

## ARMADA OF NATIONS

Sails Placidly to Anchorage in the North River Harbor.

## INVINCIBLE ORATORS OF THE OCEAN

That Spoke with Fiery Throats in Words of Shot and Shell

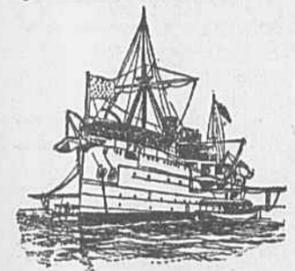
## ARE CHEERED BY MANY THOUSANDS

As They Steam by in Masterful Precision—The Hoarse Voiced Forts Mingle Their Sonorous Welcome With the Shriek of Steam Whistles, While the Sun Smiles in Gladness and Wide-Eyed Wonder on the Brilliant Scene—The White Squadron Does Not Suffer by Comparison With the Black Hulled Vessels of Foreign Powers.

New York, April 26.—At daylight this morning when the sun rose over the island hills, it looked down in the lower bay on the grandest marine view that has ever been seen in the waters of New York.

The vessels which arrived at Gravesend Bay last night swung at their anchors in the beautiful sunlight of this April morning, and not long after sunrise everybody in the fleet, and those who had to do with the getting ready for its reception, were making the final preparations for the parade up the bay and river to the anchorage.

Extending south and east were two long lines of war vessels, bedecked in holiday attire. As the sun advanced higher in the heavens the wind, which



UNITED STATES FLAGSHIP PHILADELPHIA.

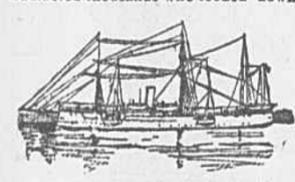
was blowing stiffly from the northwest, aided by the ebb tide, swung the ships in the fleet about with sterns out to the sea with their bows pointed straight up the bay in the direction of the city.

The luscious little tugs flying the blue cross of guard duty were puffing about the narrow and the patrol fleet was ready to do its duty. The ferry boats to Staten Island and to Brooklyn were filled with sight-seers.

Early in the morning the low hulled and aggressive looking Miantonomah left the fleet and went up the bay to a point off the battery, where she prepared to give the visitors an American salute.

From the bluff to Fort Wadsworth it did not require a field glass to distinguish signs of activity aboard the white squadron. There was a bustling and a business-like air aboard them all, but there seemed to be no confusion at all, even in getting ready. At 9:18 the Philadelphia fired a single gun, and a good many of the sightseeing pleasure craft bent on curiosity tooted their whistles, but the noise could hardly be heard so strong was the wind.

AMERICAN SHIPS OUTSHINE ALL. By all odds the American line made the finest showing. That was the opinion of every one. But then every one who witnessed the picture from land was actuated by a feeling of patriotism. Certainly the Americans, and they numbered thousands who looked down



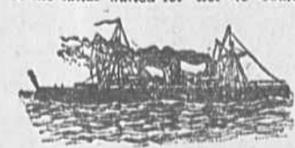
SPANISH WARSHIP INFANTA ISABEL.

upon the Philadelphia, Newark, Atlanta, San Francisco, Bancroft, Bonington, Baltimore, Chicago, Yorktown, Charleston, Vesuvius and Concord had reason to feel proud.

About 8:30 o'clock the Cushing reported to the Philadelphia that all was right at the anchorage, and along the route of the parade, and at 9 o'clock the signal was given "prepare to get under way."

At a quarter past nine o'clock all anchors were hove short, and only the signal to move was needed for the procession to move to the anchorage for the great review of to-morrow. The route up the bay was entirely clear of boats, and only the patrol tugs were darting about clearing a belated vessel out of its position.

Looking down the bay the warships could be seen in squadron formation, and light smoke was coming out of their stacks as they moved slowly into line. One gun sounded from the Philadelphia and her signals came down on the run. Her screw began to churn up the waters of the bay, and she slowly forged ahead against a strong tide which was racing down through the narrow gate way to the upper bay. The Blake was not quite in line with the Philadelphia, so the latter waited for her to come



ITALIAN CRUISER GIOVANNI BAUBAN.

abreast before she went on her way. Another gun told that the Blake was abreast of the flagship and the actual start was made then.

## THE START MADE.

The patrol boats leading the fleet pushed ahead, and the Philadelphia, with the tremendous black hull and powerful looking Blake abreast, swung

into the narrows at a speed of about eight knots an hour.

Once more the guns of Fort Hamilton and Wadsworth boomed a streak of red flashes out from the Long Island bluff, and the sound of more cannon came across the water. Then the forts followed one another. The Philadelphia and Blake dipped their colors in answering the salute, and came up the bay proud of the position they held at the head of the fleet.

The two leaders in the procession flew their national flags. The Philadelphia carried a blue banner at her fore, and flew an immense American flag at her stern. The cross of St. George was rippling from the Englishman's fore and an admiral's flag was over the stern. The other vessels in the fleet came along in the same style substantially.

All of the American vessels flew blue banners and American flags. The strangers flew the flags of their nations, and when an admiral was aboard that fact could be learned from a flag used



GERMAN IRONCLAD KAISERIN AUGUSTA.

to designate his rank. The leaders kept the distance assigned them with remarkable precision.

## A COMPARISON OF SHIPS.

For the first time since the fleet came together a comparison of the boats foreign and American could be made. Side by side the Blake and the Philadelphia steamed along; and the former was by far the more powerful looking, while the latter was the more graceful in appearance. The white sides of the Philadelphia loomed up against the green banks of the Staten Island shore, white as snow, and the black hull of the Blake looked like the power of strength that she was. The American Admiral Gherardi and the British Admiral Hopkins stood on their respective bridges, proudly leading the greatest fleet of warships ever gathered together in this country. Next in order came the British Australia in the starboard column and the Newark, flying Rear Admiral Benham's pennant, as flagship of the first division of the American squadron. The English ship was even more dangerous looking than the Blake, and the Newark's white sides glistened in the bright sunlight, a picture of grace. In fact, the paint had much to do with the apparent strength of the ships, for while the white hulls looked very graceful, they seemed to lose in strength because of it.

Following came the Atlanta and the Magicienne. There was apparently much more power in the American boat than in the trim English gunboat, and her low free board made her more warlike in appearance than her companion. Then came the San Francisco, from the Pacific coast, and the last of the British boats, the Tartar, the former looming up like a house against the small gunboat. The gunboat Bancroft, with her three masts, fore and aft rigged, came next, while abreast of her was the Russian flagship, Dimitri



FRENCH FLAGSHIP ARETHUSE.

Donskoi, with Vice Admiral Koznakoff in command. The latter was a powerful ship and towered over the practice cruiser of the naval academy like a giant beside a dwarf. The Benington, which came next, was beside the General Admiral, the foreigner being the more powerful looking.

## THE BALTIMORE CHEERED.

Everybody was anxious to see the Baltimore, the crack cruiser of the Pacific, which made a name for herself in Chilean waters, and she steamed along beside the last of the Russian fleet which were all full rigged ships, amid cheering and the waving of hats and handkerchiefs.

Rear Admiral Walker's flag was floating from the Chicago, which came next, as leader of the second American squadron, and beside her was the Aréthuse, flying the pennant of the French Rear Admiral DeLibran. Following her came those in the order named, Yorktown, French Hussard; Charleston, French Jean Bart; Vesuvius; Italian Etna.

Then in the starboard column the flag of Rear Admiral Gomez Ylona floated from the Spanish cruiser Infanta Isabel, followed by the Nueve De Julio and the antique looking Dutchman Van Speyk. The Nueva Espana followed in company with the shapely German, the Kaiserin Augusta.

Five minutes after the rest of the fleet



BRITISH FLAGSHIP BLAKE.

had gone up the river the Brazilian Aquidaban came along at a slow rate of speed, a little late.

The Miantonomah was anchored off the battery to fire a salute at the unveiling of the statue to Ericsson.

## A BRILLIANT SIGHT.

As the fleet came out of the narrows and straightened the lines to come up the upper bay the squadron distance was again formed, and the two columns were then 600 yards apart. Coming up the bay with the fleet the sight was a brilliant one. Every ship in the harbor was flying every bit of bunting they could get together, and the buildings in the lower part of the city were decorated with flags of all nations. Steam whistles were screeching, and the battery wall and the house tops and other places from which the river could be seen were black with sight-seers.

When the leaders in the parade got opposite Governor's Island the battery in the old fort began a salute, and the fleet steamed along half hidden for a few minutes in the smoke from the cannon. The ships dipped their flags

in answer, but did not return with cannon.

The Philadelphia passed the Santa Maria, which was anchored near the Jersey shore nearly opposite Eightieth street. The Pinta and Niza were anchored a short distance farther up the stream. The crews of the mimic Columbus fleet cheered and waved their hats as Uncle Sam's navy steamed by.

It was just 11:45 a. m. when a single gun from the Philadelphia announced that the anchorage ground had been reached, and answering almost instantly a gun boomed on the Chicago, and the anchors of the twelve American ships dropped as if released by electricity.

The foreign vessels slowed down, and steamed to positions opposite the escorting vessels of our fleet.

Aside from the signal gun to anchor there was no cannonading to wake the echoes of the peaceful palisades or the heights of Riverside park. It was high noon when the last anchor was dropped and the fleet was in position.

There were no accidents and no confusion attending the anchoring of the men-of-war. The big vessels moved up the river in the positions to which they had been assigned and let go of their anchors at almost precisely the points selected for them by Admiral Gherardi.

## Union League Club Reception.

New York, April 26.—The reception given to the officers of the visiting naval fleets and the Duke of Veragua, by the Union League Club, this evening, was a most brilliant affair.

## PRESIDENT DEPARTS

For New York With His Cabinet in True "Jeffersonian Simplicity."

WASHINGTON, April 26.—It has rarely happened in the history of this country that the seat of government has been entirely deserted by the President and his ministers. Such, however, is the case to-day. The President and members of his cabinet were scheduled to leave Washington at 4:30 this afternoon to witness the naval review, and at that hour a special on the Pennsylvania railroad steamed out of the station.

A large crowd of citizens gathered and waited patiently for the arrival of the chief executive and his official family. Secretary Morton, of the agricultural department, appeared on the platform fully half an hour before the time of departure. He came first, and was soon joined by Attorney General Olney. Then came Mr. and Mrs. Carlisle, followed shortly afterward by Postmaster General and Mrs. Bissell. Secretary Lamont clambered up the steps of the car of the President, and worked his way through to that reserved for the cabinet. Secretary Gresham passed along, bowing and shaking hands with numerous newspaper men, and last of all came Secretary Smith. Secretary Herbert will join the party in New York.

The train drawn by a ponderous engine was made up of five vestibule cars, the first being the combination baggage and smoker "Raleigh," followed by the dining car "Magdalen." Behind this came the double drawing room sleeper "Charmion." The fourth coach was the six compartment drawing room car "Superb," which was occupied by the cabinet, and behind it the private observation and compartment car "Wildwood," in which Mr. and Mrs. Cleveland found luxurious and comfortable quarters. The entire train is lighted by electricity, heated by steam, and is altogether one of the finest in the Pennsylvania service.

The dining car was tastefully decorated with cut flowers, in which the lily and rose predominated, and in the private car of the presidential party two large vases were filled with "American Beauties."

The round trip to New York and Chicago will be under the personal supervision of George W. Boyd, assistant general passenger agent of the Pennsylvania lines.

Four minutes before the starting time the President and Mrs. Cleveland drove up to the entrance, where they were met by Mr. Boyd and escorted to the train. As they approached the spectators fell back respectfully, taking off their hats, and the President and Mrs. Cleveland bowed and smiled in return. The President appeared on the arm of Mr. Boyd, and Mrs. Cleveland was accompanied by private secretary Thurber. It was 28 minutes after 4 o'clock when the presidential party boarded the train, and two minutes later started on their journey to witness the international event about to take place in New York.

Secretaries Hoke Smith and Lamont will not go to Chicago with the international party, but will return to Washington from New York.

## PRESIDENTIAL APPOINTMENTS.

New Government Directors of the Union Pacific Railway.

WASHINGTON, D. C., April 26.—The President to-day announced the following appointments:

To be government directors of the Union Pacific Railway Company: Henry F. Dimock, of New York; Don M. Dickinson, of Michigan; J. W. Doane, of Illinois; Fitzhugh Lee, of Virginia; B. W. Paddock, of Nebraska. Otto Doederlein, of Illinois, to be consul of the United States at Leipzig. David S. Browne, to be collector of customs for the district of Montana and Idaho.

## Death of Captain Wittee.

WASHINGTON, D. C., April 26.—A telegram was received at the navy department to-day from New York announcing the death there of Captain Gilbert C. Wittee from congestion of the brain. Captain Wittee commanded the Boston during the trouble in Hawaii, and led the marines that hoisted our flag, establishing a protectorate over the islands.

## General Beale's Funeral.

WASHINGTON, D. C., April 25.—The funeral of the late General Beale will take place Friday morning. The remains will be taken to Baltimore for cremation, and then to Chester, Pa., for interment.

## Steamship Movements.

HAMBURG, April 26.—Arrived—Moravia, New York. MOVILLE, April 26.—Arrived—Anchorage, Glasgow. SOUTHAMPTON, April 26.—Arrived—Lahn, New York. BOSTON, April 26.—Arrived—Prussian, Glasgow. NEW YORK, April 26.—Arrived—Novada, Liverpool; Tentic, Liverpool.

## SANCTITY OF SUNDAY

Is Discussed by the National Commissioners of the World's Fair.

## WIDE OPEN SABBATH PROPOSED.

But the Question is Finally Referred to the Judiciary Committee.

## MUSICAL MUSS MESMERIZED

By the Selection of a New Head of the Bureau of Music—The Awards of Merit for Display Will Be Made by Experts Instead of Juries that Could be Bribed—The Illinois Legislature Indulges in a Screaming Farce that Should be Reproduced in One of the Side Shows.

CHICAGO, April 26.—Sunday opening of the World's Fair was brought squarely before the National Commission when it met in the administration building on the World's Fair grounds to-day. Commissioner Elboeck, of Iowa, introduced the subject and at once started a wrangle among the commissioners, in which Judge Massey took a leading part as opposed to any discussion or consideration of the matter. There were sixty members of the commission present.

Commissioner Elboeck sprung his sensation by a resolution, in which he recited that there was a well defined sentiment among the people of the country in favor of the Sunday opening of the fair; that the matter was not yet definitely settled, but held in abeyance. The provision of Sunday closing was imposed by Congress, conditional on certain pecuniary assistance, but in giving this assistance it had withheld over half a million dollars. It was a seriously debated proposition whether the withholding of this sum was not a violation of the agreement with the fair.

"I therefore move," concluded Mr. Elboeck, "that this commission request the authorities of the state of Illinois, and the authorities of the city of Chicago, which have a greater stake and interest in this exposition, than the United States government has, to request the local board of directors to take the necessary steps to test the legality of the Sunday closing provision in the state and federal courts."

## MASSEY'S REPLY.

Judge Massey could hardly wait until Mr. Elboeck concluded before he was on his feet to reply: "This Sunday closing question has been absolutely and finally settled, and passed upon by this commission," he said. "This commission cannot reopen the question. Any attempt to reopen it as suggested by the gentleman from Iowa would denationalize the exposition. The resolution, besides, is out of order."

"That is a question," retorted Commissioner Elboeck. "I move that the question of the resolution being in order or not be referred to the judiciary committee."

Mr. Massey opposed this and a number of commissioners spoke on the subject, but when it was finally put to vote it carried. The committee report will be made to-morrow morning.

There was a lively discussion at the meeting over a resolution calling for an investigation of the alleged dissension among the musical exhibitors at the fair. The resolution was offered by Commissioner J. H. Clendenning, of Arkansas.

## A MUSICAL MUSS.

In explaining the resolution Mr. Clendenning said that several months ago a number of piano manufacturers had attempted to spoil the piano exhibit because they had been unable to get as much space as they desired. These manufacturers had not only refused to make exhibits, but had endeavored to induce other manufacturers to follow their example. The discontented fellows were not successful, however, and it was decided that no piano should be used at the fair unless the maker was an exhibitor. Theodore Thomas, the musical director, had been accused of refusing to use the instruments of the exhibitors, but persisted in using one made by one of the manufacturers who had tried to spoil the music exhibit. This had caused a dissension among the men who had pianos on exhibition.

After a long discussion the resolution was adopted. In this connection it is reported that an amicable arrangement has been reached by the selection of J. W. Ellsworth as the head of the new bureau of music.

## HOW AWARDS WILL BE MADE.

John Boyd Thatcher, national commissioner from the Empire state, and chairman of the committee on awards, opened up his office in the administration building to-day. Mr. Thatcher made a vigorous attack on the proposition to have the consideration of the merits of displays made by juries, and strongly advocated the substitution of expert judges instead of juries. Mr. Thatcher triumphed, and he is now prepared to organize the work.

"The inspection system at the Columbian Exposition," he said, "will differ from that of any previous one, and will be known hereafter as the 'American' plan. Under it bribery will be impossible. Experts on particular lines will be selected and will report the exhibits, in their estimation, which warrant medals or diplomas. This expert's opinion will then be voted upon by all the other experts in that particular line, and if a majority support his view, it will be adopted. If not, another report and the same resolutions will be ordered.

"No second premiums will be given. The best exhibit in any line will receive a medal and diploma, and that is all. Between 600 and 1,000 experts will be required to do the work. They will receive no salary, being paid simply their actual expenses, about \$5 a day."

## WORLD'S FAIR REVELS

In the Illinois Legislature—Members Who Ought to be Exhibited. SPRINGFIELD, ILL., April 26.—"Did you throw that inkstand at me?" demanded Representative William Burke, of Chicago, advancing on Representa-

tive Carson, of Champaign county, in the lower house of the Illinois legislature to-day.

"Yes, I did," answered the Champaign member, who, though short, is plucky and was full of rage.

"I did not throw any paper at you," said Burke, "and I have a notion to pull your nose."

"You das' n't do it," snapped Carson. Burke's only reply was to reach forward, seize Carson's nose firmly and gave it several hard twists, then he walked away, leaving Carson speechless with rage.

The legislators were all feeling in a bad humor, had their noses out of joint, as one member expressed it, over the news that the World's Fair committee on ceremonies had decided to not admit the members of the legislature to the platform on the opening day. Several "statesmen" were consulting themselves by throwing paper wads about the house. One of these wads struck Mr. Carson on the head. He grabbed a heavy ink stand and with an oath hurled it at the revellers. They dodged and the heavy missile barely grazed Representative Zimmerman's head and crashed against the side of the room. Then it was that Mr. Burke capped the climax. There is talk of expelling him and Representative Carson.

## SIXTY-TWO LIVES LOST

In a Cyclone that Devastated New Built Towns in Oklahoma.

OKLAHOMA CITY, O. T., April 26.—Two distinct cyclones, a terrific hail storm and a water spout combined to wreak awful destruction in the newly built towns in Oklahoma. It is reported that sixty-two human lives were sacrificed. It is positive that forty were killed, while several were fatally, and scores seriously injured. The damage to property is incalculable. The names of the victims, so far as known, are:

Rev. J. M. Corn, Mr. and Mrs. Perry, Mr. and Mrs. Banks, Miss Ella, Jerry and Frank Banks, John O'Connor, wife, two sons and three daughters, and the whole family of a Mr. Johnson, consisting of five persons.

Orders for thirty-one coffins have been received here and at Norman, and supplies have been telegraphed for from other places.

The brunt of the storm was laid upon the prosperous little town of Norman, on the Santa Fe railroad, about twenty miles south of here. At that point thirty-one people were killed, dozens injured and the town almost completely destroyed. There a pall has overspread the town, business is suspended and everybody able to render any assistance to the poor unfortunates or towards removing the dead bodies are out searching along the track of the cyclone.

Further on the towns of Downs and Kookuk Falls fared but little better. The towns were nearly devastated and scores of people injured fatally and otherwise, though the loss of lives here, if at all, will not be as serious as at Norman.

The house of J. O'Connor near Moore was destroyed and O'Connor and his wife and three children and five neighbors, who had sought shelter in the building were crushed to death.

The frame house of John Banks was torn to pieces and he was killed while others of his family of six were badly injured, three of the children and Mrs. Banks fatally. The home of Henry Dyer was demolished.

West of Norman eight houses were demolished and five people badly injured. East of the stricken town two men and two women were killed. A round Norman, after the cyclone, a fearful hail storm started in, and after it a violent rain storm.

It was too dark to search out the dead and to most of the injured and dying who were successful in making their voices heard above the storm's roar, there came but feeble relief.

## TRAINS COLLIDE

On the C. & P. at Brilliant—Engines Damaged and Cars Wrecked.

Special Dispatch to the Intelligence. WELLSBURG, W. VA., April 26.—A disastrous wreck occurred on the Cleveland and Pittsburgh railroad, a short distance above Brilliant, Ohio, at 6 o'clock this evening.

The work train, bound for Steubenville, had just left Brilliant, when a freight train of about forty cars ran into it. The freight was going very fast, and the report of the concussion was heard a good distance. The fore part of the passenger engine was driven about six inches into the fore part of the passenger engine. Both engines were pretty badly broken. About seventeen freight cars are off the track, and a good majority of them are badly wrecked.

The trainmen jumped off, and the only person hurt was Mal Korr, the engineer of the freight, who had his leg cut off. His train, it is said, was running on the time of the work train, and this was the cause of the collision.

## A BIG KICK

In Democratic Banks in Huntington—The Postoffice Fight.

Special Dispatch to the Intelligence. HUNTINGTON, W. VA., April 26.—Never in the history of this city has there been such a great kick in the Democratic ranks. The postoffice fight has assumed a phase that looks very discouraging to the candidate, and it now seems as though a black horse was in it.

Mayor Newell has made a thorough out of the police force, and Congressmen Capehart, who has heard of it, is not at all well pleased. Newell wants to be governor four years hence, but his action to-night in kicking out a good set of Democrats makes his chances of getting there very small.

## Brooklyn's New Postmaster.

WASHINGTON, D. C., April 26.—The President has appointed A. T. Sullivan postmaster at Brooklyn, N. Y., vice George J. Collins, deceased.

## TELEGRAPHIC BRIEFS.

Dr. Buchanan, of New York, charged with wife poisoning, has been found guilty of murder in the first degree. The high churchmen of Boston, have recommended Rev. Hobart Hare, of South Dakota, to succeed the late Bishop Brooks.

At the meeting of the American Distillers yesterday it was decided to issue bonds to buy out the distributors of the company's products, inaugurating one of the most gigantic fights ever witnessed in the whiskey market.

## GRAFTON'S GREETING

To the Eleventh Annual Encampment of West Virginia G. A. R.

## COMMANDER ANDERSON'S ADDRESS.

The Members of the Women's Relief Corps Visit the Encampment and Affecting Speeches Are Made—An Eloquent Tribute to Ex-President Hayes—A Resolution Passed Denouncing the Legislature in Failing to Appropriate Money for a Monument to West Virginia Soldiers on the Field of Gettysburg—Women's Relief Corps Elections.

## Special Dispatch to the Intelligence.

GRAFTON, W. VA., April 26.—Grafton enjoys the honor of being the place of rendezvous for the eleventh annual encampment of the department of West Virginia G. A. R., which formally opened its proceedings to-day for a two days' encampment, lasting to-morrow. Representatives from the Sons of Veterans and the Woman's Relief Corps Auxiliary to the G. A. R. are also here in annual assemblage. The town is gaily decorated with flags and bunting, in honor of the visiting patriots, who are received with a most hospitable welcome. The weather, however, has been unpropitious and to-night there is a heavy rain, but the ardor of the old veterans seems to be undiminished, and the hearty greetings with which they meet one another and the warmth of the reunion with old friends here indicates the good and pleasant time that will mark their encampment this year.

## THE OPENING EXERCISES.

This afternoon about 125 representatives from the various G. A. R. posts throughout the state that came here to attend the encampment met in the court house in formal annual assembly for the transaction of business. Among the officers present were Charles E. Anderson, department commander; Anthony Smith, senior vice department commander; F. H. Crago, junior vice department commander; Rev. Taylor Richmond, chaplain, and others. With the opening of the encampment Commander Anderson read an address that was favorably received by his auditors. Comrades F. H. Crago and George H. Wilkor were then appointed a committee to extend greetings to the department of the Woman's Relief Corps, with an invitation to visit the G. A. R. department, to which the ladies of the relief corps responded by gracing the assembly with their presence.

## WOMAN'S RELIEF CORPS.

Mrs. Wickins, the national president, delivered an affecting address, that greatly pleased and deeply touched the veterans present. Mrs. Wickins also presented a beautiful basket of flowers to the department, on behalf of the Woman's Relief Corps. Mrs. G. G. Murdock, of Wheeling, president-elect of the department of the Woman's Relief Corps, also made an address. Both addresses were appropriately responded to by Commander Anderson.

Following the visit of the ladies the various reports of the officers were read, and a committee was appointed on the reports. The financial affairs of the department showed a favorable increase over last year.

## A TRIBUTE TO HAYES.

Comrade Northcott offered an eloquent resolution in memorial of the late Gen. Rutherford B. Hayes, which was at once adopted by the department. Another resolution offered by comrade Robertson, of Wheeling, was adopted by the encampment with entire unanimity of sentiment. This resolution condemned the legislature in having refused to make an appropriation of \$2,000 for a monument on the field of Gettysburg in commemoration of the valor of the West Virginia troops who fought for the union.

The state department of the G. A. R., and the Sons of Veterans will elect their officers to-morrow for the ensuing year.

## WOMAN'S RELIEF CORPS OFFICERS.

The Woman's Relief Corps elected the following officers for the ensuing year: Department president, Mrs. Amanda L. Murdock, of Wheeling; Miss Amanda Fleming, senior vice president; Mrs. Mollie M. Cornwell, junior vice president, and Mrs. Annie D. Carlin, treasurer. A very happy feature of the encampment took place this evening in a camp fire held in the opera house, which was open to the public whose appreciation was manifested by an attendance that filled the house to overflowing. Numerous speeches were made and pleasant reminiscences of the war were told to the delight of the large audience, and a general jolly good time was had.

## Detroit's Suspected Aldermen.

DETROIT, April 26.—No more arrests have been made as yet in connection with the street railway bribery cases. It was stated this morning that the mayor had had a detective watching several East End aldermen for weeks, and that such evidence had been secured against three of them to warrant their arrest. Aldermen Hoffman and Welch have stated to the prosecuting attorney that they had also been approached by the electric light people. Prosecuting Attorney Frazer says that he has been keeping tabs on the boarders for weeks, and has been informed of every move they made.

## Missing Sailors Turn Up.

CHEBOYGAN, MICH., April 26.—Capt. R. T. Evans, who was supposed to have been lost off the steamer Ohio in last week's big gale, has arrived here with the four men he took in the lifeboat when he left the steamer. They were very nearly starved when found by the tug Green River, at Scammon's Cove, on Cockburn Island.

## Weather Forecast for To-day.

For West Virginia and Ohio, local showers in the early morning, clearing during the day; brisk westerly wind; warmer in West Virginia and the eastern portion of Ohio. For Western Pennsylvania, local showers, probably with occasional thunder storms during the morning; brisk to high westerly winds, warmer. THE TEMPERATURE YESTERDAY. As furnished by C. SCHNEPP, druggist, corner Market and Fourteenth streets. 7 a. m. 65 10 a. m. 65 1 p. m.