Vermont. In 1866 he brought his family to Minneapolis, where they have ever since resided. The family consists of three children, Cavour S. Langdon, Mrs. H. C. Truesdale and Mrs. W. F. Brooks, all three of whom are married and live in Minneapolis.

JOHN B. SANBORN.

Of the many gallant soldiers whom Minnesota gave to the armies of the North during the war for the preservation of the Union, General John B. Sanborn, of St. Paul, is one of the most eminent, and to the glories of a military career he has added those of an equally brilliant civil career. As a lawyer and statesman he has occupied a conspicuous place in the life of Minnesota for more than a generation. He was born in Epsom, Merrimac County, New Hampshire, December 5, 1826, on the homestead which has been in possession of the Sanborn family for seven successive generations, and although now beyond "three score years and ten," is in complete possession of all his powers of mind and body. On both sides he is descended from New England families, and his grandfathers were revolutionary soldiers. His boyhood years were passed

on the farm, and he acquired his early knowledge of books at a country school. President Franklin Pierce advised him to study law, and so he entered the office of Judge Asa Fowler, in Concord, in 1851, and was admitted to the bar in that town in 1854, at the age of twenty-seven. It was in this year that he removed to Minnesota, locating at St. Paul, where he began the practice of his profession, and has since resided. Theodore French was his first partner in the law, and subsequently the firm became Sanborn, French & Lund. In 1859 he served as a member of the lower house of the legislature, and in 1860 was elected to the state senate. When the civil war began, in the spring of 1861, Governor Alexander Ramsey appointed him adjutant general of the state, and after organizing and equipping the First, Second, Third, Fourth and Fifth Regiments of Volunteer Infantry, and two batteries and one battalion of cavalry, he enlisted in the Fourth Regiment, in December, 1861, and was made its colonel. From this time on to the close of the war he was constantly in the service. In the spring of 1862 the Fourth Regiment was ordered South, and joined General Halleck's army in front of Corinth. After an eventful spring and summer, Sanborn, on September 19, 1862, being then in command of the First Brigade of the Third Division, Army of the Mississippi, took part in the fiercely contested battle of Iuka. His brigade was in the hottest part of the fight, losing six hundred men in killed and wounded, but not without some compensation, for to it belonged the credit of saving the day. General Rosecrans took occasion, in his orders, to give Sanborn the most flattering mention for his skill and gallantry. On October 3 and 4, he commanded a brigade at the battle of Corinth, and sustained the reputation previously made at Iuka. From this time on he was in all of Grant's campaigns in the Mississippi Valley, including the campaign against Vicksburg. From April 15 to May 2, 1863, General Sanborn commanded the Seventh Division of the Seventeenth Army Corps. Resuming command of his brigade, he was in engagements at Raymond, Mississippi, May 12; at Jackson, May 14; at Champion Hills, May 16, and in the assault on Vicksburg,