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MADISON HOUSE

Treasury, and the citizens. They marched from Cherry street through Pearl and Broad streets to Wall street.

Within two hundred yards of Federal Hall, where the ceremonies were to take place, Washington and his suite alighted and on foot passed through the troops drawn up on either side into the Senate chamber, where the Vice-President, the Senate and House of Representatives were assembled. Vice-President John Adams, who had quietly taken the oath of office two days before, advanced and conducted Washington to a chair of state at the upper end of the hall. A solemn silence prevailed when the Vice-President arose and informed him that all things were prepared for him to take the

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OUR REPUBLIC.

The Centennial Celebration of its Birth.

Inauguration of George Washington as First President—His Triumphant March from Mount Vernon—Brief Biographical Sketch.



New York City April 30, 1789. George Washington was inaugurated first President of the United States. As long as the Nation exists, says the Chicago Times, this day will henceforth be second only to the Fourth of July. Washington, after a week's journey from his home at Mount Vernon—a distance now easily covered in five or six hours—had arrived in New York City April 23. The journey had been an ovation, and his receptions at various towns and cities had been most cordial and imposing. New York welcomed him as she had welcomed none before. The six never-to-be-forgotten days between his arrival and inauguration were devoted to the perfection of preparations for the imposing ceremonial. The city opened its hospitable doors to the entrance of guests from all parts of the Union. The crush was bewildering. Every public house was filled to its utmost capacity and the private mansions overflowed. New York had never before housed and fed a gathering of such magnitude. Every body struggled for a glimpse of Washington. The aged even declared their willingness to die if they could only behold his face, and the young described him as looking more grand and noble than any human being they had ever seen.

The inauguration should have taken place March 4, as Congress had, after the constitution had been ratified by the requisite number of States, named that day for the meeting of Congress and organization of the new Government. The Electoral College had met the first Wednesday in February, and by unanimous vote had chosen Washington President and John Adams Vice-President. Owing, however, to poor facilities for transportation and to other causes there was a delay of a month in forming a quorum of Congress, and the electoral votes were not counted officially until April 6, when the Senate declared Washington elected President for four years.



From March 4 preceding. The long delay suggests more forcibly the condition of the country at that time than volumes of words could describe. After eight years of war and six years of domestic strife the country had at last decided upon a form of government, adopted its constitution and elected its chief officers, and yet these officers were not installed till nearly two months after the day appointed. John Langdon, President of the Senate, had immediately written Washington an official letter informing him of his election, which Charles Thompson, Secretary of the Continental Congress, carried to Mount Vernon, arriving there April 14. Two days later Washington was on his way to New York.

The inauguration was delayed for several days by a question which had arisen as to the form or title by which the President-elect was to be addressed, and this had been deliberated in the Senate chamber. It was finally resolved that the address should be simply "The President of the United States," without any addition.

A National salute without in the morning of April 30. All business was suspended. The streets were filled with men and women in holiday attire, while constant arrivals from the adjoining country by the common roads and ferry-boats and by packets which had been all night on the sound or coming down the Hudson swelled the eager throng. At nine o'clock the bells pealed merrily from every steeple in the city, then paused, and presently in slow, measured tones summoned the people to the churches "to inspire the blessings of Heaven on the Nation and its chosen President."

At noon the military, marching from their respective quarters with unfurled banners and inspiring music, formed opposite the Presidential mansion under the immediate direction of Colonel Morgan Lewis. The procession moved in the following order: The military, the sheriff of the city and county of New York, the committee of the Senate, the President-elect, the commanding general of the army, the Secretary, Chancellor Robert B. Livingston, Secretary Henry Knox, the Commissioners of the



Martha Washington. Treasury, and the citizens. They marched from Cherry street through Pearl and Broad streets to Wall street. Within two hundred yards of Federal Hall, where the ceremonies were to take place, Washington and his suite alighted and on foot passed through the troops drawn up on either side into the Senate chamber, where the Vice-President, the Senate and House of Representatives were assembled. Vice-President John Adams, who had quietly taken the oath of office two days before, advanced and conducted Washington to a chair of state at the upper end of the hall. A solemn silence prevailed when the Vice-President arose and informed him that all things were prepared for him to take the

oath of office required by the constitution. The oath was administered by the Chancellor of the State of New York in a balcony in front of the Senate chamber, and in full view of an immense audience occupying the street in front and the roof of the adjacent houses commanding a view of the impressive ceremony. The balcony formed a kind of open roof, with lofty columns supporting the roof. In the center was a table with a covering of crimson velvet, on which lay a superbly bound Bible, a crimson velvet cushion. This was all the paraphernalia for the august scene.

All eyes were fixed upon the balcony when, at the appointed hour, Washington made his appearance. He was clad in a full suit of the richest cloth of American manufacture, with a steel-bitted dress sword, white silk stockings and silver shoe buckles. His hair was dressed and powdered in the fashion of the day, and worn in a bag and saddle. His entrance on the balcony was hailed with universal shouts, and he was evidently moved by this demonstration of public affection. Advancing



to the front of the balcony he laid his hand upon his heart, bowed several times, and then retreated to an arm-chair near the center of the balcony. The populace appeared to understand the meaning of the gesture, and were hushed at once into profound silence. After a few moments Washington rose and again came forward. The Vice-President stood on his right on his left was Robert B. Livingston, New York Chancellor of the State, and somewhat to the rear Alexander Hamilton, Roger Sherman, General Knox, General St. Clair, Baron Steuben and others. The Chancellor advanced to administer the oath and Mr. Otis, Secretary of the Senate, held the Bible to him. The oath was read slowly and distinctly, Washington at the same time laying his hand on the open Bible. When the ceremony was concluded he replied, solemnly, "I do help me, God."

Mr. Otis would have raised the Bible to his lips but he bowed down reverently and kissed it. The Chancellor now stepped forward, waved his hand and exclaimed: "Long live George Washington, President of the United States!" The crowd then broke into a shout of applause and the signal for a general discharge of artillery on the battery. All the bells in the city rang out a joyful peal, and the multitude rent the air with acclamations.

Washington again bowed to the people and returned into the Senate chamber, where he delivered to both Houses of Congress his inaugural address with a voice slightly tremulous and so low as to demand the aid of the speaker. After this he proceeded with the whole assemblage on foot to St. Paul's Church, where prayers suited to the occasion were read by Rev. Dr. Provost, Bishop of the Protestant Episcopal church in New York, and who had been appointed one of the chaplains of Congress. The whole day was given over to rejoicing and the evening to brilliant illuminations and fireworks.

Under such circumstances and with such a cheering prospect before him, Washington set out on the discharge of his duties as the first of a long line of Presidents.

An Eight Days' Journey. Before setting out on the direct journey to New York Washington went to Fredericktown to bid adieu to his mother, then nearly eighty years of age, and, as she then predicted, it was their last meeting on earth. On the morning of April 16, 1789, Washington bade adieu to Mount Vernon, to private life and domestic felicity, and with a mind oppressed with anxious and painful reflections set out for New York with Mr. Thomson and Colonel Humphreys. He was eight days on the road, traveling in his private carriage, preceded in a stage by his private secretary, Tobias Lear. It was his desire to make the journey privately, but so great was the enthusiasm all along the line that this was impossible. Indeed, at the very threshold of his own estate he was met by a cavalcade of the citizens of Alexandria, including his father and invited to attend a public dinner in that city, which invitation he reluctantly accepted, and where he was welcomed by the mayor in a touching speech. From this point on his trip was a continued ovation. Approaching Philadelphia he was met by a large force under the command of his old companion-in-arms, General St. Clair, and escorted to the city. At the crossing of the Schuylkill a touching incident occurred. From a tripartite assemblage of citizens a young girl, a little girl perched aloft dropped upon his head a civic crown amid the wild huzzahs of twenty thousand assembled to greet him. That night there was a banquet at the "city Tavern," attended by the State and municipal officials, and the evening was brilliant with illuminations and fireworks.

A military escort was to have proceeded with Washington to Trenton the next day, but rain prevented the pageant and he and his suite went alone in a close carriage. Thence on through New Jersey he went by the same road over which his little army had fled in 1776. At Elizabeth Point he was received by committees of the two houses of Congress, Federal, State and municipal officials, and a great concourse of citizens. To carry him across the bay to New York City a splendid barge had been prepared, manned by thirteen master pilots in white, under command of Commodore James Nicholson. There were other barges, all of them equally handsome, for the Congressional committee and heads of departments, and private barges fell into line, forming a grand flotilla that moved across the beautiful bay, and thence up the river to the city. The vessels in the harbor but one were gayly decked with flags and upon some of them parties of ladies and gentlemen sang congratulatory songs. The Spanish man-of-war *Guisevatom* alone displayed no token of respect. Surprise and indignation were finding expression when, in an instant, as the President's barge came abreast of her, her yards were manned as if by magic, every part of her rigging displayed flags of nations, with the effect, as Loring says, of an immense shrub bursting suddenly into gorgeous bloom, and the roar of thirteen cannon, discharged in quick succession, attested the respect of the Spanish Admiral for the first President. The effect upon the multitude was electrical, and over bay and city a shout, long and loud, floated upon the moonlit air.

At Fort George and the battery a great crowd had gathered. The President's carriage was there to receive Washington and so General Knox. Declining to enter a carriage in waiting Washington walked to his lodgings at the Good's house on Cherry street, followed by a long civic and military procession. Every house on the route was decorated with flags and silken banners garlands of flowers and evergreens. Every window to the highest story was filled with white and blue streamers. Every inn-keeper and householder had the waving of handkerchiefs and hats. From the skies apparently fell flowers like snowflakes in a storm, and in every possible form of unique device and ingenious ornamentation the name of Washington was everywhere conspicuous to roof and upon fanciful arches constructed for the occasion.

Washington died with Governor Clinton and at night the house was brilliantly illuminated, as were indeed most houses in the city, and yet with all this demonstration of confidence and affection Washington had said sensations—"sensations as sad as pleasing, in view of what might be," as he writes in his diary.

Biographical. George Washington was born February 22, at Pyles Creek, a small unincorporated town, Va., and died at Mount Vernon, Va., December 14, 1799. He was a son of Augustine Washington, whose earliest-known ancestor came from England in 1607. He became a planter, a country magistrate, a member of the House of Burgesses, a Colonel of militia at the time the Seneca Indians were troublesome. Augustine Washington died in 1743, but his wife, Mary, lived to see that the greatest military and civic hero of his day, George Washington, attended the common schools, but never entered college. He was foremost in athletic sports, was a fearless rider and was a fond of playing soldier, but always insisted on being commanded by the equal, because of his honesty and excellent judgment he was frequently selected as umpire in various disputes that arose among his boy companions. His brother Lawrence, an officer in the British navy, one time persuaded him to enter his military service and went so far as to get a midshipman's warrant for him when he was but fourteen years of age, but his mother prevailed on him not to accept. But for her gentle entreaties how different might have been the fate of the Nation!

Continuing his studies and paying special attention to surveying, to which he was partial, at sixteen he became a surveyor. At sixteen he was appointed Adjutant-General of the Virginia militia and ordered to make an inspection of the force. Subsequently he went to the West Indies with his brother, who was in feeble health and he had the small-pox. Before he was twenty-one he was sent as a volunteer to the commanding officer of the French troops, and so successfully did he perform the work that henceforth he was a prominent man before the country and the civi- lized world. On his return he was appointed Lieutenant-Colonel of a regiment, was soon promoted to a Colonelcy and afterward served with distinction in the campaign against the French and Indians. When Braddock was sent over to take command of the British force Washington became a volunteer aide-de-camp on his staff, was with him at the disastrous battle on the Monongahela above Pittsburgh and was the only aide who was not wounded or killed. Afterward he had the honor of planting the British flag on Fort Duquesne.

January 6, 1759, he was married to Martha Custis, widow of John Parke Custis, and resigned his commission in the army. Previously, however, he had been elected a delegate to the House of Burgesses. When he attended for the first time he was, by preconcerted arrangement, publicly thanked for his distinguished services, and was so greatly embarrassed that he had to resign his seat. He had been elected a delegate to the House of Burgesses. When he attended for the first time he was, by preconcerted arrangement, publicly thanked for his distinguished services, and was so greatly embarrassed that he had to resign his seat. He had been elected a delegate to the House of Burgesses. When he attended for the first time he was, by preconcerted arrangement, publicly thanked for his distinguished services, and was so greatly embarrassed that he had to resign his seat.

Seven cars, including one baggage, two first-class coaches, a smoker, a first-class day coach and two Wagner sleepers, were burned, there being not a vestige of food or anything that would have left. One, a baggage, was demolished, and the engine was the most complete wreck imaginable.

The loss to the company will be enormous. Many of those in the train were taken to New York to take part in the centennial festivities. Among them was a part of the Detroit Light Infantry, but no one was hurt, except one who got a slight cut over his eye. Most all the passengers lost their baggage, clothing, etc., and a large amount of mail matter was lost by the fire.

There were 115 people on the train besides the ten trainmen; of these fourteen were in the day coach, thirty-five in one sleeper, five in another sleeper, and eleven in a third sleeper, leaving fifty persons in the smoker and two coaches. Thirty or thirty-five of these were in the smoker. This car and the second baggage car were telescoped, and took fire from the train to the engine. The engine, yet neither were hurt.

Washington's New York Residence. engage in public life, when elected President. He accepted a first and afterward a second term, positively declined a third, and retired to his home full of honors and followed by a Nation's gratitude. But not even then was he permitted to remain long in seclusion. Trouble with France arose and all eyes were instinctively turned to Washington. At the urgent solicitation of Hamilton, Madison and others he accepted the commission of Lieutenant-General and immediately began the work of preparing for war. Happily the misunderstanding was amicably settled, and once more and for the last time he repaired to Mount Vernon. His last words should forever be his epitaph: "It is well!"

JUMPED THE TRACK.

A Limited Express Train, Running Forty Miles an Hour, on the Grand Trunk Railway, Jumps the Track Near Ham-ilton, Ont., Resulting in a Bad Wreck and the Loss of a Large Number of People—The Wrecked Cars Burned.

HAMILTON, Ont., April 29.—The limited express on the Grand Trunk railroad derailed at 8:50 a. m. met with an accident when about two miles west of this city, the result of which was the loss of many lives. The train was composed of an engine, two baggage cars, a smoker, a Chicago & Grand Trunk through passenger coach, a Wash coach, a Wagner first-class coach, a Pullman car and two Wagner sleeping-cars in the order named. Conductor Poole was in charge of the train. Ed. J. Watson, of London, engineer, and E. Chapman, of London, fireman. The accident occurred at the junction, where a "Y" is built. It is used to switch between trains for Toronto on the Toronto branch from the main line.

The train is said to have been running forty miles an hour or more, when, directly on passing the switch, the engine jumped the track and plunged into a water tank which stood near the "Y," smashing the tank and turning the engine upside down. The baggage cars came directly after the engine, and the first of these was pitched over the locomotive and thrown on the main track, leaving its wheels behind. The other baggage cars caught fire from the engine, and the two men in the baggage car were asleeep, had a terrible experience. Large shivers of iron flew in all directions, and the confusion among the wrecked passengers can better be imagined than described. The majority of those aboard the train were enabled to get out before the fire had reached them, but in the confusion which reigned, it is not known how many persons were left to the mercy of the flames, pinned in by the sharp edges of the wreck and unable to extricate themselves. A man named L. S. Garvey, of Brooklyn, had his head completely severed from his body by a piece of flying debris, and another, named Edgipod Eborer, address unknown, together with an unknown man, were also instantly killed.

Following is the list of injured: Hamilton Clark, of No. 117 West Ohio street, Chicago, had his right leg broken and his head bruised. He may also have received internal injuries, in which case he will not recover; Antony Maus, an Italian, on his way from Wisconsin to Italy, not serious; Edwin C. Chapman, fireman, of London, not serious; Enoch Kinsey, a railway engineer, of London, England, badly injured, unless internally injured; C. C. Zebell, of Edwardsport, Ind., cut and bruised, not serious; Wm. Lopey, of No. 28 North Sangamon street, Chicago, badly injured, unless internally injured; J. A. West Adams street, Danville, Ill., head cut, not serious; J. A. Palmer, Illion, N. Y., head cut, not serious; George White, going to Union Hill, N. Y., from Wisconsin, ear cut and head cut; Andrew J. Carpenter, of Yorkville, Ill., cut and bruised, not serious; S. E. Young, No. 284 North avenue, Chicago, knee and back hurt, not serious; Joseph Morrow, of Illion, Mo., cut about head, not serious.

The two dead bodies and the remains of the fifteen burned bodies were brought to the city and taken to the morgue. An inquest has been ordered, and will be opened this morning. An investigation shows that, as far as can be learned, there was no negligence on the part of the railway company. The train simply jumped the track at a frog.

The engineer and fireman did not jump because they had no time. They were gotten out from under the engine, as was difficult, and it is miraculous how they escaped serious injury. The baggage man and expressman, Jas. Welsh and Fred Dumas respectively, both of Niagara Falls, were in the car which jumped over the engine, yet neither were hurt.

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A FITTING TRIBUTE.

Official Letter From the Secretary of the Navy to Rear-Admiral Kimberly—The Loss of Our Men and Ships at Apia Deeply Deplored, But the Conduct of the Survivors and the Investigation It Speaks for Itself.

WASHINGTON, April 28.—Secretary Tracy yesterday addressed the following letter to Rear-Admiral Kimberly, commanding United States naval forces on the Pacific station at Apia, Samoa:

Sir:—The department is in receipt of your cable dispatch of March 21 from Apia, and also of your letter of March 19, from Captain Farquhar, Commander Malin and Lieutenant Carter, narrating the circumstances of the overwhelming disaster which has recently befallen your squadron in Apia harbor. I need not say that this event has caused the deepest and most profound sorrow, which, as the appalling extent and character of the catastrophe became known, was reflected throughout the country. Even if the navy were possessed of an adequate number of ships to supply the necessities of service, the loss of three of our best would be a serious calamity to our existing force. To a navy passing as a part of the United States through a state of transition, when most of its previously existing vessels have been ordered to be sold, the loss of our best is only one of the threshold of existence, the blow came with appalling force. The department learns with deep regret that the death of four officers, Captain Schoonmaker, Paymaster Frank H. Arms, First Lieutenant Frank E. Sutton, of the marine corps, and two men of the *Vandalia*, seven men of the *Nipuck*, and one man of the *Trenton*. However severely the destruction of the vessels may be felt by the navy, the loss of so many of our best officers and men is a disaster of the most serious nature. The extraordinary violence of the gale rendered this impossible, while the crowded condition of the harbor, the vessels being exposed to the full force of the wind and sea, and the fact that the *Vandalia* was in the process of unloading, made their position one of extreme danger. The *Nipuck*, Commander Dennis W. Mulvan, the *Trenton*, Commander J. W. Mulvan, were enabled to reach a place of comparative safety on the beach, where her crew were lost, while gallantly attempting to run a line ashore. The *Vandalia*, commanded by Captain Schoonmaker, and upon her deck by Lieutenant Anthony Maus, and upon her deck by Lieutenant Maus, washed into the inner harbor struck the point of the reef not far from the *Nipuck*, and remained exposed to the fury of the storm, her officers and men taking refuge in the rigging, while the crew were lost in the attempt to swim. The *Nipuck*, Commander Dennis W. Mulvan, was enabled to reach a place of comparative safety on the beach, where her crew were lost, while gallantly attempting to run a line ashore. The *Vandalia*, commanded by Captain Schoonmaker, and upon her deck by Lieutenant Anthony Maus, and upon her deck by Lieutenant Maus, washed into the inner harbor struck the point of the reef not far from the *Nipuck*, and remained exposed to the fury of the storm, her officers and men taking refuge in the rigging, while the crew were lost in the attempt to swim.

The department, having closely examined the report of the circumstances under which the disaster occurred, learns that on the 15th of March, when indications of a weather storm appeared, the *Vandalia* was in the process of unloading. The ships were stripped, and the crew was ordered to take refuge in the rigging. The storm could not be foreseen and there was every reason to hope and believe that the vessels would not be lost. The extraordinary violence of the gale rendered this impossible, while the crowded condition of the harbor, the vessels being exposed to the full force of the wind and sea, and the fact that the *Vandalia* was in the process of unloading, made their position one of extreme danger. The *Nipuck*, Commander Dennis W. Mulvan, the *Trenton*, Commander J. W. Mulvan, were enabled to reach a place of comparative safety on the beach, where her crew were lost, while gallantly attempting to run a line ashore. The *Vandalia*, commanded by Captain Schoonmaker, and upon her deck by Lieutenant Anthony Maus, and upon her deck by Lieutenant Maus, washed into the inner harbor struck the point of the reef not far from the *Nipuck*, and remained exposed to the fury of the storm, her officers and men taking refuge in the rigging, while the crew were lost in the attempt to swim.

From your own report, and from other accounts, it appears that the conduct of those under your command evinced that courage, resolution and fortitude which the United States has always always to expect from the officers and crews of its navy. When Her Britannic Majesty's ship *Calliope*, fortunate in the possession of more powerful engines, succeeded in getting out of the harbor against the hurricane, the running cheer from the American flag ship as her crew were standing facing death showed a spirit alike generous and dauntless. During the whole of Saturday, when the *Trenton* was helplessly dragging her anchors, the crew of the *Vandalia*, the officers preserved their composure and heretofore unexampled fortitude, and with consummate skill. The crew were thrown into the rigging as a substitute for sails, and through the cool and exact judgment of those charged with her guidance, she was enabled to escape the extremity of peril. Finally, at the actual moment of the disaster, when she brought up alongside of the *Vandalia*, she actually ran aground, not withstanding the suffering through which they had passed, and the dangers by which they were still surrounded, thought only of doing their utmost to assist their comrades of the *Vandalia*, whose danger was greater than their own, and by firing rockets with their hands, and the masts and rigging of the *Vandalia*, they were enabled to rescue all of those who had taken refuge there, while under the operation of a sentiment which has awakened a response in every American heart, the hands of the flag ship, to encourage those who, dazed with fatigue and weakened by exposure, were still clinging to the rigging, played the National anthem.

In reply to your request and that of Captain Farquhar for a court of inquiry, the department has to say that it deems such a court unnecessary. It is established that the officers in command of the ships at Apia, did their duty with courage, fidelity and sound judgment, and that they were conscientiously and bravely accounted by their subordinates. That the hurricane which caused the destruction of the vessels and the loss of so many lives, was of a nature which human efforts are of little avail; that the measures actually taken by you, your officers and the officers under you, were all that could be expected of you, and that you were fully justified in your decision, which has been approved by the department, and which has been approved by the department, and which has been approved by the department.

To convene a court of inquiry under these circumstances would seem to imply a doubt on the part of the department, where no doubt exists, and instead of ordering an investigation, it tenders to you, through you to the officers and men of your command, its sympathy for the expense and hardships you have encountered, and its profound thanks for the fidelity with which you performed your duty in the crisis of appalling danger. Very respectfully, Secretary of War.

Assembly to Witness the Inauguration Centennial Festivities and Parade. New York, April 28.—The weather was clear and bright most of the day, and gives promise of being pleasant for to-morrow. The number of people on the streets this afternoon was remarkably large, Broadway, especially in the lower part of the city, was thronged with pedestrians. From present indications the crowd during the centennial will be the largest ever seen. The people were apparently bent on seeing the decorations of the public buildings in the lower part of the city, doubtless realizing that it would be impossible for them to do so on days of the parades. Every incoming train is crowded.

Several Accidents to Horses and Jockeys. LOUISVILLE, Ky., April 28.—While the Derby candidates, Vanguard and Escort, were being exercised at the Jockey Club grounds yesterday morning the latter fell, breaking his left foreleg. Escort was a bay gelding, owned by Peter Speth. Eighteen hundred dollars was offered for him a few days ago. His rider, Lampko, a colored boy, was thrown to the ground and received concussion of the brain.

Marital Law in Havti. WASHINGTON, April 28.—The Secretary of State is informed that by a decree of the 10th inst. the arrondissement of Port-au-Prince, Havti, was placed under martial law, and that the journals L'Esclair and Le Peuple have been suppressed.