

JUDSON HOLCOMB, Proprietor. CHAS. L. TRACY, Editor.

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HEADQUARTERS' REPUBLICAN STATE COMMITTEE.

REPUBLICAN STATE TICKET. STATE TREASURER. SILAS M. BAILEY.

REPUBLICAN COUNTY TICKET. SHERIFF. WILLIAM T. HORTON.

CLERK OF THE COURT. JAMES H. WEBB.

CLERK OF THE COURT. EBEN LILLEY.

CLERK OF THE COURT. DANIEL BRADFORD.

CLERK OF THE COURT. MYRON KINGSLEY.

CLERK OF THE COURT. JOSEPH T. HESTED.

CLERK OF THE COURT. W. W. MOODY.

THURSDAY, SEPT. 29, 1881. FINAL REST.

(CONTINUED FROM FOURTH PAGE) FROM THE CAPITOL TO THE DEPT.

5:50 p. m.—The funeral ceremonies were concluded about 4 o'clock.

When the casket was at once removed to the house in waiting at the east front of the Capitol.

A few moments later the procession moved. The military escort preceded the hearse.

The train was followed by a long line of carriages two abreast. The military marched up the Avenue to the depot.

and dispersed, and the casket was taken at once to the train in waiting at the Baltimore & Pacific depot.

The sidewalk of the Avenue and the intersecting street corners were thronged with thousands of spectators.

The train started at 5:21 p. m. REHEARSING THE DEPARTURE.

The military were drawn up in line upon the opposite side of the street.

The remains were from the hearse upon the shoulders of six soldiers of the Second Artillery and placed in the funeral car.

Officers from the Army and Navy, selected as a guard of honor, stood with uncovered heads as the remains were taken from the hearse and then escorted them to the car.

President Arthur entered the depot with Secretary Blaine, and after a few minutes entered the Secretary's carriage and with ex-President Grant was driven to his temporary home at the residence of Senator Jones.

THE SENATE CONVENED.

The President has issued the following: WASHINGTON, Sept. 29, 1881.

Whereas, matters of interest to the United States must at an early day be received and acted on such communications as may be made to it on the part of the Executive:

Now, therefore, I, Chester A. Arthur, President of the United States, have considered it to be my duty to issue this my proclamation, declaring that an extraordinary occasion requires that the Senate of the United States convene for the transaction of business at the Capitol in the city of Washington, on Monday, the 10th day of October next, at noon of the day; which all at that time entitled to act as members of that body, are hereby required to take notice.

Given under my hand and the seal of the United States, at Washington, the 23rd day of September, in the year of our Lord one thousand eight hundred and eighty-one, and of the independence of the United States, the 100th. CHESTER A. ARTHUR, By the President.

JAMES G. BLAINE, Secretary of State.

At 10:30 a. m. The funeral train reached Altoona at 1:30 a. m.

Ten thousand people were assembled at the depot. All the church, fire and other large bells were tolled from the moment the train entered the eastern limits of the town till it passed out of the western.

The Hancock and Garfield campaign clubs marched together in full dress into the depot and stood drawn up in line on both sides of the track, while the train passed.

The officers aboard say that after leaving Harrisburg the train made its way through one continuous demonstration all along the line. At all the stations there were crowds at all the windows of the houses along the route, and the people were waving flags.

At Lewistown the track was strewn with flowers. At Tyrone and Huntingdon the demonstrations were particularly imposing.

At Chambersburg, Pa., the train reached here at 2:20 a. m., having been delayed ten minutes at Altoona, where the engine was changed.

Between there and here there were hundreds of mourners standing along, with uncovered heads in the darkness of the night. The train reached Cresson on time.

At Pittsburg, Pa., Sept. 24.—The train started up the mountains west of Altoona, dragged by two engines each, and the crowds that had lingered at the depot until after two o'clock reluctantly went home when they found there were no more black drapings to be seen.

Now and then a score or more laborers were to be seen peeping through the dark as the trains rushed past a small place, but no stop was made until Perry was finally reached.

At Perry, Pa., Sept. 24.—The train was made by the train. The sections ran twenty minutes apart.

For ten miles outside of Pittsburg the track was lined with people, some of whom had apparently remained up all night.

By the time Pittsburg was reached most of the bunks were made up, and the family, friends, escort and Governor's representatives in fact, all on board were served with breakfast.

The first section arrived about six o'clock, but no one left the cars. Two or three thousand people met the train at Pittsburg station, and the windows of the city were crowded as the train passed through. The engine and crew were changed here.

Met by a Reception Committee. Sewickley, Pa., Sept. 24.—Just west of Altoona, a Lake Shore car, containing Mr. Hanna, of the Cleveland reception committee, was attached to the rear of the second section.

Others of the committee went in the first section from Pittsburg. Their car was appropriately draped in mourning.

The car of Senator Don Cameron is the only undraped car on the train. Mr. Hanna says the plan now is for the first section to reach Euclid Avenue, Cleveland, Ohio, at one p. m., and for the second section to be fifteen minutes behind.

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The crowds from Pittsburg extended out to this place, and all stood uncovered as the train passed through. They reached Shady Side at 5:30.

HOME AGAIN.

THE DEAD PRESIDENT IN HIS NATIVE COUNTRY.—SOURCES ATTENDING THE REMOVAL FROM THE TRAIN AND THE MARCH THROUGH THE STREETS OF CLEVELAND TO THE CATAFALQUE.

RESTING ON THE CATAFALQUE. A GREAT GATHERING AWAITING A VIEW OF THE COFFIN.—FRIENDS OF THE CHILDHOOD AND LATER LIFE AND THIRTIEN'S STRANGERS EVIDENCING THEIR SYMPATHY IN MOURNING.

CLEVELAND, September 24.—The body of James A. Garfield is now at home. It is in the hands of his friends, neighbors and kindred, who know and loved him best.

It is among the people with whom he longed to be while patiently suffering and dying. There is nothing they will so gladly recall and so frequently refer to as his long journey to see once more the home by the waters of Lake Erie. These friends of his childhood and later life have received all that is mortal of him with the most fitting evidence of sincere sorrow.

To-night his body rests in the public square of the City of Cleveland, on a bank of as choice flowers as ever blossomed under any sky. They are woven into such beautiful and purchasable skill combine.

And around his temporary resting-place sentinals selected from the citizen soldiers who were his friends and associates in his life-time. There is much that is very touching in the scene that is presented to-night.

While thousands gather upon the streets and surround the square, of which they are kept while the workmen are finishing the structure wherein the body lies by the pacing sentinals, there is not a boisterous word spoken and pleasure as well as business sits in sorrow around his coffin.

The town is shrouded in black and the hearts of the people are dark with great sorrow. The trees in the public park which surround the building in which his form rests upon its beautiful bier scarcely whisper in the breeze which almost noiselessly against the shore, as if either fearing to break his sleep or mourning his loss.

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Both sides of the railroad from East Liberty to Pittsburg were lined with people. The train crossed the Pennsylvania line and entered Ohio at 7:36, and arrived at Beaver, the first station in the Buckeye State thirteen minutes later.

The crowds at the stations seem to be growing larger as the train comes west. A little time has been lost, but it is expected to reach Cleveland promptly on time. All those on both trains have breakfast and all in readiness for the destination.

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