THEY OWN THE CITY AT PRESENT.

Cheers for Generals Veazey and Alger, Secretary Proctor and Ex-President Hayes-Detroit Is Packed with Men in

DETROIT, Aug. 3.-The city is filled with thousands of war-scarred veterans, and every train brings hundreds more from every part of the United States to attend the twenty-fifth reunion of the Grand Army of the Republic. The local com-

mittee were seen busy all day welcoming the incoming hosts and comfortably locating them in their quarters for the week. The department headquarters by states and territories are lo-

cated as follows:
Arkansas, Connec- GENERAL VEAZEY. cicut, Illinois, Indiana, Kentucky, Maine, Ohio, Texas, West Virginia, Wisconsin Ohio, Texas, West Virginia, Wisconsin and District of Columbia at the Russell house. California, Iowa, Massachusetts, Michigan, New Hampshire, Pennsylvania, Rhode Island, South Dakota, Vermont and Women's Relief corps at the Hotel Cadillac.

Commander Veazey and his staff also have their headquarters at the Hotel Cadillac, Kansas, Minnesota, Missouri, Nebraska and Sons of Veterans at the Hotel Normandie Loyal Legion at the Detroit Light Infantry armory. New York at Perkins' Hotel. New Jersey at the Alger club. Georgia at 38 Clifford street.

The Grand Parade.

DETROIT, Aug. 4.-The Grand Army encampment opened here today in earnest with the parade of the old veterans. Despite the threatening weather fully 40,000 men were in line. There were no men in line who had not faced shot and shell on southern battlefields. The parade was participated in solely by veterans. The only military company visible besides these regiments of grizzled soldiers was the Fourth regiment, which did police duty. The veterans literally owned the city today, for every street within three blocks of the line of march was closed by the proclamation of the mayor, and intrusion further guarded against by the roping off of the section and the stationing of a strong armed guard at each street inter-

Cheers for Veazey and Proctor. Thousands watched the old heroes as they tramped along. Among the promi-



STEPHENSON, THE FOUNDER OF nent men who were heartily cheered were General Veazey, Secretary Proctor, ex-President Hayes, General Fairchild, of Wisconsin, and General Alger.

One company, from Union City, Mich., tramped along in heavy marching arms with the old Springfield muskets and the same accoutrements as they wore when they marched out of Detroit in the stormy days when men were needed and Michigan did its duty.

Echoes from the Parade. There were forty-seven divisions in the parade, and it took just two hours for the first four to pass a given spot. Estimates of men who galloped along the line and through the formation streets after the column had moved placed the number of men in the line all the way from 35,000 to 50,000. Every division was repiete with in-teresting features. At the head of the In-diana delegation Wallace Foster, secretary of the Silent or Deaf Soldiers, Sailors and Marines' association, carried an immense banner with the inscription "Teach Patriotism in the Public Schools." colored member of the national council of administration of the Grand Army, James

emblematic of Lake Superior and the City In the Connecticut line part of the Women's Relief corps rode in carriages, waving their white handkerchiefs in re-

of Norfolk, Va. In the Michigan division the Sault Ste. Marie post carried umbrellas



G. A. R. HEADQUARTERS, DETROIT.

ponse to salutes from the crowd. Massa husetts followed Connecticut in very fine formation, marked by division banners borne on horseback. The drum corps of the Rhode Island advance, dressed in con-tinentals, caused the veterans to quicken heir steps to the old marching tune, "Garry Owen." Massachusetts was fol-owed by New Jersey. New York swept around the corner after Ohio's long line passed with a splendid band and drum orps. The continentals, with cocked hats and regimentals, led by Uncle Sam him-self, took the crowd, who cheered themelves hoarse. This unique band, with its odd looking drummers, led the three solid platoons bearing the old war colors of

ew York. The Keystone state made a great showng, one of its novel features being the hiladelphia contingent, nearly 500 strong, hich carried umbrellas, each one painted represent a portion of the battle of

When the head of the column had ssed the grand stand Commander Veazey

relinquished command to Vice Commander Weissert, and took his place upon the reviewing stand. Here he was surrounded by Secretary Proctor, Secretary Foster, Governor Winans, ex-Governor Alger, Mrs. Annie Etherbridge, of Washington, better known as "Gentle Annie," who accompanied the Fifth Michigan through the war and was shot in two engagements; Miss Clara Barton, of Red Cross fame; Miss Clara Barton, of Red Cross fame; Corporal Tanner, Captain Jack Crawford, the "poet scout," and others.

Hayes Marched with "the Boys," For the first time in the history of the order an ex-president of the United States marched with the posts of his native state. It was Rutherford B. Hayes that won this distinction. He joined the Cleveland post just before it reached the reviewing stand, saluted as he passed the commander in chief and marched several blocks with the Buckeye lads before he retraced his steps to the grand stand.

The Artistic Decorations. The decorations along the line of march still stand, and are models of beauty. There are four handsome triumphal arches spanning important streets. One, spanning Fort street, near Griswold, is surmounted by an elaborate Florida display of tropical plants. It is called the Peace

Another arch bridges Jefferson avenue, but the tower and war arch at the inter-section of Woodward and Jefferson avenues is the finest work of art. It was built upon the plan of the Eiffel tower of Paris, and is a double arch looking through from either avenue. "Triumphal arch," as it is called, displays in god the insignia of the various corps of the Union army: crowning the structure are field guns un-limbered and in position, and on the caps of the lateral supports of the flanks are stands of arms.

A Reception to General Veazey. Last night the comrades flocked out to the rink to participate in a reception to



ARCH AT FORT AND GRISWOLD STREETS. Ex-Governor Alger was master of ceremonies. Mayor Pingree, in a well chosen address, welcomed the veteran, and the commander-in-chief made a brief response. Brief addresses breathing a spirit of good will to the veterans were

Medals for Old Warriors. Last night the festivities consisted of three presentations, one to the commander-in-chief, Veazey, of a \$1,000 gold medal set with diamonds; one of the same sort to General Alger from his aides of last year, and one to Mayor Pingree, a member of the Second Massachusetts heavy artillery, who has cared for all the members of his battery by turning his magnificent estate into a camp with a menu card in the feed tent that would make many hotels green with envy. made by ex-President Hayes, Secretary Proctor, Governors Hovey and Page,

General Butterfield and General Fairchild. Meanwhile another great crowd had gathered at Camp Sherman in the Exposi-tion building, and thither the same speakers were hurried and the programme repeated. At midnight the streets were just as crowded as they were at midday, but the sleeping accommodations of the city were ample and none were compelled to seek a lodgment in the open air.

Washington Will Get It. It is pretty well conceded that Wash. ington will get the next encampment. The western posts have made a gallant fight and the Lincoln delegation especially have spent money like water. the parade scores of carriages, with can vass inscriptions "Lincoln in 1892" were flying over to the various headquarters and the delegates from the east were labored with long and earnestly.



WOODWARD AVENUE ARCH.

Washington crowd, however, had got in their work and the western men have about given up the fight. Ex-Postmaster General Frank Hatton was the leader of the Washington boomers. A. G. Weissert, of Wisconsin, is still in the lead for commander-in-chief, although a combination against him is probable. The chief argu-ment against him is that both Wisconsin and Minnesota have had the office in the last decade.

The Color Question. This morning the sessions of the en-campment were formerly opened. Probthe most important matter that will come up for consideration is the trouble over the colored issue in Louisiana. The white comrades from New Orleans are determined to force a vote on the question whether or not they shall be compelled to have posts of mixed color, or whether the colored man and brother in whose behalf they fought shall not be compelled to get

into posts by themselves. If the encampment lays down the law of "no color line" the white comrades threat-

en to break un the department. Some of Today's Features. The ninth annual convention of the Women's Relief corps also opened late this morning at the Church of Our Father. All day long there were held reunions of veter-ans at the various halls, school buildings and offices by regimental and brigade or-

zanizations. The programme for this evening follows: Grand naval and pyrotechnical display, closing with the most magnificent fireworks spectacle ever seen in America, entitled "Perry's Victory."

Campfires at the rink, at the exposition building and at the Central Methodist

General Schofield's Bridal Tour Over. Washington, Aug. 5.—General Schofield has returned to Washington after an ab-sence of two months, spent on his bridal tour.

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This Great German Medicine is the cheapest and bost. 123 doses of SULPHUR BITTERS for \$1.00, less than one cent a dose. Is will cure the worst cases of skin disease, from a common pimple on the face to that awful disease Scrofula.

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The young the aged and tottering are soon made well by
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fie, it has saved hundreds.
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Genta-I would like to make known to those who are almost persuaded to use Keneiall's Spavin Cure the fact that I think it is a most excellent Liniment. I have used it on a Blood Spavin. The horse went on three legs for three years when I commenced to use your Kendall's Spavin Cure. I used ten bottles on the horse and have worked him for three years alnce and has not been lame.

Yours truly,

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Gents: In praise of Kendall's Spavin Chre I will
say, that a year ago I had a valuable young horse become vory lame, hock enlarged and awolien. The
horsemen about here live have now the control of the
control of the control of the control of the
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side incrits of your Kendall's Spavin Cure, so I
longhts bottle, and I could see very planly great
improvements immediately from itsus, and before
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doing him a great deal of good. I hought a recond
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cured and has been in the team doing heavy work
all the season since last April, showing no more
signs of it. I consider your Kendall's Spavin Cure
a valuable medicine, and it should be in every
stable in the land. Respectfully yours.

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p. m. For Catawissa 6.10, 8.00, 11.25 a. m., 12.15, 5.00, For Catawissa 5-19, 6-20, 11,25 a. m., 12,15, 3,15, 5,00, 6,30, 11,05 p. m.

Trains for Biomsburg
Leave New York via of Philadelphia 7,45 a. m., 4,00 p. m. and via Easton 8,45 a. m., 4,00 p.

Leave Philadelphia 10,00 a. m., 6,00 p. m. Leave Reading 11,50 a. m., 7,57 p. m. Leave Pottsville 19,30 p. m. Leave Tamaqua 1,21 a. m., 8,28 p. m. Leave Williamsport 9,45 a. m., 4,30 p. m. Leave Catawissa 7,00, 8,20 a. m. 1,30, 3,19, 6,10

1.10 p. m. Leave Rupert 6.23, 7.08, 8.27, 11.29 a. m., 1.27, 3.27, 6.18, 11.19 p. m. For Baltimore, Washington and the West via B. & O. R. R., through trains leave Girard Avenue Station, Phila. (P. & R. R. R.) 4.18, 8.01, 11.27 a. m., 1.34, 4.24, 5.55, 7.23 p. m. Sundays 4.16, 8.02, 11.27 a. m., 4.24, 5.55, 7.23 p. m. Sundays 4.16, 8.02, 4.27 a. M., 4.24, 5.55, 7.23 p. m. ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Warf.

FOR ATLANTIC CITY. Weekdays—Express, 5.15, 8.00, 9.00, 10,45, 3, m., 1.00, (Saturdays only, 1.30.), 2.00, 3.00, 3.30, 4.01, 5.00, 6.00, p. m. Accommodation, 7.40 a. m. and 4.15, 6.30 p. m.

and 4.15, 6.30 p. m.

Sundays—Express, 5.15, 7.00, 7.30, 8.00, 8.20, 9.00, 9.30 a. m. and 4.30 p. m.

Accommodation 8.00 a. m. and 4.45 p. m.

Returning, leave Atlantic City depot, Atlantic and Arkansas Avecues. Weekdays—Express, 7.00, 7.30, 8.00, 9.00, 10.00 a. m. and 3.15, 4.00, 5.10, 6.30, 7.50, 9.30 p. m.

Accomm dotton, 6.00, 8.10 a. m. and 4.00, 8.00, 8.00, 6.00, 6.00, 6.30, 7.30 a. n. and 5.05 p. m.

Accomodation, 7.30 a. n. and 5.05 p. m.

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RAILROAD TIME TABLES.

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W. F. HALLSTEAD, Gen. Man., Scranton, Pa. Pennsylvania Railroad.

Connections at Rupert with Philadelphia &

P. & E. R. R. DIV. AND N. C RY In effect July 19, 1890. Trains leave Sunday KASTWARD.

BASTWARD.

9:55 a. m. Train 14 (Daily except Sunday) to Harrisburg and intermediate stations arriving at Philadelphia 3:15 p. m.; New York 5:50 p. m.; Paltimore, 3:10 p. m.; Washington 5:55 p. m., connecting at Philadelphia for all Sea Shore points. Passenger coaches to Philadelphia Baltimore.

1:50 p. m. Train 8, (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadelphia at 6:50 p. m.; New York, 9:35 p. m.; Parlimore 6:45 p. m.; Washington 5:15 p. m. Parlor cars to Philadelphia and Baltimore.

5:25 p. m. Train 19 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia 10:55 p. m. Baltimore 10:40 p. m.

at Philadeiphia 10:55 p. m. Baltimore 10:50 p. m.

8:08 p. m.—Train 6, (Dally,) for Harrisburg and all intermediate stations, arriving at Philadelphia 4:25 a. m.; New York 7:10 a. m. Pullman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in seeper undisturbed until 7 a. m.

1:50 a. m.—(Daily,) for Harrisburg and intermediate stations, arriving at Philadelphia 6:50 a. m., New York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 s. m., Baltimore 6:20 a. m., Washington 7:30 s. m., Pullman Sleeping cars to Philadelphia and Baltimore.

3:55 a. m.—Train 16 (Daily,) for Harrisburg and intermediate stations arriving at Baltimore 5:19 a. m. and Washington 9:56 a. m. and Pullman sleeping cars to Baltimore, Washing ton, and Passenger coaches to Baltimore, Westward.

aid as soon as determined, by Christian F.
Chapp, Special Agent and Adjuster, Bloomsurg, Pa.

The people of Columbia county should atronize the agency where losses, if any, are ettled and paid by one of their own citizens.

I S WILLIAMS

9:56—Trein 15 (Daily,) for Lock Haven and intermediate stations. intermediate stations.

1:42 p. m.—Train 11 (Daily except Sunday) for Kane, Canandeigua and intermediate stations, Bochester, Buffalo, and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Rochester.

5:39 p. m.—Train 1, (Daily except Sunday) for Benove, Eimira and intermediate stations.

10:05 4p. m.—Train 21, (Daily,) for Williamsport and intermediate stations.

THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philadelphia 4:20 a. m., Baltimore 4:45 a. m., Harrisburg, 8:10 a. m., da'ly arriving at Sunbury 9:56 a. m.

ociphia 4:20 a. m., Baltimore 4:45 a. m., Hartisburg, 8:10 a. m., daily arriving at Sunbury 9:56 a. m.

Train 11—Leaves Philadelphia 8:50 a. m., Washington 8:10 a. m., Baltimore 9:00 a. m., (daily except Sunday) arriving at Sunbury, 1:42 with Parlor car from Philadelphia and Baltimore.

Train 11—Leaves New York 9:00 a. m., Philadelphia 11:40 a. m., Washington 10:50 a. m., Baltimore 1:44 a. m., Washington 10:50 a. m., Baltimore 1:44 a. m., Washington 10:50 a. m., Baltimore 1:44 a. m., Washington 10:50 a. m., Philadelphia 11:40 a. m., Washington 10:50 a. m., Philadelphia 2:25 p. m., Washington 4:30 p. m., Baltimore 5:32 p. m., Washington 4:30 p. m., Philadelphia 2:25 p. m., Washington 4:30 p. m., Philadelphia 2:25 p. m., Washington 7:40 p. m., Baltimore 8:43 p. m., (Daily except Saturday,) arriving at Sunbury, 2:01 a. m. with Pullman sleeping cars and passenger coaches from Washington and Baltimore.

4 Train 3 leaves New York 8:00 p. m., Philadelphia 11:25 p. m., Washington 10:30 p. m., Baltimore 11:20 p. m., (Daily arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore : nd passenger coaches from Philadelphia and Baltimore 1:30 p. m., Baltimore 1:30 p. m., (Daily) arriving at Sunbury 5:10 a. m., with Pullman sleeping cars from Philadelphia, Washington and Baltimore : ad passenger coaches from Philadelphia and Baltimore SUNBURY BAZLETON, & WILKESBARRE

more SUNBURY HAZLETON, & WILKESBARRE SUNBURY HAZLETON, & WILKESBARRE RAILROAD, AND NORTH AND WEST BRANCH RAILWAY.

(Daily except Sunday)
Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m.

Train 11 leaves Sunbury 5:35 p. m. arriving at Ricom Ferry 6:29 p. m., Wilkes-Barre 7:50 p. m.

Train 5 leaves Wilkes-Barre 11:17 a. m. arriving at Bloom Ferry 12:37 p. m., Sunbury 1:28 p. m.

Train 16 leaves Hazleton 3:04 p. m. Wilkes-Barre 3:12 p. m., arriving at Bloom Ferry 4:31 p. m., Sunbury 5:15 p. m.

m., Sunbury 5:15 p. m.

SUNDAY TRAINS.

Train 7 leaves Sunbury 10:00 a. m., arriving at Bloom Ferry 10:48 a. m., Wilkes-Barre 52:10 a. m.

Train 26 leaves Wilkes-Barre 5:10 p. m., arriving at Bloom Ferry 6:39 p. m., Sunbury 7:30 p. m.

CHAS, R. PUGH,

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J. R. WOOD,

Gen. Pass, Agt.

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