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ALBANY, N. Y., 27.—Governor Cleveland and party left Albany according to programme at 10 o'clock this morning. At 9:15 the Albany Phalanx, a representative democratic organization of the city, preceded by the Albany City band, proceeded from their headquarters to the Executive Mansion for the purpose of escorting the Governor to the depot. Great enthusiasm was manifested all along the streets through which the procession passed. A light, cold, drizzling rain was falling, which however, did not prevent crowds from collecting and cheering. When Cleveland left the carriage the throng pressed around him, and it was with difficulty that the Governor forced his way through the crowd to the train. The Governor held his hat in his hand and repeatedly acknowledged the greetings. He appeared in excellent health, and spirits. As the train proceeded at slow speed through the streets the crowds cheered lustily. As the train passed by the large manufacturing establishments in the lower wards the workmen appeared in the streets and at the windows and waved adieu.

The first stop was at Selkirk, but was only for a moment. A stop of a few seconds was made at Coxsackie, and here quite a crowd had congregated. At some other points it was noticed that immense crowds of people had been drawn to witness the passage of the train. These cheered loudly as the train sped by. A crowd of several hundred congregated at Catskill and cheered heartily. Gov. Cleveland appeared but made no speech. At Saugerties also a crowd collected, and there was an enthusiastic demonstration, but the train stopped only a minute or two. Kingston was reached at 12:25, when the scenes mentioned above were repeated, only on a larger scale. Cannons boomed a welcome, and many hundreds of people, men, women and children, thronged the station, and as the train came to a stop they cheered heartily. The Governor appeared on the rear platform and shook hands with a great number.

Jersey City, 27.—Newburg was reached at 2:50, and the train pulled up in front of the station amid the booming of cannon and screeching of the whistles of vessels in the harbor. There was an immense concourse of people in and about the station, and before the train came to a stop a general rush was made for the rear car, upon the platform of which Cleveland stood with uncovered head. Here, also, handshaking was continued as long as the train remained, which was scarcely five minutes. Cleveland was repeatedly and enthusiastically cheered. The demonstration, as a whole, was a most imposing one.

At Highland, where a brief stop was made, Mayor Haynes and Alderman O'Connor, of Newark, boarded the train. Brief stops were also made at Cornwall, West Point, Haverstraw and Cranstons.

At Haverstraw great preparations had been made to receive the Governor's train, and when it arrived at 2:45, it seemed as though the whole population of the place had turned out. The depot was tastefully decorated from one end to the other with flags, streamers and Cleveland and Hendricks mottoes. At every point of vantage, both in the depot and on the surrounding hills, ladies waved an enthusiastic welcome, cannons were fired in rapid succession, and men shouted at the top of their lungs. When the train came to a stop a crowd of fully a thousand people surged around the platform of the rear car, apparently determined to grasp the Governor by the hand.

Cleveland was introduced by Congressman Beach as the "present Governor and next President," whereat the crowd set up a wild cheering.

At Haverstraw a democratic club in uniform was also in attendance, and the band which accompanied them played lively airs, adding to the din. The train remained there but five minutes, and moved out amid cheering.

Newark, N. J., 27.—The train conveying Governor Cleveland and party were over an hour late. On its arrival at Jersey City, there was a concourse of several thousand people assembled, many of them being tradesmen and employees of the railroad company. It is estimated that fully 5,000 people were in and about the depot. The enthusiasm was great, and cheer after cheer was given for Cleveland, who appeared on the rear platform and acknowledged the greetings. Several hundred shook hands with him, and this process, which promised to continue all the afternoon, was only cut short by the arrival of a fresh engine, which backed up and connected with the Governor's car and the cars containing the Albany phalanx. In the few minutes that elapsed before the train started for Newark the scene was one that almost beggared description. Men seemingly beside themselves with enthusiasm, pushed and jostled each other, sans ceremony, in their efforts to shake the Governor by the hand. Some even climbed upon the locomotive and tender in their efforts to reach the platform upon which he stood smiling and thoroughly composed.

At Jersey City the joint committee of 31, representing the various Cleveland and Hendricks clubs of Essex County and headed by Alderman Jas. Smith, Jr., of Newark, boarded the train and

were severally presented to the Governor, who shook hands in the car with each. There was also present, among the guests invited by the committee, Oliver Drake Smith, president of the independent republican State executive committee, and Hamilton Wallis, chairman of the Essex County independent club.

Cappa's Seventh Regiment band also boarded the train. The journey to Newark was made without any particular incident. The train arrived at the Market street depot shortly after 5 o'clock. Here a vast throng, numbering several thousand, had assembled in and about the station, and as the train came to a halt, cheer upon cheer came from lusty throats. The throng was a cosmopolitan one and included persons in every walk and station in life. Little time was lost in forming the procession, which took up its line of march for the residence of Mr. Edward Balbach, Jr. Cleveland took a seat in the first carriage, accompanied by Governor Leon Abbott, of New Jersey, Mayor Haynes, of Newark, and Alderman Smith, chairman of the local committee of arrangements. In other carriages were Adjutant General J. G. Farnsworth, of Governor Cleveland's staff, Gen. Chas. Leahy, of Albany, and the members of the local committee of arrangements and press representatives. Following these came Voss' Newark band of 60 pieces, preceded by the Jefferson Club, the Essex County Club and the Joel Parker Association, all of Essex County. They were in citizens' dress, carried canes and each had a handsome club badge and boutonniere pinned to the lapel of the coat. Then came the Albany City Band of 35 pieces, and the Albany Phalanx, 130 strong, who were followed in turn by Cappa's Seventh Regiment Band, and several hundred representatives of trades organizations from Newark and surrounding places.

The line of march was taken up amid tumultuous cheering. Gov. Cleveland stood up in the vehicle, and with hat in hand acknowledged the cordial greetings. Thousands of people lined Market street on both sides, and many men, more enthusiastic than their neighbors, ran after the Governor's carriage to shake the distinguished visitor by the hand. The decorations all along Market and Ferguson streets were profuse and in many cases elaborate, including the American colors and streamers, portraits of the democratic candidates, Chinese lanterns and gas jets, supplemented with a discharge of pyrotechnics and booming of cannon. The decorations of residences on Ferguson and Front streets, in the vicinity of Balbach's residence, were particularly beautiful, great care having evidently been spent upon them. The vicinity of Balbach's residence was packed with men, women and children, who crowded out into the street, barely leaving a passage way sufficiently wide for the procession to pass. A canopied and carpeted passage way had been constructed leading to the main entrance of Mr. Balbach's residence, through which Gov. Cleveland and guests and the local committee passed. A reception followed of an entirely informal nature, on account of the limited time at his disposal. Among the most prominent gentlemen present were Gov. Abbott, Senator McPherson, Chancellor Runyon, Gen. McLellan and ex-Gov. Ludlow.

Henry Kelsey, Secretary of State, Congressman Hardenburg, ex-Congressman Miles Ross, ex-United States Senator J. P. Stackton, Mayor Haynes of Newark, and others of the committee drove to the Grand Opera House on Washington Street, leaving Balbach's residence shortly after 7 o'clock. The seats had been removed from the auditorium in order to give more space, and there was not a foot of standing room as early as 6:30. Three thousand five hundred persons were present, fully one-half being ladies. The interior was handsomely decorated. Governor Cleveland entered the hall at 7:25 p. m., escorted by Governor Abbott, Mayor Haynes and Alderman Smith. The audience rose en masse and greeted the Presidential candidate with the most rousing cheers. Gentleman waved their hats and ladies their handkerchiefs. The crowd outside, that had been unable to gain admission to the hall, took up the refrain and cheered again and again. For the purpose of reception, a narrow space upon the floor, extending a few feet from the stage front, had been cut off from the body of the hall. In this space Governor Cleveland took his position, and Governor Abbott was proceeding to deliver his address of welcome, when loud shouts of "The stage! the stage!" came from all parts of the hall. Governor Cleveland was then escorted to the stage amid applause so loud and long continued that Alderman Smith finally interposed the suggestion that a more formal greeting was yet to be delivered, when, in obedience to this suggestion, the applause subsided. Governor Abbott then introduced Cleveland and said: "In presenting Governor Cleveland to this audience to-night, I believe, as firmly as I live, that I have the pleasure of presenting to you the next President of the United States. [Tremendous applause and cheers were given for Grover Cleveland.]

When silence was restored Governor Cleveland stepped forward and, in a clear, resonant voice, that could be distinctly heard in every part of the auditorium, spoke as follows:

Fellow Citizens:—I am here to visit the county and State where I was born, in response to the invitation of many political friends and a number of those, who, as neighbors, remember

my family, if they do not me. I do not wish to attempt any false pretense by declaring that ever since the day when a very small boy I left the State, I have languished in an enforced absence and longed to tread again its soil; and yet I may say, without affectation, that though the way of life has led me far from the spot of my birth, the place of my nativity, and the names of Caldwell and Newark, and the memories connected with these places, are as fresh as ever. I have never been disloyal to my native State, but have ever kept a place warm in my heart for the love I cherish for my birthplace. I hope, then, that I shall not be regarded as a recreant son, but that I may, without challenge, lay claim to my place as a born Jerseyman.

If you will grant me this I shall not be too modest to assume to share the pride which you all must feel in the position the State of New Jersey and the county of Essex holds in the country to-day. The history of the State dates beyond the time when our Union was formed. Its farm lands exceed in average value per acre those of any other State, and it easily leads all States in the number of important industries. When we consider the city of Newark we find the municipality ranking as fourteenth in point of population among all the cities of the land. It leads every other city in three important industries. It is second only in another, and third in still another. Of course all these industries necessitate the existence of a large laboring population. This force is, in my opinion, a further element of strength and greatness in the State. No part of the community should be more interested in a wise and just administration of the Government; none should be better informed as to their needs and rights, and none should guard more vigilantly against the smooth pretenses of false friends.

In common with all other citizens, they should desire an honest and economical administration of public affairs. It is quite plain too, that the people have a right to demand that no more money should be taken from them directly or indirectly, for public use than is necessary for this purpose. Indeed, the right of the government to exact a tribute from the citizen is limited to its actual necessities, and that taken from the people beyond what is required for their protection by the government is no better than robbery. We surely must condemn the system which takes from the pockets of the people millions of dollars not needed for the support of the government, and tempts the inauguration of corrupt schemes and extravagant expenditures. The democratic party has declared that all taxation shall be limited by the requirements of economical government. This is plain and direct, and it distinctly recognizes the value of labor, and its right to governmental care, when it further declares that the reduction in taxation and the limitation thereof to the country's needs should be affected without depriving American labor of its ability to compete successfully with foreign labor, and without injuring the interests of our laboring population.

At this time, when the suffrages of laboring men are so industriously sought, they should, by careful inquiry discover the party pledged to the protection of their interests and which recognizes in their labor something most valuable to the prosperity of the country and which is entitled to its care and protection. An intelligent examination will lead them to the exercise of their privileges as citizens in furtherance of their interests and the welfare of their country. An unthinking and slothful performance of their duty at the ballot box will result in their injury and betrayal. No party and no candidate can have cause to complain of a free and intelligent expression of the people's will. This expression will be free when uninfluenced by appeals to prejudice, or the senseless cry of danger, selfishly raised by a party that seeks its retention of power and patronage; and it will be intelligent when based upon calm deliberation and full appreciation of the duty of good citizenship. [Long continued cheering.] In a government of the people no political party gains to itself all the patriotism which the country contains. The perpetuity of our institutions and the public welfare surely do not depend upon an unchanging party ascendancy, but upon a simple, business-like administration of the affairs of the government and the appreciation by public officers that they are the people's servants—not their masters.

When Governor Cleveland had finished speaking three more vociferous cheers were given, and then Governor Cleveland, Mayor Haynes, Gov. Abbott and Alderman Smith proceeded to the main floor. Gov. Cleveland took position just behind the orchestra railing and held a levee which lasted nearly two hours. The arrangements were carefully planned to avoid crowding, and everybody, old and young, rich and poor, had gratified their desire to shake the Governor by the hand. Several ladies presented the Governor with handsome bouquets and baskets of flowers, and before the reception was concluded the table was heaped full of flowers. Fully 5,000 people passed before the Governor, and while he must have been gratified at these innumerable evidences of regard, he no doubt felt the physical effects of the constant handshaking.

At the close of the reception Governor Cleveland was escorted to the reviewing stand in front of the City Hall, wherefrom he reviewed the grand procession.

JAMESTOWN, N. Y., 27.—Blaine came to Cleveland by the regular Saturday night train on the Lake Shore road, having been compelled to leave Chicago before the conclusion of the great torchlight procession. From Cleveland he came to Jamestown, where he arrived shortly before 10 o'clock. Tomorrow forenoon he will have a public reception, and at noon will leave on the Erie road for New York, making short stops by the way and spending Monday night at Elmira.

Angelica, N. Y., 27.—At Salamanca, Blaine spoke for a short time on tariff. Elmira, N. Y., 27.—At Angelica Blaine left the train and, in company with ex-Senator Platt, was driven through the village to a covered stand, around which was a meeting of several thousand people. He also spoke here.

New York, 27.—Blaine will dine with Mr. S. White in Brooklyn on Thursday, and afterwards attend the Academy of Music meeting there, where Senator Sherman will speak. Blaine will attend the meeting at the Grand Opera House and at the Fountain on Bedford Avenue, Brooklyn, the same evening. Elaborate preparations are making for the Blaine and Logan parades of Wednesday afternoon and Friday evening.

Boston, 29.—General Butler has addressed a letter to J. B. Abbott, explaining the charge that he (Butler) had made a trade with Chandler in the interest of Blaine. Butler says: "The story of meeting Chandler on the Tallapoosa is a very plain one. Lieutenant Greely, who was an old friend and constituent of mine, and one whom I tried to assist, when in Congress, to carry out his ideas of a North Pole expedition, had returned home from that perilous and important voyage and was to be received by citizens in my native State New Hampshire. Chandler invited several gentlemen of prominence to go to Portsmouth to do honor to Greely and his brave associates. I went. The first man I met was Hon. Samuel J. Randall, with whom I was many years in Congress, and I went on board the Tallapoosa with him, and there met Chandler and other gentlemen of distinction. I spent my time especially in Randall's company, and was more with him than any other gentleman on board. We were engaged part of the time talking politics, he assuring me he had made up his mind to support Cleveland, as he has done, and advising me very strongly to do the same. Much as I regretted to part with him, I told him I could not, for reasons I have since made very public. At my request the Tallapoosa ran from Portsmouth over to Cape Ann, where is my seashore home. On my grounds the survivors of the Thirty-first Massachusetts regiment were holding a reunion under the auspices of Colonel James H. French, their old commander and late president of the Democratic State Convention. Mr. Chandler and myself made speeches for the soldiers. Chandler went back to Portsmouth on board the Tallapoosa; Randall went to my house, stayed overnight, and I took him down to Gloucester, showing him the method by which the Gloucester fisheries were conducted, and then to Boston, where we parted, he going his way and I mine. I made no bargain with Chandler on board the Tallapoosa about anything. I certainly did not make a bargain with Blaine, because he was not there, Chandler had not seen Blaine since his nomination, as I understood, and certainly not since the nomination of Cleveland."

SAN FRANCISCO, 27.—The steamer *Arabic*, which arrived yesterday from China and Japan, brings the following further details of the great typhoon which, on the 15th, caused such terrible destruction of life and property in Yokohama and Tokio. The storm came up so rapidly and with such tremendous fury that no precautions could be taken. In Yokohama the entire lower part of the city, called "The Settlement," is completely wrecked—not a house left standing. The inhabitants made no attempt to save their property, but fled for their lives to escape drowning from the rushing waters driven on land by the fury of the wind. The newspapers make no attempt to furnish any details of the destruction in that section of the city, but summarize by saying that as the settlement is destroyed it is useless to publish details. The higher portion of the city being more exposed, was equally unfortunate. Several of the largest and most substantial buildings were swept away as if built of pasteboard. In that section alone 128 houses were destroyed and 390 damaged. The loss of life on shore was less great than at sea. Of 80 coasting vessels, 53 were lost with 223 persons aboard. Twelve vessels, with 120 persons are missing. Of five lifeboats that went to the rescue of drowning crews, four were swamped and ten of their crew drowned. The typhoon was the severest experienced since 1870.

ST. LOUIS, 27.—A collision on the Wabash near Taylorsville, Ill., occurred at 2:30 o'clock this morning. The west bound freight train being run in two sections, the first had a coach filled with Italians attached. When rounding the curve at Clarksdale, one mile from Taylorsville, the coupling pin between the engine and the first car broke. The flagman was sent back, but too late to stop the second section's engine from crashing into the coach containing the emigrants. It was overturned and thrown down an embankment of ten feet, the sides crushed in and both ends smashed. There were 43 persons in the car, men women and children. The wounded were taken back to Taylorsville, where physicians were summoned. Fourteen of the Italians were injured, but none fatally.

NEW YORK, 27.—The *Sun's* cable says of the meeting at Hyde Park: The only melody played by the band was the "Marsellaise," which seemed to fire the enthusiasm of the multitude to an extent unprecedented in England, all joining in the chorus with a vehemence which smacked strongly of the communism of Paris. The whole display was more intensely republican in its character than anything ever before seen in England, and to-night, in many of the Conservative clubs, a feeling of dismay exists not experienced in many years. Many banners on which were legends denunciatory of the nobility were distributed throughout the Park, and the favorite motto was "The Lord's Will be Done." Rather sacrilegious reading, but one which seemed to suit the occasion and please the spectators. For hours after the adjournment of this monster meeting many of the streets in the neighborhood of the Park, as well as the Strand and other avenues near the Houses of Parliament, were almost impassable, and on every side were heard cheers for the franchise and redistribution bills, and groans for Salisbury and his tory supporters. It is understood to-night that the leaders of the Irish National League have decided to join hands with the promoters of the movement to abolish the House of Lords with the double aim of at once depriving the peers of both their land and power. Michael Davitt will lead the new crusade for the Irish National League, and is expected to come out to-morrow in favor of the abolition of the Upper House.

UNIONTOWN, Pa., 27.—An explosion of fire damp, with such results probably as attended the terrible disaster at West Leisining last January, when nineteen lives were lost, occurred at the mines of Youngstown, Lake County, four miles from here this evening. The explosion took place in the sixth right hand flat, where about 25 men were at work. Five minutes later there was a second report, and immediately after, flames burst forth from the openings, blocking up the avenues of entrance. News of the disaster spread quickly, and friends and relatives of the doomed miners soon gathered around the mouth of the mine, but the fierce flames prevented any attempt at rescue. After an hour's work, however, the flames were subdued sufficiently to allow a descent by way of the air-shaft. At this writing the volunteers have only been able to reach part of the mine, owing to after-damp, and it is feared that the centre roof of the sixth flat has fallen in. If this is the case nine of the miners cannot be saved. The men in the other parts of the mine who escaped after the explosion occurred, made an attempt to rescue their companions, but were unable to do so.

BLOOMINGTON, 26.—Last night Fred Schultz, while drunk, threw a stone at the republican procession which struck on the head and rendered insensible a mounted man from Hudson. The cavalry company at once dismounted, chased and caught Schultz, beat him severely, and, putting a rope around his neck, hauled him up on a lamp-post and left him hanging and strangling. He was cut down by the police just in time to save him.

MONTROSE, Ont., 27.—Owing to a misplaced switch, a Michigan Central freight train last night ran into a siding, where seven cabooses were standing, and in which some railway employees sleep, wrecking them and setting them on fire. Herbert J. Thayer, conductor, was burned to death. His brother had both legs broken, and was otherwise injured. He will die.

PITTSBURG, 28.—From indications every coal pit on the Monongahela and Youghiogheny rivers will be in operation before the close of the week at two and a half cents per bushel for mining in the first and two cents in the fourth. The back of the strike was broken several days ago when the third and fourth miners returned to work at operators' figures. In the first and second pools several of the largest operators have been notified by the men that they are willing to accept the reduction and preparations are being made for resumption of work.

NEW YORK, 28.—Despite the rain to-day, the Hoffman House was crowded with callers on Governor Cleveland. Among them were State Comptroller Chapin, Silas M. Burt, General Chaler, Gen. Farnsworth, Col. Jas. T. Fay, John C. Devlin, Dr. F. Leroy Satterlee, Congressman James C. Hassett of Pennsylvania, Rev. G. Gottheil, Rabbi of the Temple of Emanuel, Rev. John Auketell, and many others.

BRIGHTON, N. Y., 28.—A special train bearing Blaine and party, left Elmira at 9 a. m. The first stop was at Waverly, where there was a large gathering. Blaine spoke briefly upon the illustration afforded by the State of New York, of the benefit of a protective tariff. It was raining when the train reached Oswego, but there was a large meeting at the depot. Blaine stepped out on a flat car and spoke on the protection tariff.

BINGHAMPTON, N. Y., 28.—The special train bearing Blaine and party left Elmira at 9 a. m. The first stop was at Waverly where there was a very large gathering. Blaine spoke briefly upon the illustration afforded by the State of New York of the benefits of a protective tariff. It was raining when the train reached Oswego.

Blaine spoke of the great growth in wealth of the State of New York from \$18,000,000 in 1860 to \$63,000,000 in 1880—an increase much greater relatively than the increase of population. It was due in a large degree to the influence of the protective tariff.