

# THE ARIZONA REPUBLICAN.

VOL. I.

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NO. 13

## DOWN TO DEATH.

### A Train Dashes Through a Drawbridge.

#### TERRIBLE ACCIDENT AT OAKLAND.

#### An Awful Scene On the Narrow-gauge Road.

#### THIRTEEN DEAD FOUND IN THE WRECK.

The shrieks of the victims swallowed up by the rushing waters—People crowding around the morgue in search of their missing ones—A panic at the cemetery, when the news reaches there.

SAN FRANCISCO, May 30.—One of the most horrible railway accidents ever known in California occurred at 4 o'clock this afternoon, when the local train connecting at Oakland with the ferry boats from San Francisco ran through an open draw bridge over San Antonio creek, at Western street, Oakland.

The yacht Juanita had just passed through the draw when the train appeared, going in the direction of Alameda. The draw bridge keeper endeavored at once to close the bridge, but it was too late, and the engine with the tender and first car, which was filled with passengers, plunged into the estuary, which was here quite deep.

STOOD BY HIS POST.—Engineer Sam Dunn and Fireman O'Brien went down with the engine. The former when he saw the bridge did not close, reversed the lever, but the momentum of the engine was too great to be stopped in time.

The weight of the engine and first car broke the couplings, and left the other two cars of the train standing on the track. The second car ran about a third of the way across the bridge and stopped, but the jar was sufficient to head off the car, and many passengers were thrown into the water.

The first car which had followed the engine to the bottom of the muddy estuary soon rose, and such of the passengers as had escaped therefrom were picked up by yachts and small boats which gathered at the scene. The trainmen and rest of the passengers left their aid to the work of rescue, and when the wrecking train arrived from Oakland the cars were drawn into shallow water and the small boats began dragging the river for bodies.

The train was in charge of Conductor Perath and an extra crew. It being a holiday the car was crowded and the conductors stated that probably twenty-five persons had met their death.

THE RESCUING.—The top of the passenger coach was cut open as soon as it was raised above the water and the work of removing the bodies commenced; ten being taken out in quick succession. Engineer Dunn was not to be found and it was believed he perished beneath his engine. The fireman it is thought escaped by jumping.

Three women and three girls were taken from the water alive and removed to the receiving hospital. Another young lady died soon after being taken from the water.

#### HOW THE NEWS SPREAD.

The news of the accident created intense excitement at Oakland and thousands of people flocked to the morgue and scene of the wreck. At the morgue the bodies were laid out, as soon as received, to await identification. The body of E. P. Robinson, which was among those taken from the hole cut in the roof of the car, was among the first removed. Those with the others were taken in charge by Coroner Evers.

The bodies of six men and two women were brought in soon after, some of the bodies being at first left at the receiving hospital, where the injured were also taken.

In a short time thirteen bodies lay on the floor and on the marble slabs of the morgue awaiting identification, and several heart-rending scenes were witnessed as friends came forward to claim their dead.

The list of identified dead is as follows: MARTIN KELLEY, Oakland, assistant chief wharfinger, for the State.

S. H. AUSTIN, of Austin & Phelps, San Francisco.

Miss FLORENCE AUSTIN, San Francisco.

Mrs. BRYAN O'CONNOR, widow of the deceased member of the firm of O'Conner, Moffat & Co., San Francisco.

J. B. IRWIN, sewing machine agent, Oakland.

E. R. ROBINSON, San Francisco.

Japanese who is supposed to be H. Maloria, of San Francisco. The experience of the passengers on the first coach, as related by those who fortunately escaped, was terrifying in the extreme. F. F. Finley, one of the passengers from San Francisco, told a graphic description of the disaster.

#### A RESCUED MAN'S STORY.

"We left the city on the 1:15 train for Alameda on the narrow gauge. I was seated on the front seat of the first car facing the engine. All went well till just as we approached the drawbridge crossing at San Antonio creek. As we drew near to the bridge, it seemed to me that the draw was open and that a fearful accident was inevitable. Just then a man jumped from the engine into the water and then came a horrible crashing of timber and snapping of heavy iron work followed. At once consternation prevailed in the car and the next thing I knew the car was in water and I found myself blindly grasping for the door, which I fortunately reached and opened, when I found myself on the platform. I gradually worked my way by clinging and holding onto the front of the car to the roof, which I had just reached when that end of the car rose out of the water and quite a number of people escaped in this manner, principally women and children. The car was about two-thirds full when we left the wharf, and I should judge that there were at least twenty-five or thirty persons in it. There was a fearful outcry when we began to fall, but this was almost immediately hushed in one final wail of despair.

I was very fortunate in escaping with slight injury to my shoulder and several cuts in the head." George L. Hawley, of Oakland Heights, was in the car when it went over, but escaped. He said there were about forty people, including children, in the car. When he found the car filling with water, he climbed to the upper end, but did not get up until after he was completely under water. He came to the top and made for a window. He got wedged in but after a struggle, however, he managed to get through.

#### THE CONDUCTOR'S STATEMENT.

Conductor Perath said: "The first car was a combination car and I had gone through it before we reached the bridge. It would hold about forty-eight people. After it went down it was as much as I could do to attend to the passengers of the remaining two coaches, some of whom were frenzied with fear. I made my way to the head end, though, as soon as I could force my way through and looked down on the scene of death. I noticed at least half a dozen men swim away from the wreck, but did not see any women or children escape. I don't know any of the people who were in the coach."

#### HOW THE ACCIDENT HAPPENED.

James Dunlap, who was tending the bridge at the time of the accident, said: "I was in charge at the time, and had just opened the draw to allow the yacht Juanita to pass through. I was in the act of moving the draw back to its place when the up train, from San Francisco, came along. That is all I know about it." He declined to answer any questions if it was not rather unusual to open the draw just at the hour when a train was due.

Brakeman Hutchison, who was on the first car, escaped, as did Conductor John Hockett of Oakland.

Among those who were rescued was Captain Roberts, owner of several coal barges.

Mrs. P. H. Lock had her arm cut, but escaped. Several others were injured. Ernest Ferguson is reported to be missing. The frame of the car has been raised, and it is believed that there are no more bodies in the wreck.

#### LOCATION OF THE BRIDGE.

The water over which the bridge is built is an estuary of San Francisco bay and is commonly called Oakland creek. A strong current runs in the stream, which, at the point of the accident, is about three hundred feet wide and about twenty feet deep. Both sides of the creek are lined with shipping docks, and boatsmen from the vessels were of great assistance in rescuing those who escaped from the car. The drawbridge is about 100 feet long, and just before the train from San Francisco got on the bridge they have to come around a sharp curve and usually travel at a high rate of speed. A passenger train crosses the bridge every half hour during the day, and when the bridge is open the keeper is supposed to signal by hoisting a red flag.

J. N. Dunlap, the bridge tender, says the red danger flag was properly set in the center of the track when the bridge was swung open for the yacht to pass. The boat had just gone through and the bridge being swung back when the train pitched off and he supposes the engineer did not see the signal. The stories of the engineer and fireman have not been obtained, as they disappeared.

#### HUNTING FOR THEIR FRIENDS.

The scare at the morgue on Washington street was a terrible one. Hundreds of anxious people gathered in front of the building and struggled to gain admission. The building was in charge of Sheriff Hall, who with a large force of deputies and police, kept the crowd back. One white-haired old man frantically sought to gain admittance, saying he was looking for his boy.

"There are no boys in here," said the Sheriff.

"He was 35 years old," said the old man, "but he was my only son."

The people who lost their lives were nearly all of the better classes and belonged to well-known San Francisco and

Oakland families. Thousands of people flocked to the scene of the disaster and the street leading to the bridge was crowded with vehicles and hurrying men and women. So great was the crowd on the drawbridge that the police had to drive the people off for fear the great weight would upset the bridge and cause another catastrophe.

The wildest rumors of the extent of the loss of lives were circulated and many people from San Francisco were across the bay to look for friends who were supposed to be on the train.

News of the disaster reached Mountain View cemetery, where hundreds of Oakland people were decorating the graves. A panic was created and men, women and children rushed into town looking for their dead, and dropping bouquets as they ran.

At midnight all the bodies recovered had been identified. Parties are still at work searching the bed of the creek but it is believed no more lives are lost. The following is a correct list of the victims:

CAPT. THOMAS DWYER, Sacramento.

J. R. CRANE, Oakland.

HENRY S. AUSTIN, San Francisco, and his daughter, FLORENCE.

MISS KATIE KEARNS and MISS NELLIE KEARNS, San Francisco.

H. S. AULD, Honolulu.

C. MATTHEW WILLIAMS, San Francisco.

E. R. ROBINSON, San Francisco.

Mrs. BRYAN O'CONNOR, San Francisco.

MARTIN S. KELLEY, San Francisco.

LENGUI MALATESTA and ALLILLO MALATESTA, his son, San Francisco.

JOHN L. HOWARD, manager of the Oregon Improvement Company, was in the forward car when it went off. "I was in the center on the right side of the car," said Mr. Howard. "I felt the shock as the wheels left the rails for that awful moment before we went into the water. The water rushed in, splinters and pieces of glass were flying, and the shrieks of the passengers, especially women, were simply agonizing. I threw open a window and taking a long breath dived through the water coming up all right on the surface. It was a difficult job for the water was filling the car with fearful rapidity and everything was done so quickly that I hardly realized it all. While swimming about I saw Captain Hackett on the car roof pulling Miss Roberts out through the window. I assisted him until they were safe on the abutment. Men in small boats did great service in rescuing those who were floundering about in the water and struggling through the windows. The shrieks and piteous cries for help were heartrending but they soon became smothered as the car filled.

#### SACRAMENTO'S VICTIM.

SACRAMENTO, May 30.—Captain Thos. Dwyer who lost his life in the Oakland disaster, was one of the most prominent citizens in Sacramento. For a number of years he has been president of the San Joaquin Navigation Company and owned a controlling interest in the river steamers. He was one of the wealthiest citizens in Sacramento. He leaves a large family.

The cars of the narrow gauge road seat about fifty people, and the seats are very close together. Conservative estimates place the number of people in the car at about thirty, thirteen of whom were killed.

#### Died from a Snake Bite.

ANAHIM, Cal., May 30.—George Kesey Marion, aged 9 years, the boy bitten by a rattlesnake south of town yesterday, died this afternoon.

#### His Last Jump.

SEATTLE, May 30.—Redmond, a parachute jumper, was instantly killed this evening at Snohomish, twenty miles from this city. He made an ascension but the balloon was carried away to the east of town where it was landed on the top of a tall pine tree 200 feet in height and Redmond fell to the ground with the result as above.

#### BY THE BACK DOOR ROUTE.

Large Cargo of Chinese Landed at Mazatlan and Guaymas.

WASHINGTON, May 30.—United States Consul James Nisoca, at Lapaz, Mexico, in a letter dated April 21st reports the arrival of the steamer City of Sydney at Mazatlan on the 18th of April, with 122 Chinese destined for various Gulf points in Mexico. Twenty-seven landed at Mazatlan and eighty-five transhipped to Alajandro for Guaymas. From authentic information received from officers of the Alajandro, Nisoca says there is no doubt but the Chinese going to Guaymas are going with the intention of being introduced into the United States. A number of them speak English, having resided in Australia.

#### Floods in Cuba.

HAVANA, May 30.—All telegraph communication and nearly all railroad traffic is interrupted by floods, resulting from excessive rains. The weather continues threatening.

#### Passenger Agent Resigned.

CHICAGO, May 30.—E. P. Wilson, general passenger agent of the Northwestern road, has resigned. The passenger and ticket departments will now be consolidated under the management of W. A. Throck.

#### The Handcuff in Arizona.

(San Francisco Chronicle)

The Phoenix Republican the new daily, is out, and is the handsomest paper published in Arizona. It is a seven-column folio, and its columns are filled with live matter dished up in Ziagenus's characteristic spicy, breezy style.

## A REGULAR FIELD DAY.

### Baseball Enthusiasts Witness Two Games.

#### Thousands of People Out For Pleasure.

#### Racing on All the Prominent Tracks—Big Events Call Forth the Crack Flyers.

CHICAGO, May 30.—Memorial Day, being a national holiday, is always a day of big crowds to witness the great national game of baseball, and today was no exception to the rule. In accordance with the usual custom, two games, one in the forenoon and one in the afternoon, were played on all the League, Brotherhood and Association grounds.

The attendance at the different games today, morning and afternoon, was as follows: Brooklyn, Brotherhood, 6093; League, 10,110.

New York, Brotherhood, 8617; League, 4437.

Philadelphia, Brotherhood, 16,000; League, 6919.

Boston, Brotherhood, 10,764; League, 6700.

St. Louis, Brotherhood, 41,924; League, 28,106.

The results of the League morning games were as follows:

At Philadelphia—Philadelphia, 4; Cleveland, 1. Hits: Philadelphia, 9; Cleveland, 10. Errors: Philadelphia, 0; Cleveland, 1.

At New York—New York, 1; Cincinnati, 3. Hits: New York, 4; Cincinnati, 6. Errors: New York, 2; Cincinnati, 3.

At Brooklyn—Brooklyn, 4; Chicago, 6. Hits: Brooklyn, 4; Chicago, 8. Errors: Brooklyn, 3; Chicago, 2.

At Boston—Boston, 11; Pittsburg, 2. Hits: Boston, 11; Pittsburg, 4. Errors: Boston, 4; Pittsburg, 8.

#### BROTHERHOOD MORNING GAMES.

At Philadelphia—Philadelphia, 4; Chicago, 2. Hits: Philadelphia, 7; Chicago, 4. Errors: Philadelphia, 3; Chicago, 3.

At New York—New York, 11; Pittsburg, 7. Hits: New York, 13; Pittsburg, 7. Errors: New York, 2; Pittsburg, 6.

At Brooklyn—Brooklyn, 10; Cleveland, 5. Hits: Brooklyn, 10; Cleveland, 8. Errors: Brooklyn, 2; Cleveland, 7.

At Boston—Boston, 8; Buffalo, 7. Hits: Boston, 12; Buffalo, 14. Errors: Boston, 11; Buffalo, 14. Twelve innings.

#### AMERICAN ASSOCIATION MORNING GAMES.

At Columbus—Columbus, 3; Athletics, 5.

At Syracuse—Syracuse, 3; Toledo, 2.

At Brooklyn—Brooklyn, 4; St. Louis, 3.

At Rochester—Louisville game postponed. Rain.

#### AFTERNOON GAMES.

At Columbus—Columbus, 8; Athletics, 2.

At Syracuse—Syracuse, 3; Toledo, 11.

At Brooklyn—Brooklyn, 1; St. Louis, 3.

At Rochester—Rochester, 4; Louisville, 3.

#### "BROTHERHOOD" AFTERNOON GAMES.

At Boston—Boston, 10; Buffalo, 3. Hits: Boston, 14; Buffalo, 9. Errors: Boston, 8; Buffalo, 1.

At Philadelphia—Philadelphia, 9; Chicago, 3. Hits: Philadelphia, 13; Chicago, 8. Errors: Philadelphia, 2; Chicago, 4.

At New York—New York, 8; Pittsburg, 9. Hits: New York, 11; Pittsburg, 8. Errors: New York, 4; Pittsburg, 3.

At Brooklyn—Brooklyn, 14; Cleveland, 10. Hits: Brooklyn, 13; Cleveland, 13. Errors: Brooklyn, 4; Cleveland, 12.

#### LEAGUE AFTERNOON GAMES.

At Brooklyn—Brooklyn, 7; Chicago, 11. Hits: Brooklyn, 9; Chicago, 12. Errors: Brooklyn, 5; Chicago, 3.

At New York—New York, 0; Cincinnati, 1. Hits: New York, 6; Cincinnati, 2. Errors: New York, 2; Cincinnati, 3.

At Boston—Boston, 3; Pittsburg, 4. Hits: Boston, 11; Pittsburg, 4. Errors: Boston, 0; Pittsburg, 6.

At Philadelphia—Philadelphia, 1; Cleveland, 4. Hits: Philadelphia, 3; Cleveland, 4. Errors: Philadelphia, 2; Cleveland, 1.

#### WHIP AND SADDLE.

Galloping Steeds on Many Tracks—Winners and Place Horses.

MORRIS PARK, N. Y., May 30.—First race, five-eighths of a mile—Fordham won, Civil Service second, Timothy third. Time, 59 3/4.

Second race, Galliard stakes, for two-year-olds, half a mile—Russell won, Captain Wagner second, St. Charles third. Time, 48 3/4.

Third race, Whittier stakes, for three-year-olds, one mile—Cyclone Colt won, Magnate second, Coga third. Time, 1:41.

Fourth race, New York Jockey Club's handicap, mile and a quarter—Jenny won, Tristans second, Cynos third. Time, 2:07 3/4.

Fifth race, five-eighths of a mile—Parolina won, Lady May second, Woodcutter third. Time, 1:30 3/4.

Sixth race, one mile—Sam Wood and Fitter ran deadheat, Wolona third. Time, 1:42.

San Wood won the run-off in 1:44 3/4.

#### AT BRIGHTON BEACH.

BRIGHTON BEACH, N. Y., May 30.—First race, three-fourths of a mile—Long Branch won, Insuglia, colt, second, Little Jake third. Time, 1:15 3/4.

Second race, half a mile—Kitty I won, Leonian second, Cascade third. Time, 0:50 3/4.

Third race, one mile and a sixteenth

—W. Daly, Jr., won, Tanner second, Little Jim third. Time, 1:40.

Fourth race, seven-eighths of a mile—Faustine won, Century second, John Atwood third. Time, 1:29 3/4.

Fifth race, one mile—Shotover won, Tramp second, Supervisor third. Time, 1:44.

Sixth race, five-eighths of a mile—Eclipse won, Prince Edward second, Osceola third. Time, 1:02 3/4.

#### AT LATONIA.

LATONIA, Ky., May 30.—First race, one mile and seventy yards—Roland Hawley won, Salute second, Gorman third. Time, 1:45 3/4.

Second race, one mile and a sixteenth—Gusshot won, Mt. Lebanon second, Brookful third. Time, 1:50.

Third race, one mile and a sixteenth—Bonita won, Newcastle second, Cleopatra third. Time, 1:49 3/4.

Fourth race, Decoration Day handicap, one mile and a quarter—Tenton won, King Regent second, Glockner third. Time, 2:08 3/4.

Fifth race, five-eighths mile—Woodbine won, Leonard second, Jeannette third. Time, 1:03 3/4.

#### Chicago Wheelmen.

CHICAGO, May 30.—There was a road race from Van Buren street and Michigan avenue to Pullman, fifteen miles, by the bicycle riders of Chicago today. Seventy-five men started. A. E. Lumsden, of the Chicago Cycling club, was the scratch man and the others were allowed handicaps. Charles Knisley, who was allowed a heavy handicap, was the first in, covering the distance in one hour, twenty-six minutes and one second. Lumsden won the quick time prize, covering the distance in fifty-six minutes and thirty-eight seconds. Some other remarkably good time was made, and there were a number of prizes distributed.

#### A GREAT RACE.

RILEY WINS THE SPECULATION HANDICAP.

The Noble Son of Longfellow Shows All the Wonderful Staying Powers of His Famous Sire.

CHICAGO, May 30.—Twelve thousand people attended the West Side races today. The principal attraction being the speculation handicap, among the starters in which were Riley, the winner of the Kentucky derby, and the no less noted Robespierre. The track was in good condition.

Red Light led at the start by a length with Robespierre second and Riley and Pilgrim half a length behind. At the half, Pilgrim was first, Riley and Red Light neck and neck. Robespierre three lengths away.

At the three-quarter mile Riley and Red Light were even up with Pilgrim second, a length behind and Gobespierre beaten off. Coming into the stretch Godfrey urged Riley who was then half a length in the lead and the son of Longfellow left the field as if they were anchored. Into the stretch he came a length and a half in the lead, running fast, with Red Light second, Pilgrim close up and Robespierre three lengths away.

At the finish Riley led by three lengths, winning in a canter. Red Light second, Pilgrim third, and Robespierre six lengths back. Time, 1:57. Distance, one mile and an eighth.

#### Overtures to Italy.

ROME, May 30.—It is reported that France has made an offer to Italy to abolish the differential duties in exchange for Italy's support for neutralization of the Suez canal and consent to the abolition of the capitulation of Tunis.

#### Dynamiter Arrested.

CHICAGO, May 30.—An anarchist named Kaiser was arrested today charged with complicity in the Haymarket dynamite affair. It is alleged that he was an intimate of Herr Most and has been talking in a very revolutionary manner. Kaiser denies any connection with Herr Most, saying they have been enemies for years. He also denies any connection with the dynamite scheme.

#### Paid the Penalty.

WASHINGTON, May 29.—Benjamin Hawkins was hanged this afternoon for the murder of his wife, on account of jealousy.

#### Vermont Democrats.

BURLINGTON, Vt., May 29.—The Democratic State convention nominated a full State ticket today, with H. D. Bingham for Governor.

#### SCOTCH-IRISHMEN.

Their First Annual Convention Convened at Pittsburg.

PITTSBURG, May 29.—The great Scotch-Irish Congress of America assembled here today. Probably 1000 delegates and visitors from all parts of the United States and Canada are in attendance. Robert Bonner, of New York, president of the association, called the Congress to order. Among the delegates are many well-known people, including Alexander Montgomery of San Francisco, and Rev. Robert Burns of Tacoma.

#### TURNED BURGLAR.

Sensational Arrest of John Spellman at Peoria, Ill.

PEORIA, Ill., May 30.—A sensation has been created here by the arrest of John Spellman, the oldest son of Edward Spellman, the Irish American who became widely known during the Cronin trial, at which he was a witness.

During the past two months a series of burglaries have been committed in Peoria, and the police have been absolutely unable to obtain a clue to the perpetrators. Nothing but money was taken in each case. Last night a policeman discovered a man working on a safe in a large wholesale house and succeeded in effecting his arrest. It was Spellman. He has confessed that he was the perpetrator of all the recent burglaries.

## OBSERVING THE DAY.

### Patriotic Speech of Congressman Boutelle.

#### His Expressions Heartily Endorsed by His Hearers.

#### A German Editor at Washington Turns His Address Into a Political Harangue.

WASHINGTON, May 30.—The address of Representative Boutelle of Maine, at Arlington cemetery today, was a notable one. He spoke of the righteousness of the union cause to the men who rallied to the defense of the star spangled banner. He said: "You not only kept step to the music of the Union, but you marched in the vanguard of Christian civilization. This cannot be said, and nothing like it can ever be truthfully said, of the cause of those who sought by rebellion to destroy the government. The Rebellion was a conspiracy organized in the interest of human slavery. It sought pretext for precipitating a bloody conflict with the purpose of establishing a slave-holding confederacy or an ultimate empire, to embrace a large portion of the territory of the United States including a great section of territory that had been purchased by the whole people.

"Comrades," said the orator, "we pay the highest reverence to the memory of the dead when we strive most earnestly to remember and to impress upon others the nobility of the cause for which they so steadfastly fought. We have no desire to review unhappy memories or fan any embers of sectional strife and so far as I have observed the fanning of those embers has been principally the work of our brethren of the South."

DEPLORES THE SCENES AT RICHMOND.—References were made to the scenes at Richmond during the last few days and Boutelle expressed a little more than real sorrow for what he said could not fail to shock the sense of propriety. He protested against the lavish display of rebel colors and said the confederates, who displayed the flag to glorify it, were not true to the parole granted at Appomattox.

"This tendency of the South must be resisted. This is a day of instruction in the duty we owe to the future, that our relations to that great conflict shall be understood, and that our dead did not die in vain. It is not necessary to disparage the bravery of our adversaries. Let them rest monuments to their dead and cheer their dead. Let them emphasize the lost cause. Let them worship their leaders. Let them carry their stars and bars. These are matters of taste which they must decide for themselves. There is no other country under the sun that would permit such transactions. They are our countrymen united to us by common heritage, they say, but when they assert that Lincoln and Davis, Grant and Lee, Logan and Jackson were equal, and that 'God alone knows which was right,' it is sacrilege of the vilest type and needs rebuke.

Boutelle's oration was followed by applause of the stormiest kind. Congressman Mason, of Illinois, delivered a spirited address in a similar vein at the Congressional cemetery.

#### TURNED INTO POLITICS.

A large number of German veterans and others gathered at Prospect Hill cemetery to do honor to their dead comrades. An oration was delivered in German by Editor Skutsch, of the Washington Journal. After eulogizing the German soldiers, he turned to a consideration of the political question and said in part: "If the German element of this country does not wish to expose itself to the well-grounded charges that it places material above all other objects, then it will have to devote itself to politics in the future to a greater degree than heretofore. In nine great States of the Union no government and no legislature could be elected if they are unfriendly to the part which the German element occupies. If it would assert its inherent power and political strength, no man could be elected to the office of the President of the United States by one of the other of the two great parties who should bear upon his brow Cain's mark of know nothings. The principle of political equality upon which