New-York Tribune.

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TO PASS THE REPEALERS.

EFFORTS OF THE NEW-JERSEY CITIZENS' LEAGUE LIKELY TO BE SUCCESSFUL.

A HOT FIGHT IN PROSPECT IF MR. LANE'S BILLS ARE SMOTHERED IN COMMITTEE—SPEAKER FLYNN MAY BE IMPEACHED SHOULD HE GO TOO FAR.

[BY TELEGRAPH TO THE TRIBUNE.]

Trenton, N. J., March 2.—There is much speculation here and all over the State about the probable action of the Legislature next week on the racetrack bills. The three repealing acts introduced by Assemblyman Lane on Monday night are in the possession of the Committee on Municipal Corporations, of which Mr. Thompson, the owner of the Gloucester course, is a member. The great question is whether the committee will report the repealers or endeavor to smother them. If the latter course is pursued a tremendous fight must ensue, for the only method which will then be open to the opponents of the racetracks to get the bills on the calendar of the House will be a motion to relieve the committee from their further consideration. To carry this motion thirty-one votes and fair play on the part of Speaker Flynn will be necessary.

Reports from officials of the New-Jersey Citizens' League are to the effect that enough votes will probably be secured to force the surrender of the repealers and to pass them. While it is well known that Speaker Flynn brings his nerve with him when he comes to Trenton every Monday, and that his rulings will be, as far as he dares to go, in favor of the racing men, still the League people are confident of success. Hints of the Speaker's impeachment are heard, should he be too arbitrary.

Any effort, however strong, that the racing men may make to adjourn the Legislature sine die will, if they use fair play, add nothing to the bitterness against them; but the employment of any other than fair means to kill the repealers or break up the legislative session will be visited with extra punishment by the passage of the Holmes bill, providing severer penalties than the old ones for book-making and pool-selling.

The members of the Citizens' League have talked with most of the men who voted for the race bills since yesterday's demonstration here, and they will not relax their efforts to get votes for the repealers until the roll shall be called upon them. In connection with the resolutions adopted, monster petitions will be presented to the Legislature, bearing 100,000 or more of the best names in New-Jersey.

Petitions will also be circulated by the Citizens' League, looking to the impeachment of Speaker Flynn, and they will be read in all the churches in the State on Sunday.

Assemblyman Lanning says that besides himself there are several Assemblymen who regret that they voted for the racetrack bills, and are now wavering on the question of repeal.

THE ASSEMBLYMEN OF ESSEX WILL STAND FIRM.

The Assemblymen of Essex County who voted for the race-track bills have been asked if they will vote to repeal the laws. Their interviews show that they will all stand firm. Assemblyman William Harrison was asked: "Will you vote for the repeal of the race-track bills?"

"No, sir," he replied.

"Will you vote to give the people a hearing?"

"Yes, sir; I voted that way already."

"Why won't you vote for the repealer?"

"Well, I do not propose to be the laughing stock of the State. I understood the bills that I voted for and do not propose to pose before the public now and virtually confess that I didn't know what I was voting for."

The Bergen Baptist Church of Jersey City adopted resolutions last Wednesday night condemning the New-Jersey race-track bills as "infamous, corrupt, illegal and pernicious legislation and contrary to all moral and divine laws."

The Hudson County Republican Committee, after its regular business meeting on Wednesday night, held an impromptu indignation meeting for the purpose of denouncing race-track legislation. It was decided to hold indignation meetings in every Assembly District, and in the Democratic districts whose representatives voted for the bills to invite the Assemblyman to come before the people to explain his action.

THE GLOUCESTER TRACK GETS A LICENSE.

Gloucester, N. J., March 2 (Special).—A license was to-night granted under the new racing law to the South Jersey Jockey Club. It is for five years, and the fee fixed is $250 or $500 a year. Assemblyman William J. Thompson, who is the president of the club, and also a member of the Council and of the County Board of Freeholders, was present at the meeting. The vote on granting the license was unanimous.

SALEM PEOPLE DEMAND REPEAL.

Salem, N. J., March 2.—A mass-meeting of the citizens of Salem was held in the Court House last night to protest against the racetrack bills. Resolutions were passed condemning the action of Senator Butcher, praising Assemblyman Diver, and demanding the repeal of the laws. A petition is being circulated and will be sent to Trenton next week.

THE CONNECTICUT LEGISLATURE.

Hartford, March 2.—An effort in the Senate to take up the confirmation of John S. Seymour as Insurance Commissioner, on the ground that if rejected the Governor would not be able to make another nomination within the statutory limitation, was defeated and the matter will come up to-morrow afternoon, as originally assigned.

The House this morning voted to postpone indefinitely the eight contested election cases by a vote of 111 to 104, after a long debate. The report of the Committee on Contested Elections would have seated three additional Democratic members.

Among the bills presented was one providing that no railroad shall be entitled to a deduction from the market value of its capital liable to taxation on account of money expended for "operating expenses."

CUDAHY'S CALIFORNIA ENTERPRISE.

Omaha, March 2.—The announcement is made that Michael Cudahy has taken steps to erect a large pork-packing establishment at Los Angeles, Cal. He has secured permission to erect slaughter houses, and has also bought the Nadeau Ranch, about four miles from the city, paying for it $185,000. All this land will be sown with alfalfa, on which hogs thrive in that country as well as on corn here. Another ranch of 3,000 acres adjoining the Nadeau Ranch has also been secured. Cudahy says in three years he will have 40,000 head of hogs there. There is some opposition at Los Angeles to the venture, but it is not thought it will avail anything. Mr. Cudahy expects to supply all the Coast with his own pork within a few years, and as an earnest of his intention he has bought a $2,000 dwelling in Los Angeles and will live there half the year.

OYSTER DREDGERS FIGHT THE POLICE.

Crisfield, Md., March 2.—A fight took place last night between the dredgers and the Virginia police schooner. About 9 o'clock Crisfield was startled by hearing the heavy boom of cannon and reports of rifles. The dredgers were doing effective work in Tangier Sound, on Woman's Marsh, when Captain Reed came up and opened fire with his cannon. The dredgers replied with rifles. It is reported that the police schooner was obliged to withdraw.

AN AGED VETERAN PERISHES FROM COLD.

Mount Holly, March 2.—Jacob Simons was found frozen to death near his home at India Mills this morning. It is supposed that he was walking to his home from this village and was stricken with paralysis and then perished from exposure. He was seventy-five years old and a war veteran.

AID FOR LIEUTENANT PEARY.

Philadelphia, March 2.—The Geographical Club last evening decided to support Lieutenant R. E. Perry in his new expedition to the Arctic regions. The amount of funds to be contributed by the Geographical Club will be from $8,000 to $10,000.

WAITING FOR THE BELL PATENTS TO EXPIRE.

Albany, March 2.—Deputy Attorney-General Hogan gave a hearing this afternoon on an application for the dissolution of the Magnetic Telegraph Company, a corporation organized under the laws of this State and having its principal office in Washington, D. C. The petitioner is Edwin F. Masterson, of Chicago, a stockholder, who alleges that the company has been insolvent for a year and has done no business since it was organized. The company makes a general denial of the allegations, but practically admits that it is doing no business on account of waiting until the expiration of the Bell Telephone patents, which will occur this month. The capital of the company is $5,000,000. Decision was reserved.

PHILADELPHIA BROKERS FAIL.

LAUGHLIN & M'MANUS CARRIED DOWN BY THE READING CRASH AND LOCAL COMPLICATIONS.

Philadelphia, March 2.—C. A. McManus, of the brokerage firm of Laughlin & McManus, with an office in the Drexel Building, to-day applied in Common Pleas Court No. 3 for the appointment of a receiver for the firm. Judge Gordon appointed John S. Hopkins, cashier of the People's Bank, receiver. It is alleged that dissatisfaction among the members of the firm regarding its management was the cause for the receivership application, but it was admitted at the office that the firm has failed. The extent of the assets or liabilities could not be learned this afternoon, but a statement will probably be issued to-morrow. The firm had no contracts on the stock board and only individual depositors will suffer. The firm, which did a large business, is composed of Robert Laughlin, C. A. McManus and William King, and was established on November 4, 1871.

The primary cause of the failure was the fact that the firm had its assets locked up in the certificates of indebtedness issued by the Public Buildings Commission. The latter body, in anticipation of reimbursement out of city appropriations, issued between $700,000 and $800,000 of these certificates. The refusal of City Councils to make an appropriation to the commission for this year, rendered it impossible for the holders to be reimbursed. For years a large share of the transactions of this firm has consisted in discounting the paper of public officials and warrants. They took up, at a discount, the major portion of the certificates of indebtedness issued by the commission to contractors, and found themselves with fully half a million dollars of its paper. To make matters worse, the validity of the certificates was impeached by City Solicitor Warwick.

The house was known to have been long in Reading and Lehigh Valley at the beginning of the recent crash in these securities. The firm was a strong bull in Reading and the shock coming so suddenly as it did threatened to carry them under with the first heavy break in the market. They weathered the attack, however, and, although crippled and shaky for some days, managed to bear up under the strain until this morning. The conclusion was reached that it was useless to try to hold out against the adverse conditions any longer. The liabilities are scattered, chiefly among the banks, it is said. The banks called margins on the firm, and requested them to build up several loans of pretty large dimensions, and unable to do so, largely from the fact that many of their customers failed to respond, the house was forced to go under.

BERKSHIRE MILLS AT BRIDGEPORT DESTROYED.

Bridgeport, Conn., Feb. 2.—The Fire Department succeeded in getting the fire at the Berkshire mills under control at 4:30 this morning. The bridge across the Pequonnock River caught fire twice, but was not badly damaged. The plant was owned by the A. L. Winton estate, was valued at nearly $40,000 and was insured for half that amount. The building was burned, but a storehouse filled with barrels of flour was saved. The mill was one of the oldest in the State, having been built in 1783. The fire was the largest in the city in six years, the entire department being called out.

BOOMERS INVADE THE STRIP.

Arkansas City, Kan., March 2.—"The Traveller" has received a dispatch from the Pawnee Agency, Cherokee strip. The dispatch was carried a considerable portion of the way by courier and bears the date of February 27. It says: "The settlers made a raid on this part of the Cherokee Strip last Saturday and Sunday and now every quarter section along Black Deer Creek has a settler on it. In fact all of the good claims are taken by the people." This information comes from a perfectly trustworthy source.

The Cherokee Settlers' Association met here to-day and issued the following address:

Arkansas City, Kan., March 2, 1893.

To whom it may concern:

Unfortunately the settlers' meeting held some days ago at Caldwell, Kan., has placed the intended settlers in an unfavorable light in the eyes of the many. We are not a mob; we are not a band of outlaws; we are not making demands not in line with justice and honest dealings. We are a band of men entitled to fair and honorable treatment. We believe we have rights as American citizens and we have the courage to speak our convictions. A misconstruction of facts as to the intentions of the prospective settlers in and about Arkansas City caused the occupation by settlers of a portion of the Cherokee Strip. We have nothing to say further than this: In the event of failure of action on the part of Congress before adjournment, believing such failure to mean a neglect of duty toward the honest settlers and a refusal to recognize the title of the Cherokee, we say to the settlers on the south, "High noon on the 6th of March will find the home-seekers on the north with you in body and in spirit."

Kansas City, March 2.—A dispatch to "The Star" from Wichita says: "All the available troops at Fort Supply, Sill and Reno were ordered out to-day by Colonel Wade, of Fort Reno, to patrol the northern line of the Cherokee Strip, to repel the threatened invasion by boomers."

TOO MUCH GREEK FOR THE STUDENTS.

Chicago, March 2 (special).—The freshman class at Northwestern University is in open rebellion against Professor Robert Baird, of that institution. They say he gives them lessons in Greek which are altogether too long, and that they must be shortened. Every day he gives them two new pages of Xenophon to read, two old ones to review, about 200 Greek words to memorize, and asks questions which have no place on the programme. A big meeting was held to-day, at which Professor Baird and his long Greek lessons were vigorously denounced, and it was unanimously resolved that if the lessons are not shortened the whole class will strike.

MR. PECK'S CASE MAY BE TRIED AGAIN.

Albany, March 2.—The General Term of the Third Department, in session in this city, handed down a decision to-day which brings the case of Charles F. Peck, ex-Labor Commissioner of the State, once more before the trial court. The demurrer to the indictments in this case, which was interposed by Mr. Meegan for the defendant, was sustained by Judge Clute in the County Court, and the case was dismissed. An appeal from this decision was taken by District-Attorney Eaton, and the decision rendered to-day reverses the judgment of the County Court and gives judgment for the people, "with leave to defendant to withdraw demurrer and plead to the merits." The opinion is by Presiding Justice Mayham and Judge Herrick, Judge Putnam writing a dissenting opinion.

OLD WILLIAM AND MARY REJOICES.

Williamsburg, Va., March 2.—There is great rejoicing here over the passage yesterday by Congress of the bill giving William and Mary College of this place $65,000 in payment for the destruction of its building during the war by the Federal Army. The town is illuminated and hundreds of students paraded the streets singing their songs, while the college bell rang the news out through the surrounding country.

A PENNSYLVANIA JUSTICE NOMINATED.

Harrisburg, Penn., March 2.—The Governor to-day sent to the Senate the nomination of Samuel Gustine Thompson, of Philadelphia, to be Justice of the Supreme Court in place of Judge Paxson, resigned. The appointment had been tendered to Judge Heydrick, but he declined.

LIFE-SAVING FACILITIES INADEQUATE.

New-Bedford, Mass., March 2.—The Board of Trade has appealed to the United States Government, through Congressman Randall, for better facilities for life-saving at Cuttyhunk.

THE STEAMER CHATHAM UNINJURED.

Vineyard Haven, Mass., March 2.—The steamship Chatham was floated off Hedgefence Shoal at 11 o'clock last night by the steam tugs Herald, Mercury and Elsie, after lightering about 100 tons of her cargo of oranges and pig iron. She is uninjured, and will proceed after reloading the cargo.

A MINISTER EXONERATED.

New-Bedford, Mass., March 2.—The Ecclesiastical Council called to consider the charges of falsehood and plagiarism preferred by Deacon C. P. Howland against the Rev. R. P. Gardner, pastor of the Congregational Church at Marion, has reported that by unanimous vote of the council the charges are not sustained.

PRESIDENT HARRISON AS LAW TEACHER.

HE ACCEPTS A PROFESSORSHIP IN LELAND STANFORD, JR., UNIVERSITY.

Washington, March 2.—President Harrison this evening accepted a professorship in the Leland Stanford, jr., University of California. He will deliver a series of lectures on constitutional law begining in October next. He has had the matter under consideration for some weeks but did not signify his formal acceptance until this evening.

A RAILWAY OFFICIAL INDICTED.

PRESENTMENT AGAINST A GENERAL SUPERINTENDENT FOR MURDER.

Chicago, March 2.—The Grand Jury has just returned an indictment for murder against Charles D. Law, general superintendent of the Fort Wayne road. The indictment is the result of the accident at the Forty-seventh-st. crossing of the Fort Wayne road, in which four persons were killed outright and fourteen seriously injured. The charge is not a bailable one and Mr. Law will be arrested and put in jail.

The Grand Jury also indicted Peter Schwartz, a flagman; John Albrecht, a gateman, and Henry W. Rouscup, an engineer, the three latter men being also in the employ of the Fort Wayne road. The charge against the men is murder, on account of the accident at the Forty-seventh-st. crossing. It is said that Schwartz and Albrecht were not attending to their business, they having gone into a switch shanty to warm themselves. Rouscup is accused of running at too rapid a rate inside the city, and with not keeping a proper lookout. The indictment against Mr. Law is based upon the fact that he had general supervision of the running of the trains, and that it was his business to see that his subordinates did not violate the laws.

There have been three street cars crushed by locomotives at this crossing within the last eighteen months, and the attempts to punish a high official of the road is more an attempt to hold somebody above the rank of switchman or gateman responsible for the killings, than a belief that Law is individually responsible. There is some doubt whether Mr. Law can be brought from Fort Wayne, where he lives, to answer the indictment, but every effort will be made to bring him to trial.

THE CASE OF HENRY D. SHIPMAN.

DR. CLEAVELAND SAYS THAT HE WAS NOT CRUELLY TREATED AT POUGHKEEPSIE.

Rochester, N. Y., March 2.—A man from New-York has been in this city looking up information regarding the relatives of the late Dr. Shipman, of Rochester. A son of Dr. Shipman is now confined in an insane asylum, and it is claimed that he is not receiving proper treatment at the institution. Young Shipman shot and killed a woman in front of the Gilsey House in New-York about four years ago, and was arrested, charged with murder. Shipman was declared to be insane and was sent to the asylum, where he has been ever since. It was charged that the asylum in which Shipman is confined is not the proper place for him, and that he is now suffering from several broken ribs caused by blows received at the hands of the attendants. There are no relatives of young Shipman in the city at present. His mother is living with a daughter in Los Angeles, Cal.

Poughkeepsie, N. Y., March 2 (special).—Dr. Cleaveland, the superintendent of the Hudson River State Hospital, said to-night that Henry D. Shipman, who shot Mrs. Josephine Mason, was a year and a half ago transferred to Auburn, and was recently sent from there to the Institution for Criminal Insane at Matteawan. He denied that Shipman was cruelly treated at the Hudson River State Hospital, or at least that any report of that kind had ever reached him.

OUTRAGES ON NEGROES IN MISSISSIPPI

Jackson, Miss., March 2 (special).—Whitecaps have been committing fresh outrages in Pike County, notwithstanding Governor Stone's recent proclamation and offer of reward for the arrest of the offenders. Flowers Wilson, an intelligent negro, was here this evening and informed Governor Stone of outrages perpetrated on himself and son and half a dozen other negroes within the last two weeks. Fourteen white men and one negro pulled him and his son out of their beds a few nights ago and administered terrible beatings on their bare backs, giving no reason for their action. They were not even masked and Wilson recognized ten of the party. They ordered him to leave the county, which he did. The next night they stole his corn and burned his house. He is afraid to report the villains to the Grand Jury, as they threatened to kill him if he did. Heretofore punishment has been inflicted only on negro tenants of Hebrews, but this negro was the tenant of an American, not a Hebrew. The negroes are leaving the county, abandoning homes, crops and all, while the Hebrews are selling their property as rapidly as possible.

HOKE SMITH SELLS PART OF HIS INTEREST.

Atlanta, Ga., March 2.—Hoke Smith, who is to be Secretary of the Interior under Mr. Cleveland, left Atlanta for Washington at noon to-day accompanied by a large party of friends. Mr. Smith has disposed of a portion of his stock in "The Atlanta Journal" to employes of the paper, as, during his residence at Washington, he will be unable to take part in the management of the journal. There will be no change in the policy of the paper.

THE PARIS GETS HER PAPERS.

Philadelphia, March 2.—Papers of registration were issued this afternoon by the Collector of the Port to the International Navigation Company, owners of the steamship City of Paris, by which that vessel is entered at this port as American. The Paris, as she will hereafter be known, is the second foreign built vessel entered and registered under the act of May, 1892, providing that such craft may be registered at American ports upon the construction of vessels of equal tonnage and value in shipyards situated in this country. Precisely the same form observed in the registry of the steamship City of New-York (now New-York) last week was employed in the papers making Philadelphia the home port of the Paris.

WOUNDED THE WOMAN AND KILLED HIMSELF.

Bridgeport, Conn., March 2.—Alexander P. Hetherington, a young Greek, to-day shot Miss Emma Klaus, a young women to whom he has been paying attentions recently, and then shot himself through the heart. The affair happened at the establishment where Miss Klaus is employed. Hetherington visited the young woman's home last night and proposed marriage, but was rejected. This noon, while Miss Klaus was alone in the store, he again appeared. Again he offered himself, and again he was refused. He then drew a revolver and fired at the young woman. The ball entered her left breast just below the heart. Hetherington then placed the muzzle of the revolver against his own breast and fired. He died almost instantly. The young woman's injury will not prove serious, but she is prostrated from the shock.

DENY THAT THEY ARE HOARDING GOLD.

Denver, Col., March 2.—The Denver Clearing House to-day adopted the following resolutions:

Whereas, Reliable information has been received that a report has gained circulation in the East that the Colorado banks, and especially the Denver banks, are hoarding gold; and as such reports are untrue, and, in our opinion, are circulated for the purpose of injuring the cause of silver; therefore, be it resolved, that the Denver Clearing House Association hereby pledges itself to exchange with the Secretary of the Treasury of the United States $1,000,000 in gold coin for a like amount of legal-tender notes, the legal-tender notes to be delivered in Denver at the time of such transfer. That the secretary of the Denver Clearing House Association be instructed to send a telegram to the Honorable Senator, Henry A. Teller, and E. O. Wolcott, in the name of the Denver Clearing House Association, to the following effect: "You are authorized to offer on behalf of the National banks of Denver to the Secretary of the Treasury $1,000,000 in gold coin, in exchange for a like amount of legal-tender notes, the exchange and delivery to be made in Denver; this offer to stand good for one week from this date."

SNOWBOUND TOWNS IN IOWA.

Mason City, Iowa, March 2.—Since the storm of Monday night Mason City has had little communication with the business world. The general telegraph offices in this city will not be ready for business before to-morrow. The Iowa Central has not had a train in since Monday. Mason City and Fort Dodge are in the same condition. The storm was the hardest on the railroads known here for years. Snow-ploughs were ineffectual and the ice and snow had to be shovelled out. Throughout the rural districts the roads are almost impassable and will remain so for several weeks.

MR. CLEVELAND ARRIVES.

GREETED IN WASHINGTON BY A CROWD.

HIS PARTY GOES AT ONCE TO THE ARLINGTON—A TAME OPENING OF THE INAUGURATION SEASON.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, March 2.—The real inauguration season here may justly be said to begin with the arrival of the President-elect. This year the usual week of bustle and excitement has been cut down to two days; for Mr. Cleveland sensibly decided to come to the Capital only at the last moment and to do as little after getting here as might be conformable to the demands of ceremony and of the local Inauguration Committee. President Harrison, in 1889, spent nearly a week here finishing up his task of selecting a Cabinet, and his presence at the Arlington Hotel, and the labor he was known to be engaged in, made the now demolished Johnson annex for the time the focus of the most intense political interest of excitement. Mr. Cleveland has come to Washington at a much later day, and with his Cabinet completed and announced, so that the interest attaching to his tardy appearance at the Arlington is a wholly personal and spectacular one.

It is hardly necessary to say, therefore, that the inauguration season, begun this afternoon, opened rather tamely and placidly. The city has filled up somewhat with visitors to-night, and there are decorations and parade stands everywhere along the main avenue. Many prominent Democratic officeseekers and the advance guard of the inauguration day paraders have also arrived; but there has been so far noticeably little stir or excitement, and the inauguration, unless all signs fail, will be one marked by unusual popular apathy, in spite of the crowds which may be drawn here by the spectacular attractions of the approaching ceremony. At the Arlington Hotel are a number of shrinking New-York politicians, who have come over to take a modest and distant view of the induction into power of a strictly "non-partisan" Administration, their own services in the election of which they are still remotely conscious of, whatever may have happened to other peoples memories.

Among the New-York spectators on the back benches next Saturday will probably be these guests, now registered at the Arlington: Richard Croker, Czar of Tammany Hall; Thomas F. Gilroy, Mayor of New-York City; Edward Murphy, jr., Senator-elect, from Troy; William F. Sheehan, Lieutenant-Governor, and Hugh McLaughlin, the proprietor and dictator of Kings County. They all appear incognito for the inauguration season. They are engaged to-night, with a host of admirers who are here for parading purposes, in holding down the tile floors of the public rooms in the Arlington. Upstairs in Mr. Cleveland's apartments there are other distinguished New-York statesmen not incognito, among them Henry Villard, E. C. Benedict and R. W. Gilder. To-morrow, through the joint efforts of these two classes of statesmen, a little more life and emphasis may possibly be put into the already vanishing inauguration season.

The special train bearing President-elect Cleveland and party arrived at the Baltimore and Ohio station at 6:30 o'clock this evening. An immense throng of people surrounded the station and filled the streets on either side of it, all eager to get a glimpse of the next President. The crowd began to collect as early as 5 o'clock, and constantly increased until the arrival of the distinguished party. It was rumored that Mr. Cleveland had gotten off at the New-York-ave. crossing, where he deceived the vigilant newspaper reporters on his honeymoon trip to Deer Park. This intimation, however, did not have the desired effect of dispersing the crowd, and finally they were rewarded by seeing the President-elect alight from the car and take the arm of Colonel James Berret, chairman of the Inaugural Committee. A shout went up when Mr. Cleveland's presence was known. With great difficulty a passageway was cleared, and Mr. Cleveland, bowing his acknowledgments, made his way to a carriage and was at once rapidly driven to the Arlington Hotel.

Assistant Chairman Norris of the Inaugural Committee escorted Mrs. Cleveland, and behind them was Mrs. Cleveland's infant daughter in the arms of her nurse. The party arrived at the Arlington about ten minutes before 7 o'clock. In order to avoid the crowds that thronged Pennsylvania-ave., an unusual route was taken to the hotel. After leaving the station the little procession of carriages passed up New-Jersey-ave. to Massachusetts-ave. and thence up K and Fifteenth sts. to Vermont-ave. A small crowd of people had gathered in front of the hotel to see the party arrive. Perfect order was maintained, and there was no demonstration of any kind. Mrs. Cleveland was the first to alight, and she was followed by the President-elect, Mrs. Cleveland's maid and the nurse, with little Ruth; Mr. and Mrs. Daniel S. Lamont, Mr. and Mrs. Don Dickinson, Mr. and Mrs. Richard Watson Gilder, Dr. and Mrs. John D. Bryant, E. C. Benedict and his family, Mrs. S. M. Williams and her daughter, and Mr. Robert O'Brien, Mr. Cleveland's personal secretary, who occupied the remaining five carriages. The members of the party were immediately shown to their apartments.

Colonel Lamont, describing the journey of the Presidential party from Lakewood to Washington, said that the trip was without special incident, except at a small station near Philadelphia, where the President-elect did some handshaking. At nearly every station passed by the Presidential train there were many persons assembled who were more or less demonstrative. In one or two instances bands of music enlivened the scenes. Bunting and other decorations were generally displayed at stations along the route. Little fatigue was caused members of the party by the day's travel.

IN WARPAINT AND GORGEOUS FEATHERS.

TAMMANY BRAVES START WITH MUCH FIRE-WATER FOR WASHINGTON.

The cheering rays of a bright March sun fell on the throngs of Tammany warriors who made their way yesterday from the various Wigwam headquarters all over the city to cross the North River ferries to the Pennsylvania and Jersey Central stations. These stations were crowded all day and until the last night trains started with city office holders, politicians of all shades and grades, sightseers of both sexes, and any number of "faithful Democrats" who hope that sooner or later their services and sacrifices in the cause of tariff reform and a without currency may be recognized with an office of some kind. The mob from 7 a. m. hourly increased both as to strength of numbers and of breath, for many of the warriors began reinforcing their enthusiasm early in the day with Manhattan and Martini cocktails, plain, sour and mixed drinks, and kept it up until the trains, divided into sections, got under way. Few of these sections were made up of less than seven to ten cars, and many of them had thirteen.

The Baltimore and Ohio Road sent on four trains of Wigwam braves under the direction of Police Commissioner John C. Sheehan, ex-Assemblyman John E. Donnelly, Police Justice Daniel F. McMahon and Police Justice Charles Weide. Train A took the Tammany delegations of the 1st, XIIIth and XVth districts; train B, those of the VIth, IXth and Xth; train C, those of the XIIth, XIXth, XXIXth and XXXth, and train D, those of the XXVth, XXVIth, XXVIIth and XXVIIIth districts.

A force of railroad employes, aided by sundry handy braves, hurried about the cars great quantities of packages whose labels indicated that the supply of whiskey, beer, champagne, ham, corned beef and other kinds of solid and liquid refreshment was not likely to give out before the crowd was landed in Washington. It took twelve trucks and two express wagons to transport the freight intended for one of these trains across the Liberty-st. ferry. Big square cakes of ice were taken along and placed near the hampers of liquid supplies.

Among the prominent assistant managers and caretakers were Colonel Michael C. Murphy, Alderman Flynn, Daniel E. Finn, John P. Hilly, Peter Farley, W. G. Byrne, Charles F. Murphy, George E. Best, Daniel F. Engelhard, Paul Jones, Louis Munsinger, Joseph I. Berry, Bartholomew Donovan, James F. Bishop and Robert B. Saul. County Clerk Henry D. Porrow and Coroner John B. Shea headed the XXXth District delegation; Coroner McKenna, Justice H. M. Goldfogle, William Geoghegan, the poet; Speaker Sulzer, John J. Ryan, Frederick Ehret, Alderman Baumert, Assemblyman Kelcher, William J. Ellis, Assistant Clerk of the Assembly W. E. Stillings; Police Inspector McAvoy, Alderman Eseman, Police Justice William H. Burke, Senator Cantor, Joseph E. Moss and David Rothschild were among the travellers. The regular uniform was a blue overcoat, a high silk hat, dark trousers and carefully shined shoes. The white, black and gold Tammany badge and tasteful buttonhole bouquet were an indispensable part of the outfit, together with a cane or an umbrella carried at the approved Tammany angle. All the trains got off by 11 a. m.

The rest of the Assembly district delegations went by the Pennsylvania road and pulled out in four trains of nine cars each between 10 and 11 a. m. The big Jersey City station was jammed to overflowing. Police Justice Patrick Divver was in charge of Train A; Assemblyman Timothy "Dry Dollar" Sullivan of Train B; Commissioner of Jurors B. F. Martin of Train C, and Senator G. W. Plunkitt of Train D. While the tourists were getting together Police Commissioner James J. Martin, chairman of the Committee of Arrangements, discovered that fifty more Indians were on hand than he had accommodations for. It required active hustling and a good deal of doubling up to find places for these extra arrivals in the cars. Tan-colored gloves were the prevailing fashion with the districts which went on the Pennsylvania trains.

In the multitude hurrying to find their seats were Alderman Rollin M. Morgan, Police Captain P. H. Eckett, Deputy Commissioner Maurice F. Holahan, Assemblyman L. H. Hahlo, William J. Doggett, Quarantine Commissioner Charles F. Allen, Chief Clerk Michael F. Blake, of the Board of Aldermen; Subway Commissioner Walton Storm, John P. Dunn, Nelson Smith, Charles A. Jackson, Street Commissioner Louis J. Heintz, Bartow S. Weeks and Alderman Peter Gecks.

The nature and quantity of the "supplies" carried may be estimated by multiplying by thirty the following list of articles taken by the XIth District braves: Five cases of Pepper whiskey, forty-eight dozen quarts imported beer, four cases champagne, twenty boxes soda and ginger ale, one case Apollinaris, 1,000 Havana cigars, 100 loaves bread, fifty pounds corned beef, fifty pounds ham, twenty-five pounds Swiss cheese, eight corkscrews, four carving knives, forks and steels, twenty-five packs of cards and 1,000 chips.

Over 3,000 Tammany tigers went yesterday from New-York. Together with those who had already departed and those who will go to-day and to-night it is expected that between 4,500 and 5,000 warriors of the Wigwam will be in Washington to-morrow morning to fall in line for the parade.

Congressman "Tim" Campbell and his Oriental Club went on a special train of buffet cars on the Pennsylvania road. Some of the Congressman's followers arrived at the station too late for their train, but were cared for by the Tammany people.

The John J. O'Brien Association, 250 strong, will start for Washington on the second section of the 10:30 a. m. Pennsylvania train this morning. On the way across the city from their Grand-st. headquarters the O'Brienites will stop in front of the City Hall and be photographed. The trip will cost each man $5, for which he will receive besides his railroad ticket to Washington and return, a black diagonal rock coat, a high silk hat, a cane containing a silk flag and a gorgeous silk badge adorned with gold tassels and gold fringe. On the badge is inscribed in gilt lettering the record of the association, showing the majorities cast for Tilden, Garfield, Blaine, Harrison and Cleveland in its Assembly District. The trucks and the express wagons carrying the creature comforts which are to sustain the O'Brienites on their journey will move directly from the headquarters to the railway station and will not appear in the photograph.

THE JOURNEY TO THE CAPITAL

FLIGHT OF THE PRESIDENTIAL TRAIN TO WASHINGTON.

MR. CLEVELAND AND HIS PARTY TRAVEL SOUTHWARD IN MAGNIFICENT CARS—THEY START FROM THE LAKEWOOD COTTAGE AT NOON—CROWDS AT ALL THE STATIONS.

Lakewood, N. J., March 2.—All Lakewood turned out to-day to see President-elect Grover Cleveland and his party start for Washington. The day was bright with sunshine, and the big crowd that came down to the station to wave farewell to the family which has been among them two seasons were gay with bright raiment. Fully 2,000 people were at the station. Half the number were women, and they were more interested in seeing Mrs. Cleveland and Baby Ruth than the President-elect.

It was just 11:45 a. m. when the special train arrived from New-York. On the train were Mr. and Mrs. Don M. Dickinson, Mr. and Mrs. Lamont, Mr. and Mrs. Richard Watson Gilder, Dr. and Mrs. Joseph D. Bryant, E. C. Benedict and his family, Second Vice-President S. A. Williams, of the New-Jersey Central; Mrs. Williams and Miss Williams, Private Secretary Robert L. O'Brien and E. R. Bacon, president of the Baltimore and Ohio and Southwestern Railroad. Engine No. 164 brought the train from Jersey City. It was detached from the train and No. 388 was attached to the other end. As the route was back as far as Elizabethport, over the same track the train had passed, the train arrived here with the baggage-car in the rear. With the change of engines the baggage-car preceded the other cars.

The train consisted of engine No. 386, one of the big powerful new engines used for express purposes only by the Central Railroad of New-Jersey; the special cars Oriental, Monmouth and Baltimore and one baggage-car. The Oriental is the private car of Austin Corbin, and is one of the most sumptuously furnished cars in the country. It is 76 feet 11 inches long. The exterior is of a brownish-green color, and the artistic panelling of the sides is lightened up with gilded festoons. The platform rails are bright silver, and jewelled glass above the plate windows sparkled in the sunlight. The interior is finished in hand-carved mahogany, and upholstered in silk plush of old rose tint. The curtains at the windows are of raw silk of an old rose tint, with golden braid. The carpeting is of dull blue and old rose. The car has an observation room at the rear, a dining-room, two bedrooms, a kitchen and a wine cellar. It is lighted from incandescent electric lights by means of a storage battery. The Monmouth is the directors' car of the Central Railroad of New-Jersey. It is 75 feet long and has a deep olive-green exterior. It is finished inside in quarter-sawed oak, and has a large observation room at one end with sage-green curtains and red plush upholstery. The Baltimore is the private car of President Myer of the Baltimore and Ohio Railroad. It is similar to the Oriental in size and general plan, but is not so rich in its ornamentation. It is furnished in dark-red plush, and its exterior is also a dark red. The baggage-car was No. 61 a regular Baltimore and Ohio car. In it were placed the thirteen trunks and a number of boxes and packages belonging to the Cleveland family.

Mr and Mrs. Cleveland, Baby Ruth and the nurse started from the "Little White House" at 12 o'clock. They rode to the depot in the directors' bus of the Lakewood Hotel, which Nathan Straus had provided for the occasion. The bus was drawn by four horses driven by George Messerve, the professional whip. Nathan Straus and two of the servants rode to the station with the Clevelands. Mrs. Cleveland wore a dark-blue wool dress, with a tight fitting astrakhan jacket and black felt hat. Baby Ruth was in white with an eiderdown hood. She smiled and waved her hand to the crowds surrounding the party when the station was reached at 12:05. It was with difficulty that the party alighted, so close did the crowd press. Mr. Cleveland was the first to step out. He helped out the nurse with Baby Ruth, and Mr. Straus assisted Mrs. Cleveland. The crowd on the station platform parted slightly, and Mrs. Cleveland led the way to the train. The others followed, with Mr. Cleveland last. He was cheered from the moment he alighted from the carriage until he was on the train. Every one in the front ranks of the crowd shook hands with him as he

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HARRISON'S RECORD.

FOUR YEARS OF A REPUBLICAN ADMINISTRATION.

A BRIEF REVIEW OF ITS POLICY AND ACHIEVEMENTS.

THE NATIONAL DIGNITY UPHELD—FINANCIAL MEASURES—HIS EFFECTIVE NAVY—SAGACIOUS CONDUCT OF INTERNAL AFFAIRS—THE LAWS UPHELD—REFORMS ACCOMPLISHED.

Washington, March 2 (Special).—The Administration of President Harrison is rapidly drawing to a close. Before the week is over it will have become "A Record of the Past." It is too early, perhaps—the proper perspective is lacking—to review that record entirely without bias or prejudice. Time and distance alone can supply the proper point of view and correct a defective vision. Neither from one nor the other, however, need the friends of President Harrison fear that his name and fame will suffer. The future historian, if he be but just, will have no difficulty in discovering through the mist and vapor generated by party strife and contentions the true outlines of the man and President. But although this must largely be the task of the student of history hereafter, it can do no harm to note succinctly now and in the brief space circumscribed by the necessities of a daily newspaper the salient achievements of President Harrison's Administration.

The record of the last four years will not support, upon an unprejudiced examination, any other judgment than that President Harrison has well and faithfully done the duty that was expected from him. He did not enter the White House with vociferous declarations of his supericrity to the rest of mankind. He never pretended that he possessed a monopoly of civic virtues, and that wisdom would die with him; but, having taken the oath of office, he forthwith began the great work of raising the standard of the public service, demoralized by four years of Democratic incompetence and perversity. In some respects his work was brilliant; in all respects it has been good and wholesome, and in no respect can it be justly assailed as harmful or inefficient. From the very first the President surrounded himself with able advisers, men of reputation and experience, each admirably fitted by training and taste for his particular work. The result has been a harmonious administration, sure of what it needed and of how it needed to be done. The petty squabbles of its predecessor, its bickerings and scandals, have been unknown to this. In the State Department a conservative, sagacious and patriotic policy replaced the dull aims and timid methods of Mr. Bayard. In the Treasury Department the efficiency of the customs service has been restored, loans un