THE OMAHA DAILY BEE.

SIXTEENTH YEAR. OMAHA, FRIDAY MORNING, OCTOBER 29, 1886. NUMBER 123.

TERRIBLE RAILROAD WRECK.

The Limited Fast Express on the Milwaukee Road Ditched.

THE WORST DISASTER IN YEARS.

Twenty-six Supposed to be Burned to Death—All the Clews to the Identity of the Unknown Dead Destroyed.

Fatal Wreck on the Milwaukee.

MILWAUKEE, Oct. 28.—The limited passenger train on the Chicago, Milwaukee & St. Paul railroad which left here last night at 10, was derailed at Rio when about three hours out and thrown into an old stone quarry. The particulars are hard to get, but it is admitted at the general office of the company in this city that one coach and three sleepers were wrecked and five or six persons killed. Physicians left this city on the early train for the scene of the disaster.

It is reported that out of ten persons who occupied one of the passenger coaches seven were killed. A gentleman from Chicago and two children from Winona were the only ones saved from the passenger coach. None of the occupants of the sleepers were injured. Nothing has yet been learned in regard to the number wounded. Engineer Searle, at first reported killed, was only slightly hurt. B. Lawenbach, a job printer of this city, who was on the wrecked train, says the passenger coach which contained between fifteen and twenty persons was telescoped at both ends and the fire that enveloped the wreck prevented the imprisoned and injured passengers from escaping. Passengers from the sleepers gathered around the blazing cars, but were powerless to render assistance. Men and women could be seen tearing their hair in the agony of the moment and frightful screams issued from the death trap. One heavy woman in particular, he says, tore up one of the seats and endeavored to break her way out, but her strength failed and she fell to the floor and met with a horrible death. Only three persons escaped from the passenger coach. Lawenbach says a man and two children forced themselves out through the ventilators to the top of the car, with all clothing from the waist down burned off his body, and the flesh roasted and bleeding from cuts inflicted by broken glass. Every one of the wrecked cars were consumed, with the exception of the last sleeper, which was cut away from the burning wreck. All the bodies of the victims were burned in the wreck.

The Evening Wisconsin's special from Portage says: Last night soon after midnight the west-bound limited express was ditched at East Rio Siding, a small station about thirteen miles east of this city on the main line of the Chicago, Milwaukee & St. Paul railroad. There are two side tracks at the place and at the time the train was due there last night both were occupied by freights; one by a wild train and the other by train No. 14, Conductor H. P. Hankey, of this city, which had just pulled in from the west to allow the limited to pass. No. 14 was very long and the conductor was at the head of the train relying upon the brakeman to attend to the switch. One report says the rear brakeman, whose business it was to close the switch after the train, for some reason neglected altogether to do so. The other and more probable story is that he started back to close the switch but before he could reach it the limited, which does not stop at any except large places, came tearing down grade at fifty miles an hour and left the rails at the open switch. The siding is in a cut where the road curves so that the switch light can not be seen from the east until the train is within a few rods, so the engineer of the limited could not see the switch light turned wrong until too late to stop. The engine left the track, ran a short distance and brought up against the bank. The regular coaches followed, while four sleepers kept the rails. The engine and cars that went off were badly smashed and took fire from stoves. Engineer Littles and Fireman Egan were badly bruised and scalded. The baggageman had a leg broken. All the passengers in the sleepers got out uninjured, except being slightly bruised, but in one day somebody's children were penned and literally burned to death. Many others were injured by a severe shaking up. The names of the victims are not yet known here. The whole train with the exception of one sleeper was burned up. Superintendent Colliows was on the east bound passenger train No. 2, which was waiting at the station, four miles this side of the wreck, for the limited, and was soon on the scene. The wrecking train with surgeons went from this city and did all possible to alleviate the suffering and save life. No. 2 was obliged to back up to this city and went over the Northwestern via Harrison, Beaver Dam and Fox Lake, the same route being used by trains to-day. The wreck is not yet cleared. Conductor Hunton, of the freight train, on whom the responsibility of the disaster rests, took to the woods in despair, leaving his train. He has always been a most careful and efficient man, much trusted by the company. It was a most horrible and sickening spectacle, the roasting people making the night hideous with their yells, while the bystanders were unable to render assistance. It was the worst wreck ever known in the northwest.

An Evening Wisconsin dispatch from Rio says: Twelve or thirteen persons were in the day coach. A woman whose home is in Minona handed her two children out of the window and was burned to death in the car. Louis Beinker and Emil Waltersdorf, of Columbus, Wis., are among the dead. The names and residences of the others cannot be learned. The burning of the baggage obliterates the only clew to the identity of the occupants of the burned car and it may never be known to a certainty how many parished in the wreck.

From the most reliable accounts obtainable to-night, the number who perished does not exceed ten, and these were all in the passenger coach next the baggage car. The only occupants who escaped were two children, whose mother, Mrs. C. K. Scherer, of Winona, handed them out to a brakeman. Mrs. Scherer was pinned down by a seat and already enveloped in flames. The rescuer's hands were burned to a crisp. None of the charred remains can be identified.

THE KILLED.

As far as can be learned up to to-night those who perished are:

MRS. C. R. SCHERER, of Winona, Minn.

MRS. ROSINA JOHNS, of Winona. Her mother-in-law, MRS. JOHNS.

LOUIS BRINKER, residence unknown.

A young woman believed to be MRS. GEORGE A. MARR, of Chicago. Her identity, however, is very uncertain.

EMIL WALTERSDORF, residence unknown.

WALLACE STUART, aged twenty-two, Columbus, Wis.

FIVE OR MORE PERSONS UNKNOWN.

TWO SISTERS OF CHARITY, one believed to be Mother Alexia, superior of the convent at Winona, Minn., who was in Milwaukee to establish a new convent.

THE INJURED.

CONDUCTOR LUCIUS SEARLE, of Milwaukee, badly injured about the chest, but probably not fatally.

WADE CLARK, Oconomowoc, baggageman, leg broken.

CHARLES T. SMITH, 156 Wabash avenue, Chicago, broken arm and wrist, face cut badly by broken spectacles.

JAMES PHILLIPS, brakeman, cut badly about the head.

No passengers in any of the sleepers were killed. Conductor Searle was in the baggage car when the shock occurred. With Baggagemen Clark, and Phillips, the brakeman, he was pinned under several heavy trunks, unable to extricate themselves. To their horror they saw the flames burst in from one end of the car. They redoubled their efforts, and Phillips managed to crawl out. Conductor Searle, thus released, followed him. Clark, with a broken leg, was gotted out and the three crawled through a window as the flames had crept up within a few feet of them.

THE CONDUCTOR'S STORY.

Conductor Searle is now lying prostrated at his home in Milwaukee, and tells this story: He says, as nearly as he can recollect, the occupants of the car where the frightful incineration occurred included a woman with a little girl of about six years; another dark-haired woman with a babe less than a year old; a blonde woman of thirty, who seemed to be a companion of the former, both bound for St. Paul; two sisters of charity traveling on a pass. He can recall no description of any others, but says there were not to exceed fifteen altogether. He has lost his tickets, and so there is no record.

THE DEATH LIST GROWING.

A late dispatch to the Sentinel estimates the number of people burned at twenty-six. A force of men have been engaged to-night in raking over the ruins of the coaches. At 11 o'clock the charred remains of eleven victims had been taken out. In the pocket of one man was an enveloped address, "J. Tourin, Forty-ninth street, Chicago, Ill." A traveling man named Dibbles was among the victims. Mrs. L. Lowry, of Milwaukee, also perished. Brinker and Waidersdorff lived at Columbus, this state, and there boarded the train.

THE FREIGHT CONDUCTOR CRAZY.

Conductor Hankey, of the freight train, who fled into the woods immediately after the catastrophe occurred, has been found wandering around in a raving condition. He is likely to become a hopeless maniac.

THE LATEST PARTICULARS.

Late to-night Conductor Searle, who it is believed will recover, said at the time of the accident the train was running forty-five miles an hour. James Phillips, a brakeman, and Wade Clarke, a baggageman, were sitting talking with him in the baggage car when the shock came. All three were thrown to the floor, and pinned there by piles of baggage. There was a terrible noise, all kinds of sounds at once, and in less than a minute the flames commenced the work of destruction. By desperate efforts the three managed to extricate themselves. They found the passengers screaming inside the coach, which was all in flames. The passengers seemed to be pinned fast and unable to escape their fate.

THE SURVIVORS AT ST. PAUL.

ST. PAUL, Oct. 28.—The Milwaukee train bringing those saved from the wreck reached here at 6:30 to-night. Among the passengers were Bishop Whipple and wife, of Fairabault. Apart from great fatigue and nervous prostration the bishop was uninjured. He described the wreck as the most terrible sight he ever saw. Their personal baggage was destroyed. Captain John Ames, of Northfield was in a sleeper and says Bishop Whipple worked heroically to save the passengers imprisoned in the wreck and brought out the children of Mrs. Scherer, of Winona, but could not liberate her. After comparing notes with other passengers he thinks there were fifteen to twenty-three passengers in the day coach, of whom only three escaped.

BISHOP WHIPPLE'S STORY.

The Globe has the following statement from Bishop Whipple in relation to the accident: "A freight train reached Rio about twenty minutes before the limited train which was wrecked, and the switch had been left open. Our train was going at the rate of forty-five miles an hour, so the train officials said, and the courage and bravery of the engineer cannot be praised too highly. He stayed with the engine, and I never knew an air brake to be set so quickly and strongly as that one was. Our train was composed of an engine, mail and baggage car, day coach, and three sleepers, and all except the sleepers went off the track and took fire immediately. I was in the first sleeper and had a berth in the end next the day coach. Mr. McGinnis, of Morris, was in the berth opposite me. The instant of the shock he sprang from the berth and ran to the front end of the car, but it was impossible to get out at that end, for that end had telescoped. He rushed back and cried out: "Come and help me save these people who are being burned to death." I had been awake but a few minutes before, and had looked at my watch. It was 12:30 o'clock. I had followed McGinnis in my stocking feet. He ran faster than I, and when I came to the burning coach he had taken two children from a woman near the rear of the coach. She said her name was Sherer, of Winona, and asked him to save her children, for their father was living.

"We both tried to lift the woman from the car, but we could not, for she was wedged in beneath the broken seat. A moment after we reached her, her dress took fire and she fainted, and was burned to death before our eyes. There was comparatively little screaming coming from the car, but there was rather a low moan of suffering, and I believe that most of those who perished were killed outright. The car was telescoped at both ends. Mr. Ames, who was on the train, saw the passengers in that coach and so did my wife, and they think there were seventeen. There were two sisters of charity who boarded the train bound for Winona. There was a mother and daughter, whose names are unknown; three young men, a middle-aged man, Mrs. Sherer, her mother, and two children; a man that got on at Columbus, two men who boarded the car at Watertown Junction; Mr. Clarke, who climbed out at the top. He and two children were saved. The others were burned to death. In about an hour and a half Mr. Collins, superintendent of that division, arrived from Milwaukee, and Philip Langley and Mr. Boyden of the company, were on the train and everything was done that could be done for the comfort of the passengers who were left. The ladies on the train were especially kind in caring for the two motherless children. One was a little girl about four years old, and the other a baby—a little boy. The passengers in the sleeping cars had some slight bruises, but none were seriously injured."

THE SWITCH LEFT OPEN.

CHICAGO, Oct. 18.—Mr. L. Lewis, of New York, a passenger on the ill-fated St. Paul limited, reached Chicago this evening. He says: "I saw the conductor of the freight train that was standing on the side track, and he told me he was standing with the switchman, as he heard the rumble of the approaching express, and, turning, said:

"'Is the switch all right?'

"'My God; I left it open,' was the reply, and at the same time the man disappeared in the darkness, and has not been seen or heard from since. The freight conductor rushed toward the switch, but was too late."

Blaine's Starring Tour.

HAZLETON, Pa., Oct. 28.—The Blaine party left Pottsville this morning in the rain at 8:45. He was introduced to a crowd of several hundred persons and made a short speech. The party was welcomed at Mauch Chunk at 9:30, and while the special train was transferred to the Lehigh Valley railroad, Blaine addressed about two thousand people in the concert hall, speaking about ten minutes. The train stopped two minutes at Weatherly, where Blaine appeared on the platform and received cheers and acknowledged compliments.

WILKESBARRE, Pa., Oct. 28.—Hon. James G. Blaine arrived here this afternoon. He was met at Glen Summit by an escort of prominent republicans of Luzerne county, who accompanied him to this city. On his arrival at the station he was greeted by an enthusiastic crowd and was escorted by a vast concourse to the Metropolitan rink, where a public meeting was held. He spoke about twenty minutes, chiefly upon the tariff. He and his party left for Scranton this evening.

SCRANTON, Oct. 28.—Blaine's tour through the anthracite coal region was concluded here this evening. Blaine, both at Wilkesbarre and here, dwelt upon the tariff and the price of colored labor. He goes to New York to-morrow.

Governor Hill Talks.

NEWARK, N. J., Oct. 28.—[Special Telegram to the BEE.]—Governor Hill, of New York, spoke to a large assemblage of democrats here last night. He called on the workingmen to vote solid for the democratic party, which had always stood by them. He denied that the democratic party was divided in New York. In speaking of Blaine's tour through Pennsylvania, he said Blaine was claiming to be a friend of workingmen, and that everywhere that he went he was the guest of the most prominent monopolists. In the course of his speech he said there were no civil service rules to prevent his speaking to this audience, and if there were he would be tempted to break them.

Pool Agreement Signed.

CHICAGO, Oct. 28.—The general managers of the lines party to the southwestern passenger association agreement, met to-day and signed a contract for the pool, thus putting it into effect. The pool dates from October 1, and on November 1, all rates throughout the territory are to be restored to the tariff. This will advance the present rate between Kansas City and Chicago from $9 to $12.50.

THE BIG STATUE UNVEILED.

Bartholdi's Offering to the American Nation Formally Accepted.

THE PARADE AN IMPOSING ONE.

President Cleveland and Cabinet Take Part in the Ceremonies—An Ovation Accorded to Bartholdi—A Gala Day in New York.

Liberty Unveiled.

NEW YORK, Oct. 28.—The rainstorm which prevailed all day yesterday ceased last night, but the weather this morning is very unpromising for the festivities which are to take place in connection with the inauguration of the Bartholdi Statue of Liberty. A slight fog hangs over the city and obscures in a measure the elaborate decorations of buildings with which the city has been beautified. The French and American flags are flying from the house tops and windows in every direction, and a general holiday appearance is presented by the moving bodies of soldiers, civic organizations, and by the collection on the sidewalks of great crowds of people. Business during the day will be almost entirely suspended. The public schools are closed and all New York will join in the celebration. Visitors from all sections of the country have been coming into the city for two days past and this morning thousands more were added to the great throng. The storm greatly interfered with the work on Bedloe's Island yesterday, but as little was left to do, it did not matter very much whether it rained or not. The workmen tore down the old steps that led up the embankment and replaced them with a wider and more substantial stairway. They also laid a broad wooden walk leading to the grand entrance in front of the fort. The platform that stood in one of the northwestern angles of the enclosure was also removed and the platform for the speakers made ready for their reception. A handsome silk French flag will be placed over the face of the statue. At a word from President Cleveland it will be drawn, unveiling the head of the goddess. The labor parade which moved out at 9 o'clock included between twenty-five to thirty-five thousand men. The head of the column will reach the battery about noon. The naval parade starts at 12:45 p. m. The president will reach Bedloe's Island, it is expected, at about 3 o'clock, and the exercises will commence as soon as he has reached his seat.

It is estimated fully 1,000,000 people took part in the festivities to-day. The wet pavements, mud, chilly atmosphere and general discomfort were not appreciable in the public enthusiasm. From the boundary line east and west at the river fronts, tha drift of people moved until when nearing the line of march, then grew to be a tide of humanity, jammed up against the police lines and set back a constantly flowing stream into near by avenues. The procession was to have started at 9, but at that hour it had only begun to form. The Fifth United States artillery and engineer corps took their position in front of Secretary Whitney's house at Fifty-eighth street and Fifth avenue a few minutes after 9 o'clock. Next came the old guard, who stood near the carriages in waiting for President Cleveland and members of his cabinet, to leave Whitney's residence, where they had spent the night. Promptly at 10 the president, accompanied by Secretary Bayard, descended the steps and entered an open carriage. They were followed by Secretary Whitney, Postmaster General Vilas, Secretary Lamar, Rear Admiral Luce and staff and Major Whipple. The old guard preceded the carriages, and at 10:15 commenced the march down Fifth avenue. Both sides of the avenue were crowded with people who waved their hats and applauded loudly as the president's carriage passed. On all sides of the streets, from Central park down to the reviewing stand on Twenty-fourth street, the different military companies and civic organizations were formed. Carriages containing the president and cabinet were followed by a battallion of two hundred and fifty police. The United States brigade came next, with the engineer corps, which consisted of two hundred and fifty men; the second regiment of national guards then fell into line, together with a detachment of the Massachusetts volunteer militia. They were followed by the Seventh, Eighth, Twelfth, Eleventh and First regiments and French societies. The governors of Massachusetts, Maine, Vermont, Connecticut, Rhode Island, New Jersey, New York, Maryland and their staffs, together with the United States judges, entered carriages at the Windsor hotel and fell into line behind the French associations. After these the following divisions were made up of naval officers and officials from various cities, building policemen and firemen, veterans of 1812, Grand Army posts, civic societies, volunteer firemen's associations, Knights of Pythias of Indiana, numbering 250 men, Odd Fellows and other organizations.

The president reached the reviewing stand at Madison square at 10:40. After the president had taken his place on the reviewing stand the members of the French delegation were presented to him. Most of the space on the stand was reserved for the French guests. The other distinguished guests of the reviewing stand were Governor Hill, Lieutenant Governor Jones and staff and General Sheridan and staff.

The crowd in Madison square when the president reached the reviewing stand, was vast. The sidewalks were choked with humanity, and Broadway was clogged with vehicles and street cars above and below the intersection of the line of march. When Bartholdi, the sculptor, appeared and was easily recognized by the mass, who had seen his portraits on programmes and in illustrated papers, a shout went up from those nearest the stand. The cry of "Bartholdi," "Bartholdi," was then caught up on both the reviewing and grand stand. The crowds on the avenue curbings up and down, heard the name and passed it to the people in the park and side streets, until the heavy air was shaken with the roar of cheering that must have gladdened the heart of the Alsatian, who bowed and bowed his acknowledgments. And then, in carriages, driven to the rear of the stand, came President Cleveland and his party. Instantly he was recognized, and again the crowds shook the welkin with their shouts.

The formation of the marine part of the parade began in the Hudson river, opposite West Forty-fifth street, at an early hour, but owing to the foggy weather it was nearly 1 o'clock before the signal gun was fired. At this time there were probably a hundred vessels drawn up in two divisions. It was after 1 o'clock when the signal gun to start was fired and the column began its forward movement.

DELESSEPS' REMARKS.

The music that was played while the officials and guests were assembling on Bedloe's Island this afternoon was followed by signal guns that announced the beginning of the ceremonies. Prayer was offered by Rev. Dr. Richard S. Storrs, and Count Ferdinand DeLesseps then delivered an address on behalf of the Franco-American union. Count DeLesseps spoke in French and with energy equal to any speaker of the day. In the course of a short address he said: You are right, American citizens, to be proud of your "go ahead." In speaking to you of the sympathies of France I know I express the thought of all my compatriots. There is no painful or sad memory between the two countries and but one solitary rivalry—that of progress. We accept your inventions, as you accept ours, without jealousy. You love men who dare and persevere. I say I like your "go ahead." We understand each other when we speak this language. I feel myself at home with you. The illustrious descendants of French nobility who crossed the Atlantic a hundred years ago bringing to you the aurora of your independence—the devoted co-operation of our national sympathies—dreamed of your destiny. These dreams have been more than realized.

EVARTS' PRESENTATION ADDRESS.

Senator William M. Evarts next made the presentation address, which was as follows:

Mr. President: The scene upon which this vast assemblage is collected displays a transaction in human affairs which finds no precedent or record in the past, nor in the near future, we may feel assured, will it ever confront its counterpart or parallel. How can we fitly frame in words the sentiments, the motives, the emotions which have filled and moved the hearts and minds of two great nations in the birth of the noble conception, the grand embodiment, the complete execution of this stupendous monument now unveiled to the admiring gaze of men, and emblazoned in its coronation of the finished work with the plaudits of the world. What ornaments of speech, what eloquence of human voice, what costly gifts of gold, frankincense and myrrh of our heart's tribute can we bring to the celebration of this consummate triumph of genius, of skill, of labor, of which speaks to-day and will speak forever, the thoughts, the feelings, the friendships of these two populous, powerful and free republics, knit together in their pride and joy that their own established freedom, and in their hope and purpose that the glad light of liberty shall enlighten the world. The genius, the courage, the devotion of spirit, the indomitable will of the great sculptor—Bartholdi—whose well-earned fame justified the trust committed to him, have together wrought out in stubborn brass and iron the artist's dream, the airy conception of his mind, the shapely sculpture of his cunning hand, till here it stands upon its firm base as if a natural playmate to the elements, fearing no harm from all the winds that blow. As with the French people so with our own, the whole means for the great expenditure of the work have come from free contributions of the people themselves, and thus the common people of both nations may justly point to a greater, a nobler monument in and of the history and progress and welfare of the human race than emperors, or kings, or governments have ever raised. The statue, on the 4th of July, 1884, in Paris, was delivered to and accepted by the government by authority of the president of the United States, delegated to and executed by Minister Morton. To-day in the name of the citizens of the United States, who have completed the pedestal and raised thereon the statue, and of the voluntary committee who have executed the will of their fellow citizens, I declare, in your presence and in the presence of these distinguished guests from France, and of this august assemblage of honorable and honored men of our land, and of this countless multitude, that this pedestal and united work of tude two republics is completed and surrendered to the care and keeping of the government and people of the United States.

The ceremony of unveiling the Statue of Liberty then took place and was followed by a salvo from all the guns in the harbor.

PRESIDENT CLEVELAND'S SPEECH.

After music President Cleveland formally accepted the statue, speaking as follows:

The people of the United States accept with gratitude from their brethren of the French republic the grand and completed work of art we here inaugurate. This token of affection and consideration of the people of France demonstrates the kinship of the republics and conveys to us the assurance that in our efforts to commend and maintain the excellence of a government resting upon the popular will, we still have beyond the American continent a steadfast ally. We are not here to-day to bow before the representation of a fierce and the warlike god, filled with wrath and vengeance, but we joyously contemplate our own deity keeping watch and ward before the open gates of America, and greater than all that have been celebrated in ancient Troy. Instead of grasping in her hand thunderbolts of terror and of death, she holds aloft the light which illuminates the way to man's enfranchisement. We will not forget that liberty has here made her home, nor shall her chosen altar be neglected. Willing votaries will constantly keep alive its fires, and these shall gleam upon the shores of our sister republic in the east, reflected thence and joined with answering rays, a stream of light shall pierce the darkness of ignorance and men's oppression, until liberty enlightens the world.

REMARKS OF FRENCH REPRESENTATIVE.

After President Cleveland, came M. La Fevre, minister plenipotentiary, who spoke as the representative of the republic of France. He closed his short address in the following words: "Among the thousands of Europeans who are daily conveyed to these hospitable shores, no one will pass before this glorious emblem without immediately perceiving its moral greatness and without greeting it with respect and thankfulness."

DEPEW'S COMMEMORATIVE ADDRESS.

There was more music by Gilmore's Twenty-second Regiment band, and then Chauncey M. Depew delivered the commemorative address as follows:

We dedicate this statue to the friendship of the nations and the peace of the world. The spirit of liberty embraces all races in a common brotherhood. It voices in all languages the same needs and aspirations. The full power of its expansive and progressive influence cannot be reached until wars cease, armies are disbanded, and international disputes are settled by lawful tribunals and the principles of justice. Then the people of every nation, secure from invasion, and free from burden and menace and great armaments can calmly and dispassionately promote their own happiness and prosperity. The speaker then reviewed the progress of the nation, dwelling at length upon the aid the French nation had given during the revolution. He gave a brief biographical sketch of Lafayette, of his resolve to aid the colonies in their struggles against Great Britain, and of the obstacles which he overcame in order to make a tender of his services to Washington. After bringing the history of the country down through the rebellion to the present, always keeping in view current relations with France, the orator touched upon the monuments and symbols of other nations and times, and added: But they are all dwarfs in size and pigmies in spirit beside this mighty structure and its inspiring thought; higher than the monument in Trafalgar square which commemorates the victories of Nelson on sea; higher than the column Vendome which perpetuates the triumphs of Napoleon on land; higher than the tower of Brooklyn bridge, which exhibits the latest and grandest results of science, invention and industrial progress, this Statue of Liberty rises toward heaven to illustrate the idea which nerved the three hundred at Thermopylæ and armed the ten thousand at Marathon; which drove Tarquinius from Rome and aimed the arrow of Tell; which charged with Cromwell and his ironside and accompanied Sidney to the block; which fired the farmer's gun at Lexington and razed the bastile in Paris; which inspired the charter in the cabin of the Mayflower and the Declaration of Independence from the continental congress. He concluded as follows: I devoutly believe that from the unseen and the unknown two great souls have come to participate in this celebration; the faith in which they died fulfilled the cause for which they battled triumphant; the people they loved in the full enjoyment of rights for which they labored and fought and suffered, the spirit voices of Washington and Lafayette join in glad acclaim of France and the United States to Liberty Enlightning the World.

"Old Hundred" was played by the band, and the assembly joined in singing the Doxology. The ceremonies were closed with a benediction pronounced by Right Rev. Henry C. Potter, D. D., assistant bishop of the diocese of New York. The national salute was then fired simultaneously by all the batteries in the harbor, afloat and ashore.

THE BANQUET.

The banquet given by the New York chamber of commerce in honor of the representatives of the French republic and invited guests was a notable one. It was nearly midnight when the toasts began. They were:

1. To the President of the United States.
2. To the President of the French Republic.
3. To our guests from beyond the sea.
4. Washington and Lafayette.
5. To Bartholdi.
6. To France, our creditor.
7. To the press.

Back in Washington.

WASHINGTON, Oct. 28.—The president and members of the cabinet who accompanied him to New York, returned safely. They arrived here at a quarter past eleven. Mrs. Cleveland met the party at the station.

Eight Persons Burned to Death.

LOUISVILLE, Oct. 28.—Tuesday William Poe, living in a log cabin near Flat Rock, Knox county, Ky., left home on business. During the night, his wife, five young children and two ladies of the neighborhood were burned to death in the house. It was not known how the cabin caught fire.

A French Duel.

PARIS, Oct. 28.—Maurice Bernhardt, son of Sarah Bernhardt, fought a duel with Langlors, exhibitor of a painting ridiculing his mother. Langlors was wounded.

Nebraska and Iowa Weather.

For Nebraska: Fair weather, southerly winds, warmer in eastern portion, nearly stationary temperature in western portion.

For Iowa: Fair weather, variable winds, generally southerly, slightly warmer.

ASHBY AT CORTLAND.

A Big Audience Listens to an Arraignment of Church Howe.

CORTLAND, Neb., Oct. 28.—[Special Telegram to the BEE.]—The grandest political rally that has been held anywhere in Gage county this fall was held here this evening. Captain W. H. Ashby, of Wymore, was here and addressed the largest audience that has ever assembled in Cortland. The German hall, which has a seating capacity of 500, was filled to the uttermost and great enthusiasm prevailed. Captain Ashby dealt with the issues of the day in a masterly speech. He showed up Church Howe's record in a clear and positive manner, and in such a way that Mr. Howe's vote will be found lagging in way behind his ticket on election day. One of the principal features of Captain Ashby's speech was the entire absence of any personal abuse and his remarks offended no one, and the staunchest republicans came forward to shake hands with the speaker. Howe's tirade of abuse against the Cortland Journal and other papers which don't support him, which he delivered here yesterday, will do him no good.

Big Meeting at Oakland.

OAKLAND, Neb., Oct. 28.—[Special to the BEE.]—Hon. Lorenzo Crounse, of Fort Calhoun, addressed a large and enthusiastic audience at this place last night on the political issues of the day. There is great enthusiasm in Burt county, which, with its 800 republican majority, will on next Tuesday elect two republican legislators favorable to Van Wyck. The scheme of the democrats in not allowing the name of Van Wyck on their tickets will be the means of demoralizing the democracy in this county, as the voters, regardless of party, are in favor of Van Wyck.

Fires at Harvard.

HARVARD, Neb., Oct. 28.—[Special Telegram to the BEE.]—At 2 a. m. fire was discovered in the livery barn of S. M. Pisley. Twenty-two horses were burned, an emigrant named J. C. Lisps losing a span of stallions valued at $2,000. The total loss is about $4,500. At about the same time the barn of Josiah Cox, a farmer six miles northeast of Harvard, burned with eight horses and mules. The loss is total.

Failure of a Bank.

LINCOLN, Ill., Oct. 28.—The greatest failure in the history of Logan county occurred to-day. The banking house of William M. Dustin closed with liabilities at $200,000. The banker is preparing to make an assignment.

A Crooked Lawyer.

DUBUQUE, Ia., Oct. 28.—[Special Telegram to the BEE.]—Albert Blair, a lawyer of Paola, Linn county, was brought before the United States commissioner here to-day on the charge of violating the United States pension laws by exacting illegal fees. The law forbids attorneys from charging more than $5 in ordinary claims, and it is charged that Blair charged $200, of which $75 was paid here. He was bound over for trial at the next term of the federal court.

Iowa Y. M. C. A. Convention.

DES MOINES, Ia., Oct. 28.—The annual state convention of the Young Men's Christian Association opened in this city to-day. There are 125 delegates present, the largest number that have ever attended an annual convention, representing besides the regular branches of the association several colleges and universities. There was a brief bible service this afternoon and a praise service this evening, and the regular work of the convention will begin to-morrow.

Iowa Prisoners' Aid Association.

DES MOINES, Ia., Oct. 28.—[Special Telegram to the BEE.]—The Iowa Prisoners' Aid association began its annual meeting in this place to-day. A business session was held, at which the president, Rev. Dr. S. S. Hunting, made his annual report. Addresses were delivered by Chaplain Williams and Chaplain Gunn of the state penitentiaries, and great interest is taken in the proceedings.

A Fatal Runaway.

SANBORN, Ia., Oct. 28.—[Special Telegram to the BEE.]—Mr. J. D. Dunning, father-in-law of Representative George W. Schee, of this (O'Brien) county, was run over by his team to-day, which took fright at a passing train, and inflicted injuries which may prove fatal.

A New Union Depot for Clinton.

CLINTON, Ia., Oct. 28.—[Special Telegram to the BEE.]—The Chicago, Burlington & Quincy and Burlington, Cedar Rapids & Northern railroads have united in building a passenger depot and will at once begin to construct a building at a cost of $7,000.

Will Sink Artesian Wells.

CLINTON, Ia., Oct. 28.—[Special Telegram to the BEE.]—The water works company today decided to sink artesian wells for their water supply instead of depending upon the river as heretofore.

Cut His Throat.

DES MOINES, Ia., Oct. 28.—[Special Telegram to the BEE.]—John Gardner, a well known citizen of Gilmore City, Pocahontas county, committed suicide this morning by cutting his throat.

Funeral of Mrs. Stewart.

NEW YORK, Oct. 28.—The funeral of Mrs. Cornelia Stewart, widow of the late dry goods millionaire, took place to-day from her mansion on Fifth avenue. No one was admitted to the residence except the relatives and friends of the deceased. The body was placed in a valuable casket with silver trimmings, and rested on a floral catafalque in the center of the west parlor. The floral designs were numerous, most of which were made of smilax, ivy and roses. Fifth avenue and Thirty-fifth street were crowded in the immediate vicinity of the mansion and a squad of police kept the street clear in front of the entrance at Thirty-fourth street. Bishop Littlejohn and Rev. Arthur Brooks officiated and read a portion of the service from the ritual of the Episcopal church. At 2 p. m. the casket was borne down the steps and placed in the hearse. At Hunter's Point a special train took the friends to Garden City, where the obsequies were held in the cathedral. About sixty people attended the services at the house and about forty went to Garden City.

National Jockey Club Races.

WASHINGTON, Oct. 28.—At the National Jockey club races the track was heavy.

Seven-eighths mile: Error won, Big Head second, Bessie third. Time—1:46¾.

Three-year olds, mile and eighth: Ada D. won, Bess second, Eurus third. Time—2:01.

Mile: Edgefold won, Bose second, Jessie third. Time—1:43¾.

Handicap, mile and eighth: Barnum won, Telie Doe second, Pericles third. Time—2:00.

Five furlongs: Gleaner won, Mamie Hunt second, Hopeful third. Time—1:03¾.

News From China and Japan.

SAN FRANCISCO, Oct. 28.—The steamer San Pablo arrived to-day with Hong Kong dates to October 2 and Yokohama to October 13. Joseph Dacruse, the accomplice of Betram, the Hong Kong forger, has been found guilty and sentenced to ten years imprisonment.

Though cholera in Japan is somewhat abating the mortanity is still enormous. From September 27 to October 7 there were 6,614 cases and 4,475 deaths.

Killing More Cattle.

CHICAGO, Oct. 28.—Owners of the quarantined distillery cattle continued killing their healthy animals to-day under the inspection of the state veterinarian, Dr. Stalks. The Iowa state veterinarian and a professor in the Ames, Ia., Agricultural college, visited the distilleries, accompanied by Dr. Baker and a number of students from Ames college. They dissected several carcasses and lectures were given by the doctor on the subject of pleuro-pneumonia.

AN EXODUS OF DEMOCRATS.

Departments Deserted by Democratic Employes Going Home to Vote.

REPUBLICANS AFRAID TO LEAVE.

The New Certificates Taking the Place of Silver Dollars—Figuring on Cheaper Postage—Washington News.

Taking Their Departure.

WASHINGTON, Oct. 28.—[Special Telegram to the BEE.]—A large number of government employes who have come into the service under the present administration left the city to-night for their homes in different parts of the country, while many others were seen about the railroad offices making inquiries about the departure of trains, prices of tickets, etc. Visits to the departments to-day revealed the fact that every one of the democratic employes were either absent or have arranged to leave before the end of the week. None of the clerks who came in under the republican administration have expressed a desire to exercise their right of franchise. On next Tuesday the usual desertion of departments will be noticeable and the prospects are that Washington will produce as many votes in the various states as she did in the congressional elections before the induction of Mr. Cleveland. It is ascertained that a large per cent of the chiefs of divisions have been absent from their posts of duty from one to three weeks, working quietly in campaigns. Those who usually gave out information concerning the absence of government officials, have been saying that very few would leave the city or their desks, and since it is discovered that so many have gone, or will go, it is believed that instructions to "keep mum" have been issued by those in authority. Just at this period Washington is very dull. The news in departments is nil and the usual haunts of politicians and such are empty. It will remain so for another week.

An appointment clerk says there will be little difference in the atmosphere on next Tuesday from that which has been noticed on election days for years past. "Nearly all the out-and-out democrats," says he, "will go home and vote. Only the old republican employes and those who feel an indifference on account of having secured their places through civil service laws will stay here."

"Could not the republicans get leaves 'to go home and vote?" was asked.

The appointment clerk laughed significantly, as he replied: "Oh, yes; but they are afraid to. You may be sure there will not be many republican votes cast by republicans in the departments, while the present administration prevails. The democratic employes, and those who have got into the service through competitive examination, feel a degree of security, but republicans are afraid to do anything."

Only about one-third of the employes who could vote have remained at their posts on election days in years past, and it is altogether probable that a census of the men on duty on next Tuesday will show a similar condition.

SILVER GETS THE GO-BY.

Already in the retail marts of Washington the effect of the issuance of the new silver certificate is felt. Instead of the standard silver dollar, everywhere certificates and $1 and $2 greenbacks are seen. Five years ago one would receive a silver dollar very infrequently at the stores here. Everything was paper money. Then the $1 and $2 greenbacks, or United States notes, were called, and the silver dollars began to pour out, till for three years people almost universally received silver in change for $10. The cash room of the treasury department is the supply house for merchants and others who want change. Notes are not often asked for change till after the department opens for banking, which is 9 o'clock. The new $1 certificates, which are being issued at the rate of about eighty thousand a day, are picked up voraciously. Men call for them at the treasury and carry great rolls about for the novelty of the thing. A man surprised his tailor by counting out eighty-five of them this morning for a suit of clothes. After a few weeks the new money will become common and Washington will not have such a disproportionate share of the certificates.

Some attention is being paid at the mints now to the matter of fractional currency, and nickels, dimes, etc., will get into the hands of the public more plentifully. The redemption of bonds will enable the treasury to circulate to a better advantage any class of money desired. Bonds will be largely redeemed in the new certificates, and it begins to look now as though there would soon be a clamor for the disappearing coin. Gold has been a drug for three years.

FIGURING ON CHEAPER LETTERS.

The slow manner in which the new folding postal letter is taken by the public and the decreasing popularity of the old-fashioned penny postal card has led the postoffice department folks to conjure a new plan for catering a cheap postal communicating medium. The folding letter costs two cents, and does not secure the writer from prying eyes. The postal card has come to be looked upon as an insult in many places, indicating that the writer does not value the information worth more than a cent and not worth the secrecy of an envelope. Inside of two years, and possibly within six months, it is stated at the department, some kind of a contrivance will be adopted which will afford people a safely communicating medium for a penny. When the writer has to pay two cents for anything to communicate upon in the mails it has been demonstrated that he will almost invariably give a penny more to make it secretive.

MILITARY MOVEMENTS.

General Joseph P. Potter, U. S. A., who was retired October 12, will make his permanent residence at San Antonio, Tex.

Private Donald Sinclair, company I, Twenty-second infantry, has been granted a four month's furlough from Fort Lyon, Colo.

Captains Henry W. Lawton and John H. Dorst, Fourth cavalry, have been relieved from temporary duty at General Miles' headquarters and ordered to their respective troops.

First Lieutenant Wilbur E. Wilder, Fourth cavalry, is ordered from the recruiting station at St. Louis to Fort Lowell, Ariz., as witness in the court martial of First Lieutenant David N. McDonald, Fourth cavalry.

General Miles has relieved Captain William A. Thompson, Fourth cavalry, as acting assistant adjutant general of his headquarters for field work and ordered him to his troop at Fort Bowie, Ariz. Captain Thompson's services during the Apache campaign are very warmly commended in a general order.

The following army leaves have been granted:

Captain Albert E. Woodson, Fifth cavalry, Fort Reno, Indian Territory, two months, with permission to apply for a four months' extension; Lieutenant John L. Lehon, Fourth