HOME FROM CHICAGO.

Tammany's Contingent Arriving in Big Trainloads.

Unanimous Professions of Loyalty to Cleveland and Stevenson.

Syracuse Convention Delegates to Arrive This Afternoon.

The first of the returning delegates coming over the New York Central road arrived in the st. Louis express at 7:45 this morning, which was forty-five minutes late. They were a happy queen of Nutmeg Democrats, every man wearing a hay seed "summer tinter" and every man carrying a dapper square hand-bag of russet leather. The Cleveland men expressed themselves enthusiastically for the ticket and promised a victory for Cleveland and Stevenson in the state of Steady Habits.

The first section of the Tammany train, due to arrive at 6 o'clock, pulled into the station at 7:55. It consisted of eleven sleepers, and 250 braves alighted. They had been under the temporary leadership of Senator Plunkitt, and included representatives of the Thirteenth Assembly District, led by Louis Mooninger; Seventeenth, Alderman W. P. Kirkwood; Eighteenth, Alderman Wendt; Twentieth, Thomas Lenny, and Twenty-first, led by school Commissioner C. F. Allen.

Among those who came on this train were Judge Fitzsimons, John F. Carroll, Alderman Roche, Henry Howard, A. L. Hodges, Commissioner Storm, Commissioner Daly, Warden Flynn, Michael Martin, ex-Assemblyman Martin, O'Hare, Murphy and Hill, Commissioner Fettner, James F. Ryan and ex-Senator Cullen.

Ex-Assemblyman Hornidge was master of ceremonies, and Chris Earle, Gale O'Conlon, P. H. McGirr and Alderman Wendt had charge of the refreshments in the several cars.

The train left Chicago at 8:30 Thursday evening, with Traveling Passenger Agents C. A. Carswell, of the Michigan Central and W. R. Randolph, of the New York Central, on board. The train was in charge of Conductor J. Clarke and the travelers, who reached New York fresh and cheerful, were enthusiastic in their praises of the officials.

The train stopped at Niagara Falls three hours yesterday afternoon to give the travelers an opportunity to visit the cataract and the Canadian side. They met Buffalo at 7 last evening.

"We had a lovely time in Chicago," said a Georgia wag with a weary expression. "We held an indignation meeting in the train and passed a resolution never to go to the town again.

"Why, George Winters had to pay $4.75 for his Thursday dinner at one of the best places in the town, and in Chicago, for the week, his room had never been occupied to him and that dinner was all he had at the house.

"In the barber shops a man had to take a shaving or wait his turn, and he had to pay $1.00 for a shave and haircut.

"Whiskey was 40 cents a drink, and every one in Chicago seemed to think this was the chance of his life. It was worth to per cent of the price of anything. A cabman had 15 per cent raised on his fare, and the whole blessed world, and the World was no better than a tree as a shelter. New York's the only place."

All the returning traveler spoke hopefully for the ticket, agreeing that the organization had been left out of Cleveland's nomination. And this was said in perfect good nature. The men spoke with apparent good feeling.

The second section of the Tammany train, eleven sleepers and 200 men, arrived at 8 o'clock. The men came from the west in the Lincoln, under Judge E. Dean's leadership, the Twenty-second, Harry Hart; Twenty-third, William H. Burke, and Twenty-fourth, Joseph L. Berry.

The whole contingent was in charge of Police Justice Mike Mahoney.

Many of these passengers left the train at Mott haven. Among the prominent men who alighted at Forty-second street were Robert E. Dooley, Under Sheriff Gaffney, Tom Dunlap, Sheriff Mike Bishop of the Kacker Bourke and Bobby Kelly.

They reported that when their train passed through Syracuse that city was stuck with brewers, bookies and Cleveland badges, and William A. Beach, Republican candidate for Secretary of State, Mayor Kiernan and the other Democratic officials of Syracuse were straining their approach to the city gate double union in the old-fashioned way.

"You may say that we had a royal time on my railroad, and an awful experience at the end," said Judge McKeon, of Buffalo, "for Cassidy is a highway robber, and a pickpocket is a saint. As for the ticket, I say heartily that we shall do our best for Cleveland and Stevenson.

The excursionists got their Friday breakfast in Detroit, lunched at St. Thomas, and dined at Niagara Falls. They had plenty of lighter refreshments on the trains. They all scattered on their arrival, hurrying home to prepare for the resumption of their accustomed employments.

ANTI-SNAPPERS' HOME-COMING.

(SPECIAL TO THE EVENING WORLD.)

BUFFALO, June 25.—Syracuse Convention Delegates and their friends in two sections of a special train over the New York Central system left Chicago at 1:30 p. m. yesterday. There was a wild and hilarious scene in the Lake Shore depot before their departure.

In the first section of the train there were eight Wagner coaches, all of which had been gayly decorated.

Franz Mayer, who seemed to be Commissary-General for the delegation, so far as the implements of warfare went, brought out the bundles of flags just before the train started, and distributed them among the passengers, and when the train pulled out of the depot one of these banners was floating from every window, while hundreds of tin horns were making a terrific din and the crowds who looked on cheered uproariously. Two enthusiasts, not satisfied with toy roosters, had purchased a couple of live gamecocks which they exhibited with pride among the crowd in the first section.

In the coaches were Congressman De Witt C. Warner, Robert Grier Monroe, Hiram D. Woodward and E. B. Whitney, ex-Congressman John Quinn, whose admirers in Chicago headed by ex-Congressman Frank Lawler, gave him a reception and presented him with a handsome gold-head cane. Thursday evening; Robert L. Minturn, Wallace Macfarlane, Arthur Clark, Prof. Adolph Cohen, of Columbia College; Walter S. Bunn, Hamilton B. Tompkins, ex-Senator William Caldwell, W. W. Niles, Col. James J. Mooney, Alderman Daniel Dowling, Frederick Boehme, Daniel McCoy, ex-Mayor Fitzgerald, County Clerk Conroy and the Staunton workers, from Troy; Patrick H. Murphy and William Mullen, of Little Falls; ex-Senator Van Schaick, of Schoharie; Charles J. Chipp, of the Comptroller's office, New York; James D. Wasson; Judge John Jerolamen, of New York and New Mexico; Joseph C. Schoenberger, William F. Hull, R. J. Cook, Michael Lennon, Charles R. Blake, Patrick Cunningham, of the Sixth Assembly District; Mr. Poindexter, W. B. Hazeltine and Col. John Tracy, whose literary bureau has been one of the most notable features of the fight at Chicago.

One of Col. Mooney's retainers in the Twenty-fourth District, Daniel F. McCott, distinguished himself by composing a song, which proved to be the most popular rallying cry of the trip. It was set to the tune of "Marching Through Georgia," and the chorus ran like this:

Hurrah! hurrah! success is in the air!
Hurrah! hurrah! let Harrison beware!
For Grover is our candidate;
He's certain to get there,
As he goes canvassing along.

A quartet was organized as soon as the train got under way composed of Mr. McCoy as first tenor, E. B. Whitney second tenor, with E. Ellery Anderson and Reynal Woodward on the base side.

The first stop was at Laporte, Ind., and the members got out and performed a war dance on the platform to the wonderment of the inhabitants. Round after round of cheers were given for Cleveland and Stevenson, and several enthusiastic speechmakers in the delegation began campaign work at once among the rural population.

At all the little towns along the route through Indiana crowds turned out to wildness the spectacle.

Talk of throw stops were made at small towns along the way, including Wanatah, Hobart and Wheatfield, and the people of this towns had various fireworks ready for the natives and made things lively for a few minutes at each.

Tickets were released and sold at Wanatah which had been purchased in Chicago with the intention of selling them at a profit. The speculators had to dump their tickets and lose the money they had invested in them.

At Wheatfield the population was turned out in force, and the boys had to run the gauntlet.

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There was also a procession of decorated carriages, a band, and the usual hurrahing. The train was boarded by the citizens who had invited the boys to dinner, and the "Hoosier" was pronounced the best dinner served on any railroad since the World's Fair.

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The train was held in New York about a half hour by the inspection officers, and it was 8:30 o'clock when it left the Jersey City depot. Ex-Assemblyman Hornidge, Sergeant-at-Arms Hall, of Westchester, and Committeeman Lewis, of Kings, were in charge of the train, which was made up of twenty-five sleepers, and was the longest train ever run out of Jersey City. Every sleeper was filled, and the train was the finest ever run out of Jersey City. Every sleeper was filled, and the train was the finest ever run out of Jersey City.

The train was in charge of Conductor Hoag, Engineer Hall, and Fireman Hall, who had charge of the train from Chicago, and they were complimented by the passengers for the manner in which they had handled the train.

The train was made up of the following sleepers: Lincoln, Twenty-second District, Twenty-third District, Twenty-fourth District, Twenty-first District