THE OMAHA DAILY BEE.

EIGHTEENTH YEAR. OMAHA, MONDAY, MORNING, APRIL 29, 1889. NUMBER 317.

AN INCIPIENT ASHTABULA.

Frightful Disaster On the Grand Trunk Road In Canada.

FIRE LAPS UP THE FRAGMENTS.

Seventeen Persons Killed and Fifteen Bodies Burned Beyond Recognition—The Wreck and the Ruins Described.

An Early Morning Horror.

HAMILTON, Ont., April 28.—A terrible railroad accident occurred on the Grand Trunk near here at 1 o'clock this morning. The St. Louis express jumped the track and the engine ran into a water tank. Two cars were telescoped and immediately took fire. All the dead, seventeen in number, have been taken out. The first body identified was that of R. S. Gurnay, of Chicago. He was instantly killed, but not burned. An Italian, name unknown, was also instantly killed. The other fifteen were burned beyond the possibility of identification. About twenty persons were injured, but only one or two seriously. None of the train hands were killed. The fireman was slightly burned and received a scalp wound.

The train was composed of an engine, two baggage cars, a smoker, a Chicago & Grand Trunk through passenger coach, a Wabash coach, a Wagner first class coach, a Pullman car and two Wagner sleeping cars in the order named.

The accident occurred at a junction where a "Y" is built. This "Y" is used to switch through trains for the Toronto branch from the main line. The train is said to have been running at a speed of forty miles an hour or more. When directly on the switch the engine jumped the track and plunged into a water tank, which stood in the space between the "Y," smashing the tank into atoms and turning it almost upside down. The baggage cars came directly after the engine, and the first of these was pushed over the engine and thrown on the main track, leaving its wheels behind it.

The other baggage car caught fire from the engine and the two were soon in flames. The coaches following, with the exception of two Wagner cars in the rear of the train, were huddled together by the shock and soon caught fire from the baggage cars. The passengers on the train, numbering over one hundred and fifty, many of whom were sleeping at the time, had a terrible experience. The majority of those on board the train were able to get out of the coaches before the fire reached them, but in the confusion that reigned it is not known how many victims were left to the mercy of the flames, pinned in by the material of the wreck and unable to extricate themselves.

R. S. Gurnay, of Brooklyn, had his head completely severed from his body by a piece of flying debris. Rudolph Devier was also instantly killed.

As soon as the engine rolled over, after striking the water tank, Engineer Watson and Fireman Chapman crawled out from underneath it, neither being much hurt. An auxiliary train was sent out from this city immediately on receipt of the news of the accident, and the passengers, including the injured and two of the killed, were brought to this city. The two Wagner cars in the rear of the train were uncoupled from the others, and were saved from the flames. A large gang of employes worked unceasingly at the wreck, doing their utmost to extinguish the fire. There was great difficulty in securing water, owing to the tank being smashed, and the fire held sway for many hours before a thorough search could be made through the debris.

Up to 5 o'clock the charred remains of eighteen victims had been exhumed from the wreck. In no case was there enough of the body left to identify the remains or to tell whether they were of the male or female sex. Among the wounded now in the hospital are the following:

James A. Palmer, Ilion, N. Y., head cut, but not seriously hurt.

Hamilton Clark, Chicago, double fracture of right leg, bruised badly, head cut and probably internally injured. Of all the injured, he is the worst.

Anthony Maaz, an Italian on his way from Wisconsin to Italy, head cut.

Edwin Chapman, fireman, head badly cut.

Enoch Kenyon, of London, England, ribs broken.

C. C. Azbell, Edwardsport, Ind., slight injuries.

William Leipty, Chicago, ankle badly sprained.

A. L. Doney, Danville, Ill., cut about the head.

George White, a German, on his way from Illinois to Union Hill, right hand cut off and scalp wound.

Andrew J. Carpenter, Yankton, Dak., injured about the head.

S. E. Young, Chicago, slightly hurt.

Joseph Morris, East Sioux Falls, Dak., on his way to Clark's Island, Me., scalp wounds, bruised leg and shoulders, not serious.

About ten others were slightly hurt, but not so badly as to prevent them continuing their journey. It was 6 o'clock this evening before the tracks were cleared. The wounded in the hospitals are all doing well.

As far as can be learned, there was no negligence on the part of the railroad company. The train simply jumped the track at the frog.

The screams of men who were being burned to death in the smoking car could be heard above the noise of escaping steam and roaring flames. Conductor Poole says that the train was fifteen minutes late, but was not running more than twenty miles an hour when the accident happened, as his orders were not to run at that particular place at a greater speed. The place where the accident occurred is considered dangerous, as there is a switch, or rather sharp curve; hence the precaution of running slowly. Seven cars—a baggage car, two first-class coaches, a smoker, a first-class day coach and two Wagner sleepers—were burned, there being not a vestige of wood or anything that would burn left. The baggage car was demolished and the engine was most completely wrecked. The loss to the company will be enormous.

Many of those on the train were going to New York to participate in the centennial festivities. Most of the passengers lost all or a portion of their baggage and clothing, and a large amount of mails were lost by fire.

Another report of the accident says that the remains of from sixteen to eighteen were taken out of the wreck. They were cut to pieces almost to a man, and burned beyond all possibility of recognition. They were huddled together in a heap in one end of the smoker and were pinned in by the timbers, which made it impossible for them to extricate themselves. Nothing could be done for them, as the fierceness of the flames made it out of the question for the men to rescue them. The only way in which it could be ascertained that from sixteen to eighteen bodies had been taken out was from the fact that legs and arms corresponding to about that number were found.

The remains were taken to the city hospital and placed in the morgue awaiting identification. An inquest will be held to-morrow. It will be days before the dead are identified. Some of the wounded were also taken to the city hospital.

A Passenger's Story.

SUSPENSION BRIDGE, N. Y., April 28.—A special train on the Grand Trunk came in to-day about 1:40 p. m., having on board about seventy-five of the passengers who were in the accident that occurred a short distance west of Hamilton this morning. Among them were four men who are badly cut and injured about the head and body. Malcom McKay, of Barton, in relating his experience, said: "I have no idea how I got out of the wreck, but would not be surprised if I went through the window, as the doctor took several pieces of glass from the cuts in my head. I have a faint remembrance of two men helping me stand, but I was half way here before I clearly understood what had happened."

It is feared that Bill Phillips, of Chicago, first baseman of the Hamilton team, was among the killed. He was expected to report to-day.

A ROYAL RUNAWAY.

Not An Elopement, But An Unmanageable Team.

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NICE, April 28.—[New York Herald Cable—Special to THE BEE.]—As Queen Olga, of Wurtemberg, was driving yesterday afternoon, on the Carniche road between Monaco and Nice, in company with Baroness Welwark, the horses were frightened by the noise of a train passing through a tunnel near by, and became unmanageable and ran away, near where the road is very narrow and makes a sudden bend. They dashed into a parapet, over which, the harness having given way, they fell and rolled down. The landau was saved from going over the wall by its tongue, which struck the parapet and broke off short. Her majesty and the baroness exhibited the utmost coolness from the first to the last, and after a few minutes' rest at the villa of the Russian general, Kladischeff, they returned to Nice entirely recovered from the effects of the accident. The footman was slightly bruised and one of the horses was killed.

A DEADLY DUEL.

Two Tennessee Farmers Fight It Out With Knife and Buck's hot.

CHATTANOOGA, Tenn., April 28.—[Special Telegram to THE BEE.]—A deadly duel occurred yesterday in Jackson county, Alabama, that resulted in the death of one of the participants. Two farmer neighbors, living at some distance from Scottsboro, named J. T. Prince and J. T. Green, quarreled Friday over some trivial matter, and Green threatened to kill Prince, and he prepared himself with a shot gun. On Saturday morning the two men met in a public road and immediately dismounted from their horses and resumed the quarrel. They finally decided to fight it out, and Green made for Prince with a dirk knife, making a vicious plunge at him. Prince dodged and seized Green's arm and the deadly struggle began in earnest. Prince's gun was leaning against the fence, and the question with him was how to get it before he was killed. With a sudden effort he tripped Green, throwing him to the ground and immediately made a break for his gun which he reached just as Green was in striking distance. Without leveling the gun Prince thrust the muzzle against his enraged enemy, pulled the trigger, and lodged a heavy load of buckshot in his breast, killing him instantly. Prince gave himself up and is now in Scottsboro jail to await trial.

THE THEOSOPHISTS.

Third Annual Meeting of the American Section.

CHICAGO, April 28.—The American section of the Theosophical society began its third annual meeting here to-day. The report of the secretary said that the new members since the last meeting number 232. Local sections to the number of twenty-six are distributed in various parts of the country. Dr. Keightly, of London, representing Madame Blavatsky, the ruling spirit of the society, read a communication from her, chiefly devoted to exhortation and suggestions. The letter said, among other things:

"Colonel Scott (president of the society) is on a visit to Japan, invited by a strong and influential deputation to lecture there on Budhism among a people who are mad and crazy to acquire western civilization and who believe it can only be adopted by the suicidal adoption of christianity."

The letter denounced as enemies of theosophy the spiritualists, whom the writer referred to as "blind worshippers of the illusionary phantoms of the dead." Several papers were read by delegates.

OMAHA'S PILGRIMS.

The Boys Attend Divine Services at Deadwood.

DEADWOOD, Dak., April 28.—[Special Telegram to THE BEE.]—This morning the members of the Omaha board of trade were treated to a slight fall of snow, which continued up to 2 o'clock, the hour of their departure for Spearfish. Many of the members attended divine service, the Congregational church attracting the most attention. Rev. W. H. Bross preached a sermon especially prepared for the occasion, entitled "The Merchandise of Truth." The sermon was an eloquent one and was greatly appreciated by the visitors.

A Wholesale Forger Confesses.

NEW BRITAIN, Conn., April 28.—Charles E. Woodruff, formerly secretary of the Young Men's Republican club, and city clerk, has confessed that he has entered forged papers to the extent of $40,000. His victims are the First National bank and Mechanics' bank of this city, the three leading banks of Middleton and the banks in New Haven and Meridan. Woodruff has practiced forgery for nearly six years, according to his own confession, during which time he has forged notes to the extent of $500,000. Of this amount he has managed without being discovered, to make good all but the sum above mentioned. Among the names he has forged have been those of leading business men of this and neighboring cities. Woodruff was arrested and brought into the police court to-day and was held under $12,000 bail for trial. He went to jail.

A Blaze in Beatrice.

BEATRICE, Neb., April 28.—[Special Telegram to THE BEE.]—The residence in west Beatrice owned by D. H. Smith, occupied by A. Herman, special agent of the Hibernia Insurance company, was entirely burned at 3 o'clock last night. The house and furniture were worth $1,500, insured for $1,100 in the Farmer's and Merchant's of Lincoln and the Hibernia. The family were out of town. The fire department saved the buildings on either side.

Officials of the Wyandotte railroad accompanied by representatives of the English syndicate who expect to buy their bonds, came in on a special car last night, returning this morning. They will soon submit a proposition.

Legitime's Army Demoralized.

NEW YORK, April 28.—The United States steamer Atlanta arrived to-day, from Hayti, to take part in the naval parade. She left Cape Haytien on April 21. The United States consul at Gonsaives is authority for the statement that Hyppolite had cut the army of Legitime in two and had one section of it in a position where it was being reduced by starvation. He considers the speedy surrender of Legitime extremely probable.

The Weather Indications.

For Nebraska: Local rains, warmer, easterly winds.

For Iowa: Fair, colder, westerly winds.

For Dakota: Fair, stationary temperature, northeasterly winds.

Rochefort's Son Suicides.

LONDON, April 28.—Henri Rochefort's son has committed suicide at Hona.

A RUSH OF "BACK NUMBERS."

Displaced Office Holders Yearning For Reinstatement.

THE SUPREME BENCH VACANCY.

It May Not Be Filled Before September—Speculations on Drum's Successor—Hungry Indiana Office Seekers.

WASHINGTON BUREAU, THE OMAHA BEE, 513 FOURTEENTH STREET, WASHINGTON, D. C., April 28.

It is a noticeable fact that the men who are most loudly complaining that President Harrison is too slow in making appointments are those who least deserve political preferment, and who will not get any office in any event. There is some complaint in the hotel corridors. There always has been at this period of every administration and there will continue to be till the millenium stops political proceedings. President Harrison is in search of the most deserving and capable men wherever changes are to be made. He wants to improve the service in the first instance and secondly to reward those who most merit reward. That is why there is delay. An impression has gone abroad that the president wants to restore to the public service the men who were displaced under the last administration, and the consequence is a great rush on the part of that class familiarly known as "back numbers." The president believes in reinstatement only where they are to the advantage of the service and where a wrong can be righted. No fair minded man will deny the statement that a great many officials were displaced during the past four years who deserved displacement. They would have gone out of the service had Mr. Blaine been elected. The clamor of these men to get back into their places only impedes the work of appointing other men. They take up the time of the president and his cabinet officers without any real reason. Some of the delays in making changes in prominent appointments are due to contentions among deserving applicants or factions. In a few instances the president has been unable to find men who were better fitted for the places sought than those who are now in them, and he has been honest enough with himself and the public to refuse to make changes simply to give the salaries to other men. A little patience is always necessary in times like these. Everything cannot be done in a day. A great deal has been accomplished already. The aim is to please the greatest number and do the most good.

SUPREME BENCH VACANCY.

The vacancy on the bench of the supreme court of the United States made by the death of Justice Matthews may not be filled till late in September. The supreme court will not meet under five months, and there is no necessity for hasty action. A United States senator called the other day to have a man appointed to a vacancy existing in a prominent position, and when the president evinced no tendency to take precipitate action, the legislator expressed surprise, whereat the president, it is stated, observed that the law did not require a vacancy to be instantly filled when created, and that public interests would not suffer on account of the existing conditions. That is the reason an inter-state commerce commissioner has not been appointed, and why commissioners for the District of Columbia and many other places available have not been filled. The right men have not been found and, since there is plenty to do in meeting more urgent conditions, there is inaction.

DRUM'S SUCCESSOR.

On a week from next Wednesday the term of Adjutant-General Drum will expire, and he will lay down the cares of office and go upon the retired list. Who will succeed him is now one of the most vital questions affecting the army. Colonel Kelton, the present assistant adjutant-general, is spoken of, and from the fact that he is the senior officer of his grade, the friends of Generals McKeever and Whipple are not asleep, and a large amount of influence is being brought to bear upon President Harrison for the position. There was a rumor started in the clubs last week that Colonel Michael Sheridan has aspirations in that direction, but a careful investigation failed to show any authority for it. None of the candidates has any assurance from the powers that be they will be appointed. President Harrison is well posted as to the qualifications of the officers who would like to be adjutant-general, and while he will be guided considerably by the records of each now on file in the war department, there exists no reason to suppose that he will make his selection from among them.

HUNGRY INDIANIANS.

Indiana men who are seeking appointments to places located outside their native state have, in a few instances, set up their residence elsewhere than in Indiana. They have, however, gained no advantage by this manœuvere. The fact is Indiana has received no more appointments so far than were given her by the last administration. But she has been treated liberally and will continue to receive liberal rewards. This was expected. It is but commensurate with the victory the republicans of the state won. It may be true that some republicans who want places could get them if they lived in other states. Their services and their merits are recognized, but all the deserving republicans in Indiana cannot be given offices. Neither can they be in any other states. But it does no good to lament the condition, or to affect a residence elsewhere. Indiana republicans can rest assured that they do not stand prejudiced in any part of Harrison's administration, and if they will exercise patience they will learn in time that judgement and justice have controlled his actions.

LIVELY WORK.

There will be some very lively work in the office of the general superintendent of the railway mail service, to-morrow and next day. During the past forty-eight hours a very large list of appointments has been made out, and in four instances out of five men who were displaced under the last administration were reinstated. Quite a number of republicans in congress came into Washington to-day for the purpose of laying siege upon Superintendent Bell to have appointments made before day after to-morrow, after which the appointments will all be made under the civil service rules and by competitive examination. It is the policy of the administration to reinstate the men who were displaced under President Cleveland in instances where the displaced officers were efficient and more capable than new men would be.

PROVIDING FOR FRIENDS.

Vice-President Morton is endeavoring to have a brother-in-law, by the name of Lay, who is a brother of his first wife, appointed marshal of the District of Columbia. The Lays have not lived in Washington for more than twelve years, but they claim this city is their residence. They are originally from Washington. Another appointment the vice-president is trying to secure is that for Aulieck Palmer, who wants to be minister to Greece. Palmer has lived abroad for twelve years. Mr. Morton has another brother-in-law, by the name of Grinnell, in the consular service.

PERSONAL.

J. G. Gilmore, Omaha, B. R. Sherman, Waterloo, and J. T. Carr, Dubuque, Ia., are here.

Governor B. R. Sherman, of Illinois, is at Willard's. PERRY S. HEATH.

Children Burned to Death.

WAHPETON, Dak., April 28.—A fire last Friday on the farm of Swen Moe, near here, caused the death of his two young children, aged 6 and 3 years.

Killed For Abusing His Wife.

LEAVENWORTH, Kan., April 28.—Robert Henderson (colored) to-night killed his stepfather, Charles Bailey, because the latter beat Henderson's mother.

THE RAILWAY CONDUCTORS.

A Union Meeting of That Order Held at St. Joseph Yesterday.

ST. JOSEPH, Mo., April 28.—[Special Telegram to THE BEE.]—A union meeting of the Order of Railway Conductors was held in this city to-day, from 10 a. m. to 2 p. m., from 2 p. m. to 6 p. m. and from 8 p. m. to 10 p. m. There are 246 divisions of the order and forty-two were represented at yesterday's meeting, by 218 conductors. The following were the officers of the meeting: J. B. W. Johnson, Cedar Rapids, Ia., grand chief conductor; W. H. Fawcett, Pueblo, Colo., assistant conductor; D. Liddy, of the St. Joseph division, secretary; W. W. Joliff, Trenton division, No. 42, senior conductor; D. S. Capron, Horton, Kan., division No. 236, junior conductor. The meeting was in secret, and only delegates and members in good standing were admitted. The meeting was for the purpose of ascertaining the views of the members in the Missouri valley, regarding various important matters that will be discussed before the meeting of the grand division in Denver beginning May 14. The principal subjects considered were license legislation and the project of building at a cost of at least $200,000, a general headquarters for the order. In the past few years the order has grown wonderfully. It was incorporated under the laws of Iowa for a term of twenty years, and its expense for rent in various parts of the country are a heavy item each year. It has been determined that by building a general headquarters at some convenient point this expense would be saved and the building paid for in the course of a few years, besides there would be a centralization of power that will work a benefit to the order. The meeting yesterday was in favor of Cedar Rapids, Ia., as a place for erecting the headquarters. Cedar Rapids has offered as an inducement a block of ground valued at $40,000. Sioux City is also an applicant, and guarantees the interest at 6 per cent upon $200,000 each year to the order if it is selected as the headquarters. The prevailing opinion is that the offer of Cedar Rapids is the best of all, and the delegates for the Missouri valley will vote for Cedar Rapids in the grand division meeting. The meeting yesterday was entirely preliminary in its character, and had for its object the discussion of the subjects to come before the grand division, so as to learn how the delegates from the Missouri valley should cast their votes. The attendance was greater than had been expected. At the close of the session St. Joseph division No. 141 held a meeting and elected S. J. McDonald as its representative in Denver.

EQUAL TO THE EMERGENCY.

How a Woman Prevented the Laying of a Street Car Track.

NASHVILLE, Tenn., April 28.—[Special Telegram to THE BEE.]—A peculiar case occurred on West Broad street, in this city, to-day. Workmen on the McGavock & Mount Vernon street railway were engaged in extending the track of that road, and were warned to desist by J. C. Lambert, in front of whose house the road runs. Refusing to comply, there came near being a fight, and Lambert repaired to a justice's office to swear out warrants against the street car men. While he was absent Mrs. Lambert determined that the track laying should stop. She took a chair, and, placing it directly across the line of the track, seated herself and calmly commenced the perusal of a newspaper. The workmen were knocked out and telegraphed to headquarters for instructions. The superintendent of the street car line at once swore out a warrant, charging Mrs. Dambert with obstructing the public highway, and only when she saw the officers approaching to serve the warrant did she stop the perusal of her paper and vacate the fortress. Work was at once resumed and the track laid in a hurry to its completion.

STATE NEWS.

The Omaha Extension.

HARTINGTON, Neb., April 28.—[Special to THE BEE.]—The extension of the Hartington branch of the Omaha road to Yankton from this point would be the best thing that could happen the county so far as railroad building is concerned. It would, no doubt, bring more actual settlers into the county, and that is just what we need at the present time. A great many of our people are afraid it would injure Hartington, but there is no doubt but they are laboring under a mistaken idea of things. Hartington is the county seat and there is no doubt that we will always hold it, for we are located within one-fourth of a mile of the center of the county from every direction, and it is an old established theory, and a true one, 'Do anything for the improvement of a county and its capital will receive the benefit.' So it will be with us. Every dollar invested towards the improvement of Cedar county will assist directly or indirectly the county seat. True there will small towns spring up between here and Yankton and a few general stores be started, but this will be a small matter in comparison to the number of new settlers that will come to the county, should the road be built, who would do the bulk of their trading at, and shipping from this point. The whole thing amounts to this—we must have more settlers if we expect to increase our business, and nothing is as sure to bring them as a good through line of railroad, and if this line goes, Hartington will reap her portion of the benefit.

The Stockham Creamery.

STOCKHAM, Neb., April 28.—[Special to THE BEE.]—Regardless of booms and boomers, Stockham pursues the direct line to prosperity. The putting in operation of a fine creamery plant is the latest sign board along the road. The first shipment of butter was made to-day, to an enterprising Omaha commission firm. The creamery has ten teams on the road gathering cream, and the prospects are very flattering for a profitable business. The board of directors comprise some of our most enterprising citizens, viz.: President, T. D. Evans; vice-president, H. Mesner; secretary, F. P. Corrick; treasurer, F. J. Sharp. These, with Mr. Joseph Stockham, comprise the directory. Alexander Wandall, a skillful creamery man of eight years' experience, has charge, insuring a grade of butter equal to the best.

Showers and Matrimonial Flowers.

ST. PAUL, Neb., April 28.—[Special to THE BEE.]—The recent rains in this vicinity have put the farmers in a very pleasant state of mind, and work in the field is being pushed with a will. Business in town, as a natural consequence, is at a low ebb.

The only event of note of the week is the marriage of Mr. D. L. Johnson to Miss C. C. Corey, of this place, at the residence of H. W. Potter, on the morning of the 24th. Mr. Johnson is a rising young attorney of St. Paul, and the bride is serving her third term as school superintendent of Howard county. Both in her official capacity and her social position she has scores of friends, who unite in wishing the young couple every joy a long and happy life may bring.

Burglary and Tramps at Oxford.

OXFORD, Neb., April 28.—[Special Telegram to THE BEE.]—The jewelry store of G. C. Knowlton was entered by burglars last night and robbed of watches and jewelry to the value of nearly $400. Suspicion points strongly to about a dozen tramps who came to town last night. Six of the vagabonds were arrested, but three were afterward released. The remaining three are still in custody and will be given a preliminary hearing to-morrow. If not convicted they will be invited to leave town immediately or accept a coat of tar and feathers at the hands of an enraged populace.

Kerosene and Whisky Consumed.

BERMUDA, April 28.—The American ship Richard P. Buck, from Philadelphia for San Francisco, before reported here in distress, was discovered to be on fire April 19, owing to the inflammable nature of a large portion of the cargo—kerosene, whisky, etc. The ship soon burned to the water's edge. It is roughly estimated that the vessel and cargo represented half a million dollars.

GOTHAM'S GORGEOUS ROBES.

A Lavish Display of Patriotic Bunting All Along the Line.

GILDED EAGLES PERCHED HIGH,

While the Hawks Roost Low For the Multitude—Statues and Streamers Give a Centennial Tone to the Metropolis.

Centennial Decorations.

NEW YORK, April 28.—The Sabbath day was broken by the sound of hammers all along the line of march of the great centennial parade, to-day. The rains of the past two days had put a stop to all work of decoration, and when the clouds began to break away work was resumed without a moment's loss of time. The chief interest seems to center at Washington square, at the end of Fifth avenue, where the first great arch stretches from curb to curb. The arch is built entirely of wood, and is ornamented with a fringe of garlands and laurel wreaths in papier mache. It is ivory white and is surmounted by a carved wood statue of Washington, ten feet high. This is the statue that is said to have been first erected on the battery in 1792. At the foot of the statue is a large trophy of national flags, and from four corners of the arch streamers are extended to the corners of the neighboring residences. Four large trophies of flags are on each side, and upon either keystone are perched fine specimens of American eagle. The arch has also been fitted with colored electric lights, and at night it will present a most beautiful appearance.

The First Presbyterian church, between Eleventh and Twelfth streets, has been utilized for an immense stand, and the Presbyterian building on the other side of the way presents a very brilliant front.

Up at the corner of Fourteenth street, the Grand armory first attracts attention, with a trophy of flags over each window and a flag draped on every sill. The large Hanover apartment house on the corner of Fifteenth street is handsomely decorated. At the corner of Twenty-first street the South Reformed church yard is filled with stands. The union club is beautifully decorated.

Nothing was done to-day towards the completion of the decoration of the arch at twenty-third street, but it is said four hours will suffice to transform it from its heavy rain-soaked appearance into a veritable picture of lightness and life. Looking through the arch, one first sees four golden eagles in the midst of trophies of flags that surmount each window on the corner of the Albemarle hotel. The same idea has been carried out in the ornamentation of the Broadway and Twenty-fourth street sides of the hotel, and is very pretty. The Hoffman house people have been lavish in the expenditure of money and talent.

Private houses innumerable and many of the club houses on Fifth avenue are also handsomely decorated, while others will be finished to-morrow.

Such crowds as were on the streets to-day were never seen before in New York on Sunday. Fifth avenue and Madison square were almost impassable, while Lower Broadway and Wall street were packed. The crowd was drawn to Wall street and vicinity to view the scene of decorations of the new sub-treasury and custom house.

To-night the finishing touches are being put on the pier at the foot of Wall street, where the president will land to-morrow. It is pier No. 16, East river. The pier is 450 feet long and is divided into two apartments by means of two large curtains suspended from beams. The part facing the river will be decorated only with a large American flag on the roof. That part of the pier facing South street is covered with decorations. Over one hundred large American flags are draped over it, supported by the coats of arms of the various states, and numberless streamers are hung from every point. A float is arranged for the presidential party to land. It is covered with a carpet and concealed at the sides with bunting. Extending from piers 16 and 17 were strung two lines of streamers. Sixty flags and many streamers decorated the roof of the pier. The decoration of the city hall has also been finished to-night.

The Sabbath was not observed among the craft on the rivers to-day. Everything was being put into ship-shape for to-morrow. Many steamers already had their bunting flying, and on all the work of overhauling decorations in readiness for the early morning hours was being pushed rapidly.

The President's Train.

WASHINGTON, April 28.—About 5 o'clock this afternoon a magnificently appointed train of ten cars pulled up at the siding at South street, just outside the Pennsylvania railroad station. It was the train to bear the president and party to New York to attend the centennial celebration. It was soon surrounded by Sunday sight-seers. The cars form the most gorgeous and best appointed train ever run in America or in the world. They are lighted by electricity, heated by steam, and are fitted up with every appliance that luxury could desire.

The committee to escort the president came from New York to-day and called on the president, the diplomatic corps and other high officers. The train was drawn up inside the yard early in the evening to await the arrival of the guests. Lieutenant Mason and Mrs. Mason were the first to arrive. Justice Blatchford, Justice Field and Chief Justice Fuller came down about 10 o'clock. It was twenty minutes to 11 when the president and party passed through the gates. There was quite a crowd gathered in the station, but way was quickly made and the party passed quietly into the car reserved for it. The president went through all the cars and then came back to No. 60, where he seated himself.

The other cars were set apart for newspaper correspondents who accompany the party, Chief-Justice Fuller and wife, Justice Blatchford, Justice Field, Justice Strong, Secretary Windom and family, Walker Blaine and the Misses Margaret and Harriet Blaine, Secretory Rusk and family, Lieut. Mason and Mrs. Mason, and Col. Barr of the war department, members of the inaugural reception committee, Private Secretary Halford, Col. Wilson, Lieut. Mason, Henry W. Raymond and Mr. and Mrs. A. J. Halford. The president and his immediate family and guests occupied car No. 60.

Secretary Blaine was not one of the party. The attack of lumbago, from which he has been suffering, did not yield as readily to treatment as had been expected, and he decided to abandon the trip. The blinds of the president's car were drawn, and there was quite a little social gathering in it while they waited for the time to start, which in deference to the president's antipathy for Sunday traveling, had been fixed at 12:10 o'clock. It was subsequently determined to delay the departure of the train until 1 o'clock, and shortly after midnight the blinds of the president's car were drawn fast and the party retired for the night. Promptly at 1 o'clock the cry "All aboard," rang out, the train men sprung to their places, and the long train slowly steamed out of the station.

Des Moines Centennial Services.

DES MOINES, Ia., April 28.—[Special to THE BEE.]—Des Moines began its celebration of Washingtons centennial Tudsday. At Grace Episcopal church there was a repetition substantially of the same service that was conducted in old St. Paul's church, New York, where the first president and his staff went for worship immediately after his formal inauguration at the city hall, one hundred years ago. Bishop Perry, who is the Episcopal bishop for the diocese of Iowa, has taken great interest in having an appropriate religious observance of this centennial and he has prepared a special service which reproduces as closely as possible the service which Washington attended on the day of his inauguration in New York. Dr. Van Antwerp, rector of Grace church here, followed that service to-day. The service Te Deum was sung to-day as it was sung then, and this was followed by a historical sketch of the scenes of 1789, by the rector. A notable feature of the service was the presence of Crocker Post G. A. R., the largest Grand Army post in Iowa. They marched to the church in a body, and added to the patriotic impressiveness of the occasion.

THE CLEARANCE RECORD.

The Financial Transactions of the Past Week.

BOSTON, Mass., April 28.—[Special Telegram to THE BEE.]—The following table, compiled from dispatches to the Post from the managers of the leading clearing-houses of the United States, shows the gross exchanges for the week ended April 27, 1889, with rates per cent of increase or decrease as compared with the amounts for the corresponding week in 1888:

CITIES.	CLEARINGS.	Increase.	Decrease.
New York	$336,030,373	.....	0.1
Boston	80,012,292	.....	4.1
Philadelphia	68,528,295	15.2	....
Chicago	61,639,000	10.3	....
St. Louis	15,6 3,456	.....	3.7
San Francisco	12,966,016	.....	2.3
Pittsburg	15,657,936	40.8	....
Baltimore	11,067,771	9.6	....
Cincinnati	9,548,350	7.2	....
New Orleans	9,058,518	24.2	....
Kansas City	7,430,232	.....	8.9
Louisville	5,769,711	8.9	....
Providence	4,476,0 0	12.9	....
Detroit	4,148,128	19.9	....
Milwaukee	4,260,000	9.3	....
Omaha	3,452,092	1.3	....
Cleveland	3,393,019	33.0	....
St. Paul	3,222,019	.....	0.6
Minneapolis	3,510,276	6.8	....
Columbus	2,777,000	44.7	....
Memphis	2,765,979	42.5	....
Indianapolis	1,860,084	8.4	....
Richmond	1,853,057	23.2	....
Hartford	1,641,266	16.0	....
Duluth	1,301,000	0.4	....
Peoria	1,270,585	6.8	....
St. Joseph	1,096,4 3	.....	5.3
Worcester	1,096,448	15.6	....
New Haven	1,171,9 4	12 3	....
Springfield	916,695	.....	3.9
Portland	924,964	4.6	....
Galveston	617,442	.....	0.3
Fort Worth	949,114	35.1	....
Norfolk	589,058	.....	15.0
Wichita	753,116	17.2	....
Lowell	683,815	30.4	....
Los Angeles	638,000	.....	42.5
Syracuse	687,450	0.2	....
Grand Rapids	557,861	.....	5.9
Topeka	361,501	27.6	....
*Buffalo	2,383,000	.....	....
*Sioux City	607,116	.....	....
*Tacoma	349,322	.....	....
*Montreal	349,322	.....	....
*Halifax	1,111,504	.....	....
Total	$ 984,395,316	2.2	....
Outside New York	348,358,953	6.9	....

*Not included in totals; no clearing houses a these points last year.

MRS. KIRKHAM FREE.

Mr. Hillman Yields to the Entreaties of Her Friends.

CHICAGO, April 28.—[Special Telegram to THE BEE.]—A large crowd was present in Justice White's division of the armory police court to-day when the case of Mrs. Jennie Kirkham, accused of shoplifting, was called. Mrs. Kirkham's husband, Rev. T. M. Kirkham, pastor of the Christian church at Thirty-seventh street and Indiana avenue, supported the defendant, who was heavily veiled. The manager of the Boston store, Mr. Hillman, who had caused Mrs. Kirkham's arrest, said that he did not care to prosecute; that friends of the prisoner had decided that she was insane at the time the theft was committed, and under the circumstances all had agreed that it was better to drop the matter. The detective who made the arrest came forward and said: "I do not desire to push this prosecution, but I do wish it distinctly understood that the odium cast upon us as police officers by these church people is entirely wrong. We did not make a mistake in making the arrest. The woman has practically admitted that she took the articles." After a slight wordy war beteen the officer and Mrs. Kirkham's attorney, Justice White dismissed the case. Mr. Hillman stated to a reporter that Mrs. Kirkham's name is attached to a sworn paper now in possession of the proprietors of the Boston store, in which she makes affidavit that she was temporarily insane at the time she took the articles, and that the police made no mistake in arresting her; also delaring that she will not institute action for damages against the owners of the store in which the episode occurred. Justice White said. "There is no doubt in my mind as to the lady's guilt. I believe she took those articles and is now escaping what I should call her punishment. You see that I, acting as a magistrate, have no power to do anything, when an agreement has been made, except when the agreement couples with it the charge of compounding felony. It is better to act charitably in a case like this. All things were considered. The lady is well connected and holds a high place in society. She had her weakness and gave way to it. Rather than trample her name in the dirt and post her all over the world as a common shoplifter, the effort was made to induce the firm to drop the prosecution. I think this method of settling cases, of whatsoever kind, very disreputable; but when it is done in this way we are powerless to act. Already I think Mrs. Kirkham has suffered infinitely more than a common shoplifter who is held to the grand jury and sentenced to a term in the penitentiary.

Cow Trains in Iowa.

COIN, Ia., April 28.—[Special to THE BEE.]—We have very little accommodation on this branch of the Burlington. The company took off the only passenger train it had on this branch some three weeks since, and we have no passenger or mail accommodation at all to speak of, nothing but a mixed train, and I am told it has no time card to run on, and there is but one car to haul the passengers, baggage, mail and express. Our postmaster says he does not know when to make up the mail in order to get it to the train, but was told that if he had it there by 6 p. m. it would be all O. K. Some days the train pulls in at 5:30 p. m. and pulls out at once without the mail. The citizens think that the company ought to have a time card to run on, so that they could get the mails off without twenty-four hours' delay. But most of the complaints are among the traveling men who have to travel and sell goods on the road.

OAKLAND, Ia., April 28.—[Special to THE BEE.]—The people here are indignant because the branch train pulls out from Ayoca when the western train is in sight, and does not bring the mail. The people here think it is a needless piece of spite work.

The Northwestern Boundary.

QUEBEC, April 27.—The Quebec government has served a protest on the federal government against any settlement of the northern and northwestern boundary question with Ontario without its consent and without the question being settled with Quebec at the same time.

A Thumper's Last Round.

SAN FRANCISCO, April 28.—Tom Avery, a well known local prize fighter, fell dead as night, in the ring, during an exhibition spar with Ed Caffe, at the Cremorne theater. Physicians said death was due to heart failure caused by over-exertion. Caffe was arrested.

A Nebraska Horseman's Purchase.

LOUISVILLE, Ky., April 28.—[Special Telegram to THE BEE.]—A. S. Patrick, of Grand Island, Neb., has bought the bay horse Lyman, by Walsingham, dam by Messenger Duroc; also the bay horse Alceka, by Amber, dam by Chickamauga.

EYES ON THE CHEROKEE STRIP

Hungry Homeseekers Looking For Another Chance.

GENERAL WEAVER WELL FIXED.

The Doughty Iowa Warrior Stood in With the Ring and Located a Valuable Quarter Section.

Another Oklahoma.

OKLAHOMA CITY, Oklahoma, April 28.—[Special Telegram to THE BEE.]—Pretty much the same condition of affairs exist here as at Guthrie so far as concerns the location of lands. Every quarter section and every desirable lot is claimed by two or more parties, and people who would not steal anything else will take a lot if given half a chance. There is considerable claim jumping, but it is generally done very quietly, and the first intimation one has that his claim is in jeopardy is when he sees a man putting up a tent or a house on it or sitting there with a Winchester across his lap. The best piece of property here is owned by General Weaver, the great greenback apostle of Iowa. He took up a quarter section in the best part of the camp, and if Oklahoma City ever amounts to anything he will be well fixed. He stood in with the officials and got his choice of land before the common herd were permitted to enter the forbidden territory. A number of squatters are claiming town lots on Weaver's quarter section, but the opinion prevails that those who located quarter sections in the Oklahoma towns before the town sites were located there will be sustained, for they all stand in with the officials. Oklahoma City is building up rapidly, although people are leaving daily. About four hundred left today. Some were unable to get lots and others had sold their claims to the boomers who have confidence in the place. Some plowing has already been done in this neighborhood, and the settlers seem determined to cultivate their lands, but owing to the uncertainty of titles the buildings are