

TO-MORROW'S MORNING WORLD
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The Evening World

TO-MORROW'S EVENING WORLD
WILL BE PRINTED IN
RED, WHITE AND BLUE.
Price One Cent, as Usual.

PRICE ONE CENT.

NEW YORK, MONDAY, APRIL 29, 1893.

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EXTRA 2 O'CLOCK. GLORIOUS!

That's the Sort of Send-Off the Centennial Has This Morning.

President Harrison Breakfasts at Elizabeth and Boards the Despatch.

A Naval Parade the Like of Which We Never Saw.

The Despatch Passes the Battery at 12.30.

A Patriotic Rainbow Decorates the Sky in the Day's Honor.

New-York City Brilliant with Festoons and Decorations.

A Great Crowd of Strangers Through the Streets and the Hotels Are Crowded.

(SPECIAL TO THE EVENING WORLD.)
ELIZABETH, N. J., April 29.—This town was in a blaze of glory when the special train bearing President Harrison arrived here at 7.25 o'clock this morning.

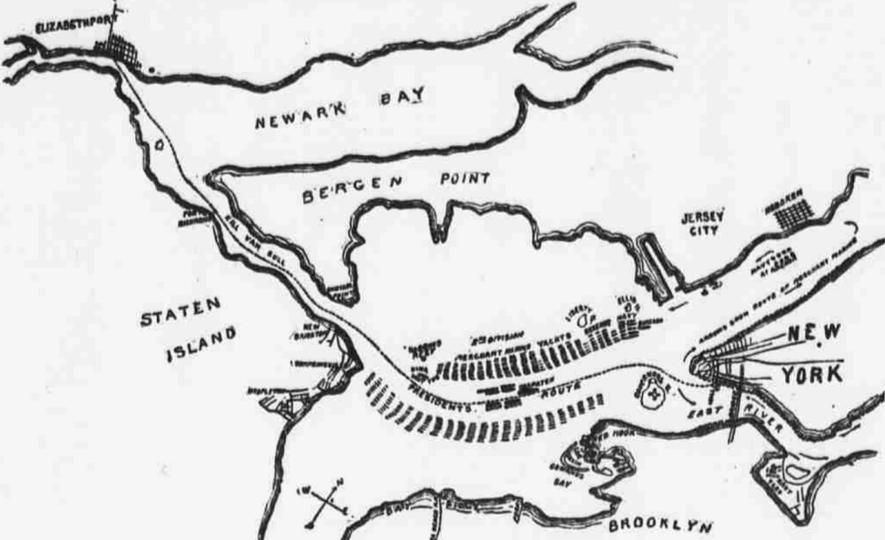
This is a quiet, staid old town, but the streets were thronged all night long by visitors from the surrounding country, and long before daylight the sound of beating drums aroused the sleeping inhabitants with the announcement that the celebration of the centennial of the inauguration of George Washington had begun.

Gen. Washington rode over from Woodbridge 100 years ago in his own coach, drawn by a span of coal-black horses driven by a coal-black coachman, Black Sam. Gen. Harrison's coach was Vice-President Frank Thompson's private railway car and his steed a powerful and speedy locomotive. There were nine other cars in the Presidential train, and there were included in the conveniences of the train all the things which make up the daily life of the intelligent citizen.

There was a barber shop in one car, and in another was a library well stored with books in every department of literature. The cars were heated by steam and lighted by electricity. Supt. James M. Martin, of the Eastern Division of the Pennsylvania Railway; George E. Pratt, mechanical inspector of the Pullman Palace Car Company, and an electrician were on the train. The journey from Washington had consumed seven hours, while Washington, journeying over almost the same course 100 years ago, had consumed almost as many days.

TWO SKEENS ONE HUNDRED YEARS APART.
When the immortal George rode into Elizabethtown 100 years ago he was greeted by the huzzas of the people of the little hamlet, the drumming of drums and the firing of musketry.

THE GREAT NAVAL PARADE.



As the Despatch passed up the lane of vessels, salutes of twenty-one guns were given, yards were manned, steamboats, yachts and tugs dipped colors and blew steam whistles, no blast being more than a half minute in length.

When the Despatch had passed between the two big divisions they got under way. The uniform and commanded by Major Charlie Halsey, a soldierly fellow of thirteen summers.

The entrance to Gov. Green's house was guarded by city police, and the officers of Gov. Green's staff in full dress uniform adorned the front piazza.

BRKFAST AT GOV. GREEN'S HOUSE.
President Harrison breakfasted with the Governor, after which he ascended a reviewing stand erected on the lawn at the side of the house, and there reviewed a procession of Elizabeth people.

Major Grier appointed a special committee for the reception of the President composed of scions of revolutionary sires and they were a feature of the reviewing party at Gov. Green's house; they were ex-Chancellor Benjamin Williamson, W. W. Thomas, Robert E. Chetwood, Col. John Kean, father of Congressman Kean; Judge Wm. J. Magee, Justice Morris R. Hatfield, Dr. John S. Crane and James C. Ogden, a descendant of the founder of Elizabeth.

VICE-PRESIDENT MORTON'S ARRIVAL.
Vice-President Morton, Mr. Morton and John J. Blair arrived from New York last evening. They were met at the train by Congressman

war vessels, revenue cutters and yachts passed up the North River. The war vessels will anchor off Fifty-ninth street, where they will remain.

The revenue vessels and yachts will be dismissed after the North River parade and proceed to their designated anchorages.

The merchant marine will meanwhile proceed up the East River hugging the east shore, turn a stake-boat near Hunter's Point and come down the river, hugging the west shore.

At 6.35 o'clock a host was lowered and Ensign H. Eldridge, who was to receive the Admiral and his guests, came ashore. At the end of the dock was the revenue tug Nina, awaiting the arrival of Rear-Admiral James E. Jouett, Chief of Staff and Marshal of the day.

On the left of the dock was moored the revenue cutter Dexter. On the right were the steam yacht Sagamore, owned by John W. Sizer, of Providence, and the steamer Thomas S. Brennan.

At the foot of East Twenty-third street was the revenue cutter Grant. In the offing could be seen the steam-yachts Electra, Marguerite, Empress, Unquowa, Susquehanna, Manitou and Onondaga.

Among the first to arrive was Clarence W. Bowen, Secretary of the Centennial Committee. Then came R. Bradburn, S. N. L. Co. Under A. W. A. Stokes, Major Asa Bird Gardiner and Ogdun Golet in quick succession.

GOV. HILL AND MAYOR GRANT.
Then a cab dashed quickly down the dock and two plainly-dressed men skipped out and down to the boat. They were Gov. David B. Hill and Mayor Hugh J. Grant. Then came Frederick R. Couderd with Senator Frank Liscomb.

Another carriage brought Sec'y of the Navy Benjamin F. Tracy, his son and Senator William M. Everts. The last-named stopped and started with his horse, and the signal from the tug Nina, anchored in the Kill Von Kull, and it meant that the Despatch, the Presidential party on board, was opposite Port Richmond.

Then another report from a cannon set every eye on this was the signal for the Despatch to Chicago for all vessels to heave up anchors and prepare to move.

THE DESPATCH MOVED IN SIGHT.
Hardly had this been accomplished when the Despatch here in sight. Following close in her wake were the revenue cutters, the Empress and Monguoth, filled with invited guests and their families.

The flagship of the merchant marine, the ferry-boat Bergen, which left Hoboken early in the morning with Vice-Admiral Woodson, Fleet Captain D. M. Nims, Rear-Admiral J. B. Abbott, Jr., and Secretary J. J. Bergen, brought up with the Nina in the rear.

A GREAT FISHING OF CANNONS.
As the little vessel emerged from the Kill Von Kull, the yacht cannon began to boom in quick succession, the rattle yacht beginning the various orders. The signal gun, the Chicago for all vessels to heave up anchors and prepare to move.

THE NAVAL PARADE.
Then began the real naval parade. The sight of hundreds of vessels of all kinds was one that will long be remembered by the thousands of people who lined the docks and house-tops along the river front of the Hudson.

At a first quick glance the fluttering and many-colored flags reminded one of a huge kaleidoscope. As the vessels drew near, the imagination who could fancy you saw an immense quantity of many-colored jewels, framed in the churning water, and the green hills of Staten Island, the low meadows of Jersey and the shores of picturesque Bay Ridge.

Harrison held a levee in the wing harbor of Gov. Green's house and 1,200 of the people of Elizabeth passed in at the front and out at the rear door and gazed upon the smiling features of the Nation's Executive, the name of each being announced to the President by Adjt. Sewell.

The parade was in seven divisions under command of C. H. H. Halsey, Marshal of the day. THE PRESIDENT'S ESCORT.

The escort to the President on his way to Elizabethport consisted of fifty-seven carriage loads of gentlemen.

The Vice-President and Mrs. Morton rode with Gen. Stryker and Gen. Sewall; ex-Gov. Abbott, Price and Bodie filled one coach; Bishops Carborough and Farrell and two clergy men had a carriage by themselves, and Gen. Plume and members of his staff another. While delegations from the Newark Historical Society; Society of the Cincinnati, Local Legion; Sons of Revolutionary Sires and Grand Army of Republic made up guard of honor.

The President and Vice-President were driven to Elizabethport, followed by the parade. VESSELS IN THE KILL VON KULL.

The club-house of the Alycote Club at the dock was elegantly decorated, and in the Kill von Kull were a score of big and little vessels, all festooned in red, white and blue.

The Despatch and Sirius lay off Shooter's Island. There was large float loaded down with ladies near the dock.

On the arrival of the Presidential party all the craft in the Kill von Kull rang their bells and blew whistles, while those on board cheered and waved handkerchiefs, parasols and hats.

THE PRESIDENT EMBARKS AMID CHEERS.
Gen. Asa Bird Gardiner, Nicholas Kane and Capt. Erben, of the Naval Committee, came from the Despatch in a barge rowed by twelve seamen, and President Harrison and Vice-President Morton embarked and were taken on board the Despatch amid a perfect din of cheers and clatter, several hands on the sloops, yachts, tugs and other craft joining in.

THE START FOR NEW YORK.
The Despatch moved away toward New York immediately after the President boarded her.

Gov. Green was amused rather than offended at Stuyvesant Fish's remarkable letter threatening him in the name of "We Centennial people" if he didn't do as he was told with the President, but he got his dander up when "We Centennial people," told him that he couldn't ride from Elizabethport to New York with the Presidential party on the Despatch, and that no other boat from Elizabethport would be permitted to sail up the bay in the line of the naval parade.

GOV. GREEN SAILS, TOO.
Gov. Green's yacht Meteor was at the Elizabethport dock this morning, however, and Gov. Green, with Gov. Lee, of Virginia, Senators Hiscock and Everts, Mrs. Harrison, Mrs. Morton and others of the Centennial party, boarded her at 10.30 and sailed away in the path of track of the Despatch.

THE NAVAL PARADE.

A More Grand Array of Vessels Than This Harbor Ever Saw.

The United States Steamer Despatch, the vessel which will be honored by the presence of President Harrison and distinguished guests to-day, was alive with men at 6 o'clock this morning.

Great preparations had been made for this trip; the wood-work had been washed down and her metal trimmings had been polished until they shone like gold.

A New York pilot came aboard of her last night. When the Despatch left the dock she presented a gala appearance. She was decorated from bow to stern. A number of flags were strung along her top-rigging, and the American emblem was conspicuous about her decks.

Capt. Cowles, with a guard of twenty marines under the command of Lieut. Benson, U. S. M. C., were aboard of her, and when the craft left the dock the marines were drawn up in a line on the quarter deck.

It was a pretty sight. The marines were in full dress and wore their white helmets. At 6.10 o'clock, when the word was given, the lines were cast off and the Despatch started up the river on her way to the foot of East Twenty-sixth street, where she was to receive Admiral Porter and his staff and such distinguished guests as had been invited.

A LEVEE IN GOV. GREEN'S PARLOR.
Prior to the review of the parade President

ration as Chief Magistrate took place just one hundred years ago.

THE CHICAGO IN HER GLORY.
First in line in the west column was the ponderous warship Chicago, anchored near Ellis Island, with a gun crew of 1,000 men. By the main, the flag of the Secretary of the Navy, two Admirals' flags and two Rear-Admirals' flags.

Then came the Kearse, Capt. Brown; Yale, Capt. Rockwell; Essex, Capt. Jewell; Brooklyn, Capt. Wilson; Massachusetts, Capt. Lambert; Juanita, Yorktown, Capt. Chadwick; Boston, Capt. O'Kane.

YACHTS IN LINE, TOO.
Then came the yacht clubs in the following order, headed by the Electra under Mr. George L. Stryker: Atlantic Yacht Club, Corinthian Yacht Club, Scawaniaka Yacht Club, American Yacht Club and Arcamont Yacht Club.

The flagship Albert Gallatin, Capt. C. Abney commanding and commodore of the division of revenue cutters, was leading the cutter U. S. Grant, Samuel Dexter, Manhattan, Alexander Hamilton, Washington and W. E. Chandler.

This column was a magnificent one and extended for nearly four miles.

THE MERCHANT MARINE COLUMN.
The merchant marine column, next in order and headed by the Electra under Mr. George L. Stryker, was headed by Commodore Isaac J. Fisher, tug Antrim, Second Squadron, Commodore William H. Hooker, tug Fred C. Edgerton, tug Howard Carroll, Fourth Squadron, Commodore Charles A. Pool, tug Ivanhoe; Fifth Squadron, Commodore Charles H. Boyer, tug, J. St. John.

To give the names of all the steamers and tugs in this division would require unlimited space, but suffice it to say that over one hundred and fifty were in the line, which stretched over seven miles.

ON THE CHANNEL'S WEST SIDE.
The Second Division of the merchant marine on the west side of the channel, next to the naval vessels, was headed by Rear-Admiral J. J. Fredrick, Commodore E. G. Osborn, tug Mercer, Seventh Squadron, Commodore J. I. Emmons, steamboat William Fletcher, Eighth Squadron, Commodore L. Lockwood, tug Ocean King, Ninth Squadron, Commodore C. C. Viet, tug Antrim, Tenth Squadron, Commodore J. A. Hunscomb.

Over two hundred vessels were in this division, which, however, was not as long as the First Division, being composed of smaller boats and anchored closer together.

AN ARMY OF SMALL BOATS IN THE REAR.
Then in the rear and on the sides was gathered an army of small boats and sailing craft of all descriptions, so covering the water that the bay looked like a solid mass of glistening black wood.

ALL IN PLACE.
This was the scene, pure and simple, and one that will probably never be witnessed again.

All day long the little tugs, bearing commanders of different divisions, steamed in and out of the harbor, and the vessels were shifted and shifted and seemingly everything was in confusion.

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WHO ARE THESE DEAD?

The Dread Mystery of Twenty Victims of the Grand Trunk Horror.

Charred and Unrecognizable Bodies Lying at the Hamilton Morgue.

Not One Passenger Escaped from That Fatal First Car.

(SPECIAL TO THE EVENING WORLD.)
HAMILTON, Ont., April 29.—The terrible accident by which twenty lives were lost on the Grand Trunk Railway, near this city, continues this morning to be the theme of discussion among horror-stricken groups, and people go out in crowds to see the point where the accident occurred, which is only a mile away.

The train left the track at Junction ent while running at terrific speed to make up lost time. The engine struck a water tank, turned over on its side, and in a second more the train, which was made up of ten cars, was piled up like a mass of wreckage.

To add to the horror the mass immediately took fire.

Twenty passengers, of whom three are supposed to have been women, were imprisoned by the falling of the smoker and the first car, and their bodies were burned beyond all recognition.

The passengers outside the first car two were killed, one of them, L. S. Gurney, of Brooklyn, having his head severed completely from his body.

The engineer and fireman of the wrecked train, who crawled out from under the overturned engine, regard their escape as something miraculous.

The other man known to have been killed is Richard E. Ederer, of Chicago.

Identification of the twenty charred bodies which were taken from that fatal first car and now lie at the morgue, will be almost impossible.

All that can be done will be to learn the names of sixteen missing ones from among the 25 passengers carried on the train and assume that their remains are in these cinders.

That three of them were women is only assumed from the presence of steel corset strings near the boiler.

The identity of who are at the hospital in this city are the following:
HAMILTON CLARK, 147 West Ohio street, Chicago, injured in the accident, right leg, head cut and bruised on the arm; serious.

EDWIN HARTZ (Italian), from Wisconsin, on his way home to Italy, cut in the back of the head.

LEON CHAPMAN, from London, Ont., badly scalded on the right hand and left side of the face.

ROCK KENYON, mining engineer, 15 Mining lane, London, England, several ribs fractured.

WILLIAM LIPSHY, 60 North Sangamon street, Chicago, injured in the accident, right arm, right leg, and head, all bruised.

A. J. DUNN, 48 West Adams street, Danville, Ill., injured in the accident, right arm, right leg, and head, all bruised.

J. A. PALMER, from N. Y., cut about the head.

W. H. WISE, Union Hill, N. Y., right ear torn off and badly bruised.

ANDREW J. CARPENTER, Yankton, Dak., cut about the head.

S. E. YOUNG, 284 North avenue, Chicago, badly injured in the accident, right arm, right leg, and head, all bruised.

JOSEPH MORRIS, Clarke's Island, Me., cut about the head.

Eight of the cars composing the train were burned up.

The accident is attributed to the slippery condition of the track at the second curve in the cut, which was such that the train, running rapidly as it did, jumped the rails instead of following their course.

AN AWFUL LEAP.

From a Roof Four Stories High to the Middle of the Street.

Shortly before 9 o'clock this morning Peter Bell, a German and carpet-weaver by trade, slipped on a plank laid across the roof of 421 East Houston street to the street below.

The sight was a blood-curdling one. Many people saw the body of a man shooting through the air, and as he struck the earth a large crowd gathered.

Fremont Jim Smith, of Engine Company No. 1, was on duty at the time the accident occurred. He describes it as one of the most exciting scenes that he has ever witnessed.

The form of the man was still erect when the feet touched the ground, thirty feet from the edge of the building, and the third fireman saw the man start on a run up the slope towards the Houston street front.

With an instant fall he hesitated, he propelled himself out into space, with his body perfectly erect, although the arm was wildly waving.

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