

REMEMBERED IN MARBLE

Women of America Erect a Monument to George Washington's Mother.

SENATOR DANIEL'S ELOQUENT TRIBUTE

President Cleveland Also Pays a Fitting Tribute to One of America's Noblest Women—Notable Gathering of Americans.

FREDERICKSBURG, Va., May 10.—The special train with the presidential party for the ceremony of unveiling the Mary Washington monument...

Aligned along the adjoining streets were various organizations, conspicuous among them the confederate veterans with battle flags fluttering over them.

The procession was cheered by thousands of countrymen as it wended its way through the little town from the National Marine band, was welcomed to this city by an immense crowd.

SENATOR DANIEL'S ORATION.

Senator Daniel said: "General Washington was the noblest figure that ever stood in the forefront of a nation's life. We are gathered today around his grave to pay to 'All that I am,' said he, 'I owe to my mother.'"

"His debt is ours. It is many times multiplied. It is ever growing as the ever-growing republic illustrates its virtues and in its faith and courage, followed by example and the wisdom of his teachings."

"Beholding the monument we rejoice that the debt is acknowledged and realize that no limitation of time can bar redemption of justice to a noble fame. Our gratitude goes forth to our country women who have so worthily achieved this work. Men attempted it and left it half accomplished. The state and the federal governments alike contemplated, discussed and then postponed it. Our noble women undertook it, and it is done."

SENATOR DANIEL'S ELOQUENT TRIBUTE

OBELISK OF WHITE MARBLE.

The monument is a beautiful obelisk of plain white marble, fifty feet high and eleven feet square at the base, bearing an inscription in embossed letters, simply "Mary, Mother of Washington." It was executed in Buffalo, N. Y., and was set in position on December 23, last. The whole fabric cost \$11,000, raised entirely by the ladies of the National Mary Washington Memorial association, and the monument is in itself creditable alike to the distinguished woman whom it commemorates and to the patriotic American women who have honored themselves by thus honoring her.

How remarkable the lack of information elsewhere respecting Mary Ball, wife of Augustine Washington and mother of George Washington, everybody in Fredericksburg knows all about her, and glories in her history. They know the year and place of her birth—the year of grace 1732—and the place at Epping forest, down the Rappahannock, in Lancaster county, Virginia, which nearly two centuries ago was the plantation home of her father, Colonel Joseph Ball, son of Colonel William Ball, a royalist Englishman of good lineage who emigrated to America in 1627.

President Cleveland responded to Governor

MORRISON HAS A SCHEME

Plan for Paying the Union Pacific's Debt to the Government.

SELL THE GOVERNMENT CLAIM FOR CASH

If the Plan Could Be Worked the Government Would Get Out Whether Private Investors Ever Did or Not.

NEW YORK, May 10.—In pursuance of a notice to Mr. T. J. Morrison, a member of the New York bar, that the house committee on Pacific railroads would hear a presentation of the views he represents regarding the Union Pacific railroad, that gentleman has sent to the committee a lengthy communication embodying his views and enclosing the draft for an act entitled: "A bill to provide for the payment of the United States 6 per cent bonds issued in aid of the Union Pacific and Kansas Pacific railroads with the proceeds of the government mortgages placed on the railroads for that purpose."

He says the relations between the United States and the Union Pacific railroad are treated in the bill from a purely business standpoint. His proposition seems to be a reply to the plans of the attorney general and the reorganization committee, and appears to be the first suggestion in favor of sustaining the full claim of the government, it being understood that Mr. Morrison's scheme is willing to concede to the government mortgages for cash. The bill, in order to facilitate the acquiring of the government mortgages by the bond and stockholders of the Union Pacific Railway company, who will naturally desire to acquire them to facilitate the foreclosure features of the bill, enables the company to issue its bonds to be secured by an assignment of the government mortgages to the trustees, the company's bond and stockholders to give the first privilege of subscribing to the company's bonds, the total amount receivable being the total amount of the net liability of the company, being the principal and interest of the old bonds, less the sinking fund.

THINKS HIS PLAN WOULD PAY OUT. Mr. Morrison argues that the property affords to their security holders a desirable investment of 2 per cent on \$5,000,000 only \$1,700,000 would be required for interest, which is less than one-half the minimum earnings, the balance would then be applied to the payment of interest of their own present securities, or the holders of the bonds could pay themselves 4 per cent on the same amount of new bonds, out of the net earnings of the government divisions. In addition they could give themselves a new general mortgage on their "system" of branch lines, and other property, which would be a loan to the government, if they did not choose to take up the first mortgages with their own subscriptions they could renew them at 5 per cent, or as a prior lien with a loan to the government, as in its general corporate affairs. The transfer of the government mortgage upon full payment is the primary purpose of the bill. In addition there is an advance of 10 per cent on the amount of the government mortgage, which the government thereupon forecloses, the importance of the federal claims herein provided is much accentuated.

Have't Made a Settlement Yet. CHICAGO, May 10.—(Special Telegram to The Bee.)—Absence from the city of Passenger Traffic Manager White of the Atchison prevented action by Western Passenger officials on their proposed plan for settlement of the immigration trouble with the Union Pacific. The agent of the Atchison was taken until this morning, when it is thought word will be received from Mr. White. He is in charge of the Southern Pacific that will join a transcontinental passenger association before it will consent to the plan of settlement with the Union Pacific. No final settlement can be reached unless all western lines are in an association.

Elkhorn Joins the Procession. The Elkhorn has joined the procession of cut rate roads and announces that it will put in effect May 12 its new tariff conforming with the tariffs made by other roads. But the Elkhorn goes further than either the Union Pacific, Burlington or Rock Island by announcing that rates to intermediate points will be effected in proportion as through rates in the Union Pacific. The agent of the Elkhorn stated to a Bee man this morning that the Elkhorn was a believer in reciprocity, and if low rates are made the interior points had a mutual claim on the road as terminal points. "They have wanted low rates, seemingly," said Mr. Merchant; now we propose to give it to them. The sooner the rock is reached the sooner will this cruel war be over."

Slashed on Salt and Sugar. Yesterday the Missouri Pacific, following up its other cuts, announced a reduction in salt rates from all Kansas salt producing points, making a rate of 65 cents to Kansas City and 10 cents to Omaha, as against 85 cents to the former place and 12 cents to Omaha. This new tariff becomes effective May 13.

On the heels of this announcement a telegram was received from Freight Traffic Manager Monroe that owing to the utter demoralization of rates east of Colorado sugar would have to be included in the cut, which will be another day's sensation. The bars are down and the shipper in its great most any rate he desires if he is a good fellow and knows how to keep his mouth shut.

Another Paper in Sight. The composers on the Kokrok-Zapadu went out on a strike last Monday and now threaten to start an opposition paper in the Bohemian language. Editor Rosicky of the Kokrok has sent east for several new editions of the paper, and the difficulty has arisen over the re-engagement of a discharged compositor.

DIED. Notice of five lines or less under this head, fifty cents; each additional line, ten cents. HLOMERIG—Theresa E., aged 17 years, 6 months, May 10, 1894. Funeral Saturday, May 12, 10 a. m. Interment at Forest Lawn. Friends in sympathy.

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