

THE VOYAGER IN MARBLE

UNVEILING OF THE GREAT COLUMBUS MONUMENT.

IMPRESSIVE CEREMONIES VIEWED BY
MANY THOUSANDS—POETIC ADDRESS
BY MISS BARSOTTI—MUSIC AND MILITARY EVOLUTIONS THAT CHARMED THE PEOPLE.

Amid the cheering of thousands of patriotic sons of Italy, Spain, and America the Columbus Monument was dedicated yesterday at Eighth Avenue and Fifty-ninth Street. The ceremonies attending the unveiling of the statue were of an imposing character and were under the direction of the Columbus Monument Executive Committee. Representatives of the United States, of the State and the City of New-York, and of Italy, France, Spain, and Portugal participated in the exercises.

The monument was unveiled by Annie Barsotti, the daughter of the President of the Columbus Monument Executive Committee. Stands for the accommodation of 10,000 people had been built around the monument in the shape of an amphitheatre. They were filled to overflowing, and the throng extended out along the streets radiating from the Circle and reached far back into Central Park, while the housetops, the trees, the fences, and every point which the ingenuity of man could suggest as one of vantage were occupied by the venturesome sight-seers.

The exercises were delayed by the leisurely arrival of the distinguished guests, but the vast crowd was interested meanwhile by various staccato airs from the gayly-caparisoned Italian bands within the amphitheatre inclosure. The Spanish and other foreign Ministers and Consuls, Archbishop Corrigan, and the prominent residents of the Italian colony in New-York were each and all recognized on their arrival and were greeted vociferously by cheers, by music of the bands, and by other demonstrations of enthusiasm.

Just prior to the beginning of the ceremonies, several of the Italian societies, which had participated in the parade, were drawn up in line before the official stand. Then, while those on the stand made a passageway, Miss Barsotti, a tall, slender brunette, stepped to the front and delivered the address accompanying the unveiling. She was attired in the Columbus colors. Her dress was of white and orange silk, and over her broad-brimmed white hat drooped a plume of yellow and white ostrich feathers. In her gloved hand she carried a bunch of yellow roses, bound with red, white, and blue ribbons. Her brief speech was well delivered, and was listened to with marked expressions of appreciation and approval by the diplomats, who stood in a semi-circle around her with uncovered heads.

"In this solemn moment," said Miss Barsotti, pointing up at the veiled figure of Columbus outlined against the sky of hazy blue, "when the glorious statue of Christopher Columbus appears in all its majesty and beauty before the eyes of the people of New-York, I pray that God will grant two blessings—one for Italy, the mother of the great discoverer; one for America, the daughter of his genius, of his skill, of his perseverance.

"As a child of Italian parentage and of American birth I can ask nothing greater than this: God bless Italy! God bless America! And may the friendship between the two peoples and the two countries endure and resist time as the marble and bronze of this great and beautiful monument."

Walking to the side of the stand Miss Barsotti grasped the rope which reached up to the white mantle covering the statue. She pulled on the rope, but it fell away from the mantle. An Italian soldier who had been stationed in the top of the derrick alongside the monument, seeing the mishap, reached out a banner which he bore in his hand, and with the sharp spear on the end of it released the mantle and it fell down in snowy folds.

The moment the throng caught sight of the figure of Columbus it set up a mighty shout, and the bands poured forth the national hymn of Italy in unison. The diplomats on the official stand cheered and waved their hats, and Miss Barsotti threw a kiss at the giant figure towering far above.

The Italian organizations which had been drawn up in front of the stand marched and countermarched around the base of the statue, and for a few minutes a great hubbub of enthusiasm filled the air.

After the organizations had been again drawn up in line in front of the stand, Archbishop Corrigan, with many low bows to the right and left, stepped forth in his purple robe and golden stole, and lifting his purple beretta from his head and raising his eyes toward heaven swung a silver-handled vessel containing holy water to and fro, making the sign of the cross toward the monument, blessing and consecrating it.

President Barsotti of the Columbus Monument Executive Committee made a brief speech of welcome in Italian, and introduced Gen. James Grant Wilson, representing Gov. Flower and Mayor Grant. Gen. Wilson in a short impromptu address accepted the statue on behalf of the city and State.

"We will ever," he said, "fondly and carefully cherish this splendid gift, and may it ever stand as a monument of lasting friendship between Italy and the United States."

Baron Fava, the Italian Minister, in an address that was frequently interrupted by cheers, formally presented the monument to the United States on behalf of the Italian Government. The Baron's address was in Italian. Translated into English, it is as follows:

GENTLEMEN: The veil that covered the statue of Christopher Columbus has just fallen, and it is my good fortune to bring to the world he has discovered the greeting of the Government and the people of Italy. Before this beautiful work of art that will recall to posterity the noble effort of the Italians of this metropolis, I cannot disguise the pride I feel in considering that in New-York now, as in Genoa a few days ago, Italian genius is honored. In Genoa, representatives of all the civilized nations surrounded the King of Italy, and the people cheered enthusiastically the august sovereigns who came expressly to offer their high tribute of reverence to one of the greatest glories of Italian history. On the waters of Liguria, as now on the Hudson, the Italian tricolor waved near the Stars and Stripes as a token of the bond of brotherhood that Columbus created between Italy and America.

Great are the destinies of these two nations, prompted both by the same tenacity of purpose which inspired the great navigator—Italy strengthened by the example of her glorious ancestors who opened for her the path of the untrodden seas; America indomitable in the marvelous development of her economical forces. Other orators will speak of Columbus's work much better than I.

As for me, who for more than ten years have endeavored to cement the old and steadfast friendship existing between the two countries, I will only say that, by honoring the memory of her illustrious discoverer, America honors herself and Italy. Those who have added so much to the dignity of this celebration by raising in New-York a monument worthy of Italian art, numbering among them both the rich and the humble workman, have given a mark of vitality that is a sure omen of future prosperity.

"They deserve well of their mother country, for whose independence they have fought, and whom they now distinguish by their intelligence and their industry."

At the conclusion of Baron Fava's speech the great crowd gave three hearty cheers for Italy.

The Spanish Minister, Dupuy de Lome, on behalf of the nation which extended royal patronage to the discoverer, made an address full of expressions of good-will. He used the language of Castile, but he was understood by very many of those within hearing, and was frequently and loudly applauded.

Jeremiah M. Rusk, Secretary of Agriculture, representing Vice President Morton, who was detained by the review of the great parade, formally accepted the statue on behalf of the United States Government, giving utterance to the wish that there might be lasting friendship between Italy and this country.

Then the crowd gave three more resounding cheers, this time in honor of America, and then Mr. Barsotti delivered a speech of congratulation to his Italian and American fellow-citizens, speaking to them in English.

There were loud cries for Russo, the sculptor, to which he responded by stepping forward several times in succession and bowing his acknowledgments.

Gen. di Cesnola delivered the concluding address. He spoke in glowing and impassioned terms of the growing love existing between the sister nations, Italy and America. Italians, he said, wanted to pay a debt to the city which had given them shelter. Columbus discovered America and gave thus a new home to the people who lived near the Tiber. Italian art had placed within the greatest city of the Union a beautiful and fitting memorial of his achievement. It would stand in the ages to come, and would be as durable and lasting as the affection of Italy for America and America's for Italy.

After Gen. di Cesnola had concluded his remarks the many Italian organizations which had filed in the side streets during the exercises came forward and executed a fancy march around the circle and the monument. The different colored uniforms of infantry and cavalry, the many flags and banners, and the beautifully-executed figures of the march made a most unique and picturesque scene.

The hour was late and night had begun to fall. The tall buildings, hotels, and apartment houses around Central Park were aglow with light. From various buildings there came brilliantly-colored fires and strings of many-hued Chinese lanterns were hung from numerous windows. The scene had a fascination for the vast crowd of spectators, all of whom lingered and applauded the militia as again and again they went around the circle saluting with flag and banner the image of the great discoverer and its creator and sculptor, Gaetano Russo.

The statue of Columbus is a noble addition to New-York's many monuments. It cost \$25,000. The expense was borne by Italian-Americans and most of the funds were raised in this city. The base is a square block of granite, with co-

tagonal pilasters at each corner, and on two of its sides are bronze bas-reliefs, one showing Columbus leaving his vessel in a boat for the land which has been sighted at last, the other giving a picture of the discoverer as he sets foot on the new-found domain. Standing on the base is a square panel pediment, on two sides of which are inscriptions in English and Italian, respectively, extolling Columbus and setting forth the source from which the monument comes.

Resting against the other two sides of the pediment are allegorical figures, and rising from it is a gigantic granite column 27 feet high and 6 feet in diameter. This supports the figure of Columbus, 13 feet high, done in pure white Carrara marble. The brows and stern of three bronze galleys project from opposite sides of the shaft, which bears the name of Columbus.

Columbus is represented in a long, flowing coat, and one arm is extended. The face is that of a young man. The half-open coat shows a rich court costume, and the pose is at once original and effective.

Among those present were: Baron Fava, Italian Minister, and staff; the Italian Consul General, Giovanni P. Riva; Vicomte D'Abzac, Consul General of France; Paul Desprez, Chargé d'Affaires; Paul Otto Eberhardt, the Austrian Vice Consul; Francis Spies, Vice Consul of Honduras; Dupuy de Lome, Minister of Spain; Dr. Raphael Asselta, Dr. Luigi Roversi, Kogani Takamura of the Japanese Consular office, Juan Quintana, Consul General of Peru; the Rev. T. W. Wallace, the Rev. John O'Donnell of the Church of the Sacred Heart, the Rev. Dr. Maginnis, the Rev. Father Nagle, Chancellor of the Boston Diocese, and the Rev. Fathers Edward Brady, P. de Nisco, and De Santis, John D. Crimmins, Giovanni Morosini, Dr. Bettini de Moise, V. Napiello Julian Garcia de la Vega of the Spanish cruiser Yaabel, the officers of the Italian men-of-war, K. Zande of the Japanese Legation, Senator Plunkett Judge Joseph D. Daly, James Saltta, and S. Cassartelli.

IN A CRITICAL CONDITION.

MISS LYONS BADLY HURT IN THE ELEVATED ROAD COLLISION.

With the exception of Miss Agnes Lyons, all the persons injured in the elevated railroad collision at One Hundred and Twenty-fifth Street and Eighth Avenue Tuesday night were doing well yesterday. Mrs. John Angevine of 306 West One Hundred and Forty-seventh Street and her daughter, Mrs. Hodgkins of 456 West One Hundred and Fifty-first Street, who were taken to Hotel Hamilton, were still weak and suffering from the shock. It was thought best not to remove them yesterday. Mrs. Hodgkins's husband was with them and their family physician was caring for them. Mrs. Hodgkins is badly bruised and her mother, who has a lacerated wound in the right thigh, is likely to be kept long in bed.

Miss Agnes Lyons's condition is critical. She was sitting on the cross seats when the collision occurred, and was thrown violently forward over the back of the seat in front, and violently back when the recoil came. A man who was standing up was thrown heavily against her in the fall. She is badly bruised, and has suffered internal injuries, to what extent, however, the physicians cannot say. She is at 2,526 Eighth Avenue, in the apartments of Mrs. E. W. Doxsey, Dr. Matthew D. Field, the surgeon of the Manhattan Elevated Railroad, visited her yesterday. She has been unconscious, and has not taken food. Miss Lyons is eighteen years old, and lived with her father, John Lyons, a Brooklyn Bridge engineer, at 161 East One Hundred and Seventh Street. She is employed at Wood & Salter's book-binding establishment on Fulton Street.

The other injured are nursing their cuts and bruises at home.

The accident began with the derailing of a car at One Hundred and Fortieth Street. That caused a block. A Ninth Avenue train, drawn by Engine No. 209, had just discharged passengers at the One Hundred and Twenty-fifth Street station, had pulled out, and was stopped by the block. Up came a Sixth Avenue train drawn by Engine No. 217. It discharged its passengers, went on, and smashed in the rear of the Ninth Avenue train. The collision seems to have been caused by the carelessness of the engineer, Anderson.

The crash frightened people on the street and one or two foolish ones ran under the tracks. One man got a black eye from a falling piece of iron. Every pane of glass in the rear car was broken and some of the passengers were cut by the flying pieces. The passengers scrambled out of the cars in a hurry and made their way by the foot path to the station.

Col. F. K. Hain said last night: "I have not had time to-day to make an investigation into the accident, but shall do so as soon as we can get down to normal conditions. Every attention has to be centered in handling the crowds. I sent Dr. Field up to see the victims of the accident as soon as I could reach him last night."

"From what I have learned it looks as if Engineer Anderson had allowed his attention to be distracted by a passing band and had not kept his eyes on the track ahead, as he should have done. But I don't wish to express a definite opinion until I have had an opportunity to thoroughly investigate the matter. I have not yet heard Anderson's story. The engine and the car are both badly smashed."

"This is the first considerable accident on the elevated roads, and it could not have happened had the instructions issued been followed out implicitly. There is but a remote chance of brakes failing. Every engine and every car is inspected at the end of each trip. It is to extreme vigilance that we owe our great immunity from accident."

CONTRACT FOR REVENUE CUTTER.

IOWA IRON WORKS TO BUILD THE STEAMER WINDOM.

The Secretary of the Treasury has awarded the contract for the construction of the new twin-screw revenue steamer Windom to the Iowa Iron Works of Dubuque, Iowa, for the sum of \$98,500. The contract stipulates that the vessel must be delivered in nine months at Key West, Fla.

Among the bidders for the Windom were the Charles Hillman Ship and Engine Building Company of Philadelphia, Penn., \$130,000; Charles Keeder & Sons of Baltimore, Md., \$119,500; Samuel L. Moore & Sons of Elizabethport, N. J., \$119,294; Craig Shipbuilding Company of Toledo, Ohio, \$123,750; Neale & Levy Ship and Engine Building Company, Philadelphia, Penn., \$114,000, and the Cowles Engine Company of New-York City, \$134,000.

The Secretary of the Treasury has awarded the contract for the construction of the harbor vessel Calumet to the David Bell Shipbuilding Company of Buffalo, for \$38,500. The Calumet is intended for service at the port of Chicago. The new revenue steamer Windom will be assigned to duty in Chesapeake Bay, relieving the sidewheel steamer Crawford, now on duty in those waters.

The contract just issued to the Iowa Iron Works is the first instance of a revenue cutter bid being secured by an establishment on the Mississippi River. The Iowa Iron Works is at present engaged in building Torpedo Boat No. 2 for the navy, and the ability of the Western firm to undertake this latter work prompted the Secretary of the Treasury to award them the Windom contract. The Windom is designed to draw six feet of water. She will have a displacement of about 200 tons, and as her length will not exceed 160 feet the Iowa Iron Works people apprehend no difficulty in conveying her down the river at any season of the year.

In the event of the water over shoals being less than six feet in depth it is the purpose of the builders to float the vessel over such shoals by means of pontoons lashed one on each side. The Superintendent of the Iowa Iron Works recently informed a correspondent of THE TIMES that his establishment would not hesitate to undertake the construction of any vessel not drawing over twelve feet of water. He declared that a vessel of twelve feet draught could, with good management, be conveyed to the Gulf at any time of the year except the Fall. The Mississippi affords more water in the early Spring than at any other season. During the months of February, March, and April fifteen feet of water can often be had off Dubuque, Iowa.