eral thousand cubic yards of the roadbed slid into the Beaver River. Reports from the rural districts show that the storm has caused heavy damage in the farming communities. The Big Run, a turbulent stream, which rises suddenly after heavy rainfalls, is away over its banks, and Cascade Park is flooded. Improvements in progress will be ruined. The southern portion of the town is also threatened by the same stream.

Irwin, Penn., reports that the continual downpour of rain for the last four days, and still falling, has done much damage. Youghiogheny shaft is again flooded, and it is feared the entire workings of the shaft will be drowned out. The last big snowstorm flooded the same mine, and four hundred men were thrown out of work for a week. The same work will have to be done over again, and the high waters have caused the Hockensmith Wheel and Mine Car Company to suspend operations. The railroad bridge over Brush Creek is in danger. The big Penn Plate Glass Company dam, south of the town, is in a shaky condition, and grave fears are felt lest the immense walls give way. The dam at present holds about 20,000,000 gallons of water. Early this morning a break was discovered near the overflow. Workmen repaired the weak spot, but the danger is not passed yet. The inlet to the dam is a raging torrent, and the body of water being sent into the basin is immense. The dam contains about thirty feet of water, as much as it can possibly hold, and should the rain continue to fall the dam may give way and do immense damage.

Carnegie, six miles southwest of Pittsburg, is in a state of panic. To add to the excitement, a number of negroes got drunk on liquor being carried from the cellars of saloons. Chief of Police George S. Foster tried to arrest three of them, when they attacked him with razors, cutting him severely. The fire bells were rung and the citizens turned out. They suppressed the riot and arrested three of the negroes.

Carnegie is in the worst condition from flood in its history. Chartiers Creek is far over its banks, and Campbell's Run, which empties into the creek at Chartiers, is a raging torrent. Much of the trouble at Carnegie was caused by the breaking of the Pan Handle Railroad bridge over Chartiers Creek at Heidelberg. The debris floated down to the Third-st. bridge and blocked there. This backed the water up into the main thoroughfares, and skiffs had to be used on all the business streets. A number of works were compelled to shut down. The Superior Steel Company, employing two hundred men; Dunlap Steel Plate Company, one hundred men; Columbia Bridge Company, one hundred and fifty men, and the Chartiers Iron and Steel Company, four hundred men, are closed and the plants are under water. The damage by the storm in Carnegie is estimated at $80,000, including loss to mills and merchants. Every cellar in the town is flooded, and many outhouses have been washed away.

Several persons fell into the water, but were saved. The town is in darkness and the people are freezing. The gas and electricity are shut off, and the coal is under water.

It is reported that the bridge on the Washington branch, two and one-half miles above Carnegie, has gone down. The flood has ruined the foundations of the Columbia Bridge Company's plant, in course of construction, and washed away 200,000 feet of lumber. The loss will be $12,000 to $15,000.

At Heidelberg, a mile from Carnegie, the two story dwelling house of Peter Tice washed away. Tice and his wife, the only occupants, escaped. Nearby the home of Henry Swartzberger was threatened. Swartzberger, who is seventy years old, refused to leave, but was carried out by his son a few minutes before the house was engulfed.

RAIN AND SNOW IN THE SOUTH.

LOW TEMPERATURES IN MANY PLACES—RAILROAD BRIDGES AND A TRESTLE WASHED AWAY.

Louisville, April 20.—Roaring streams, continued high winds and heavy precipitations of rain and snow were prevalent conditions to-day in many of the States of the South. Little damage was done by the winds, though it is feared that in some localities young crops have been stunted or killed by the frost or cold. At many points, particularly in Eastern Kentucky, Eastern Tennessee and Virginia, the temperature was lower than known in a decade at this time of year.

In Kentucky to-day reports were received by the Weather Bureau from fifteen cities or towns, and in most of them the minimum temperature for last night ranged between 30 and 34 degrees. The maximum for the entire State was 38 degrees at Earlington, in Western Kentucky. The coldest section was the Blue Grass region, in and around Lexington. This is the best fruit growing part of the State, and here, it is feared, there was damage by frost to not only fruit, but to vegetables and tobacco.

In the mountains of Kentucky the snowfall was unbroken, and this afternoon 14 inches were reported at London and Middlesboro. All the streams there are bankful, and general preparations are being made to vacate the homes in the valleys before the thaws and expected floods come. There has been much suffering among the poor mountaineers. Around Louisville there has been no damage of consequence. Frost is again predicted for to-night.

Reports from Bristol, Va., this afternoon were that a dangerous flood was raging about eighty miles east of that place. A 40-foot bridge on the Norfolk and Western Railroad was washed away near Wytheville, Va., and for eight or ten miles the track is from three to six feet under water. Many washouts were reported, and several trains were annulled. At last reports snow was still falling at Bristol.

The Big Sandy, Twelve Pole, Guyandotte, Tug and New rivers are at flood tide, and many thousands of logs have been swept away. In West Virginia over a foot of snow has fallen in the last thirty-six hours. Similar reports come from nearly all places heard from in the upper Ohio Valley.

Near Blacksburg, S. C., a town on the South Carolina and Georgia Extension Railroad, a trestle was undermined by the high water and to-day a combination freight and passenger train ran into a washout. One trainman was badly hurt, and another is missing. The water in all the streams about Blacksburg is higher than has been known in twenty years before.

Throughout the entire Southeast the telegraph and telephone services were in a badly crippled condition this forenoon, with little if any improvement by nightfall.

At Atlanta, where high winds have been prevailing for days, the maximum was reached this morning, when the velocity recorded was fifty-six miles an hour. The mercury has fallen nearly 40 degrees, and indications are that small gardening has suffered.

BIG OHIO FLOOD EXPECTED.

BELIEF AT CINCINNATI THAT DISASTER IS IMPENDING.

Cincinnati, April 20.—The peculiar weather conditions this week have culminated in a rain and snow storm of almost unprecedented dimensions, so distributed that a tremendous flood in the Ohio River is impending. It is too early yet to predict with accuracy the extent of the coming flood, but all signs point to a stage of water that must bring devastation of a most serious nature all along the Ohio River and its tributaries in Ohio, West Virginia and Kentucky.

The condition is something of a surprise at Cincinnati, because, while there has been rain almost every day in the week, it was not heavy enough to create apprehension. But above Cincinnati, in Kentucky and West Virginia, flood rains were falling as early as Wednesday, and over a vast extent of the Ohio River watershed it was continuous. This heavy rain served to cause a rise in the Ohio River, so that this morning it was rising all the way from Pittsburg to Louisville. Following these rains came the tremendous snowfall of last night, which reached from Canada to Atlanta, with its western border less than a hundred miles from Cincinnati.

By its weight and the force of the wind, in many places there was almost a complete paralysis of all wire communication across this snow belt to-day. From twelve to fifteen inches of snow lies over Eastern Ohio and over the greater part of West Virginia and Eastern Kentucky. This is supplemented by heavy rain in the region of the head waters of the Ohio to-day. The Weather Bureau official is confident that the rain must cease to-day, but with warmer weather to-morrow the vast snow area will melt and add to the great volume of water. It is therefore easily possible for a flood of disastrous proportions to sweep down the Ohio Valley within the next few days. It is estimated that a stage of forty-two feet at Cincinnati will be reached by to-morrow. All agree that fifty feet will surely come. How much more cannot well be conjectured until further developments.

Telegraphic communication to-day with New-York was almost entirely cut off. Points in Ohio not fifty miles apart communicated over lines stretching over several hundred miles. A few points in Northern Ohio were wholly cut off from telegraphic reports.

Special dispatches from the upper Ohio Valley to-night indicate great alarm among the inhabitants of towns along the Ohio River and tributaries. The flood has already reached many places. Although the rise was more sudden than ever before, yet all points received more timely notice than in former years, on account of the extra vigilance of the weather bureau. As a rule, all those living in the lower districts are to-night moving on to higher ground. This precaution is being taken along the river front of Cincinnati, although the rise cannot reach this city for a couple of days.

The situation in Northern and Eastern Ohio to-night is reported worse than ever. Many places have been cut off all day and are still isolated. Many towns in Ohio cannot be reached, and it is predicted that there has been loss of life in some of them, as well as much damage to property. It is known at Zanesville and for miles east of that city that the telegraph poles are down, so that it will require some time to open communication. At Portsmouth, Ohio, a heavy snow is reported to-night, and it extends a great distance both east and north of that place. There are many places in West Virginia from which no word can be had, and the loss both of life and property is feared in that State.

WIND AND SNOW CAUSE DISASTER.

WIRES DOWN AND TRAINS BLOCKED IN CLEVELAND AND VICINITY.

Cleveland, Ohio, April 20.—The terrific storm of wind and snow which prevailed in this city and vicinity to-day was one of the most disastrous to telephone and telegraph service ever experienced. The wind, which came from the north, reached at times a velocity of more than sixty miles an hour. Hundreds of poles were torn down, and wire communication with all points east of Cleveland was entirely cut off. The conditions west and south were but little better, although the telegraph companies succeeded in maintaining communication with Chicago and Cincinnati throughout the day.

Many streets of the city were strewn with broken poles and tangled wires. Several persons were severely shocked by coming in contact with live wires. So far as reported no one was seriously injured. Five or six horses were instantly killed by stepping on wires concealed under the deep slush and snow.

Traffic on the steam and electric lines was badly delayed. In some cases suburban electric roads were completely tied up, owing to the immense snowdrifts on the tracks.

No less than eight or nine fire stations in this city were cut off for hours owing to the general prostration of wires, and should a fire break out in the isolated districts it is feared that great loss would follow. The pecuniary loss suffered by the telegraph and telephone companies will be heavy.

Lake Erie was lashed into a wild fury by the storm. Enormous waves dashed over the harbor breakwater, sending up spray to the height of a hundred feet or more. A crib two hundred feet long and twenty-five wide, anchored at the end of the east breakwater, was torn from its fastenings and driven ashore inside the breakwater. The crib crashed into the west breakwater, but little damage resulted.

Information from the surrounding country districts indicates that the storm was of unusual violence and wrought much damage. In many places the snow is reported a foot deep on the level, and the roads have been rendered almost impassable by huge drifts.

Electric railways connecting Cleveland with nearby towns found it almost impossible to operate cars, and some lines were completely tied up.

Youngstown, Ohio, April 20.—The worst snowstorm which this city ever experienced began yesterday evening and stopped at 1 o'clock this afternoon. The snow, which is very wet, is from fifteen to seventeen inches deep on the level, and has prostrated temporarily all means of transportation. Electric light, telegraph and telephone wires are lying on the ground, shade trees are bent double from the weight of the snow, and in many cases are broken off close to the ground. Trains on the railroads are completely blockaded, and many are now from six to twelve hours late. The electric cars are at a complete standstill, the snow being so heavy that the snow ploughs will not remove it from the tracks.

Zanesville, Ohio, April 20.—Zanesville is in the grip of a blizzard that suspended all streetcar traffic and business generally. Telegraph and telephone lines are crippled, and there is practically no communication with outside points. Snow has fallen for thirty-six hours continuously, and all the streets are blocked. Reports received from the northern part of Muskingum Valley indicate that very high water is imminent. It is quite probable that the big flood of several years ago will be duplicated.

WARNINGS OF WEATHER BUREAU.

Washington, April 20.—The Weather Bureau to-night issued the following notice:

The excessive rains of the last twenty-four to thirty-six hours over the upper Ohio watershed have caused a very rapid and dangerous rise in the upper Ohio River and its tributaries.

In anticipation of a flood of decided proportions, warnings were issued this morning of a thirty foot stage at Pittsburg during to-night, and danger line stages or over below Pittsburg as far as Portsmouth, Ohio.

At 7 p. m. the stage of water at Pittsburg was 24.6 feet, 2.6 feet above the danger line, a rise of 7.2 feet since 8 a. m., and rising one-half foot an hour; at Parkersburg the stage was 34.8 feet, a rise of 7 feet since 8 a. m. and 1.2 feet below the danger line, and still rising; at Cincinnati the stage was 35.8 feet, a rise of 4.7 feet since 8 a. m., and rising, but still 5 feet below the danger line.

As it is still raining over the upper Ohio Valley, it is impossible to-night to venture a definite forecast of the exact crest of the flood wave. It will, however, move rapidly down the Ohio River, and stages above the danger lines will no doubt be reached as far as Cincinnati by Sunday night or Monday.

Flood warnings have been widely distributed, particularly in the vicinity of Pittsburg, and reports received to-night indicate that a great amount of portable property has been removed to places of security.

Special reports have been called for from the flood district on Sunday morning, when further information will be given, and additional warnings issued if necessary.

The situation below Cincinnati will be carefully watched and prompt and timely warnings will be issued if necessary.

WILLIS L. MOORE,
Chief United States Weather Bureau.

TELEGRAPH SERVICE CRIPPLED.

F. D. Giles, the night manager of the Western Union Telegraph Company, said last night at 10 o'clock that some of the company's lines were in bad condition. Two or three feet of snow, he said, was reported between Pittsburg and Cleveland, and all messages for points west of Buffalo and Pittsburg were being sent by way of Southern points. Messages to Chicago were sent by way of Montreal, while those for St. Louis, Kansas City and other Western points were all sent by Atlanta, Nashville or Memphis. At Gerard, Penn., he said, a train was stuck in the snow and all the wires were down. Two slow wires were working between New-York and Cincinnati, but Indianapolis, Cleveland and Columbus could be reached only by way of Nashville or Memphis and St. Louis. All messages for the West were delayed.

According to J. J. Whalen, the night manager of the Postal Telegraph Company, that company's messages were considerably delayed in the afternoon. This was the case particularly with messages to Cleveland and several points west of Pittsburg, but at 10 o'clock last night he said all wires were up and messages were going through to all points without delay.

TALK OF AN UMBRELLA TRUST.

Possibly because the rumor monger was under the influence of the wet weather yesterday, he started a report that an umbrella trust would be announced on May 1. The name of the new company, it was said, would be the National Umbrella Steel Company. The United States Steel Corporation was said to be back of the new venture, which would include the American Manufacturing Company, D. W. Redmond, Corning & Co., Winter & Ball and Bornhurst & Co.

Consumption

Is a disease of civilization. When the Indian was a stranger to the white man he had no name in his vocabulary for this dreaded malady.

Without arguing as to the curability of consumption, it may be stated positively that Dr. Pierce's Golden Medical Discovery cures weak lungs, hemorrhages, bronchitis, deep-seated and stubborn cough, and other diseases which if neglected or unskilfully treated find a fatal termination in consumption. There is no alcohol in the "Discovery," and it is entirely free from opium, cocaine, and all other narcotics.

Persons suffering from chronic disease are invited to consult Dr. Pierce, by letter, *free*. All correspondence is conducted under the seal of sacred secrecy. Address Dr. R. V. Pierce, Buffalo, N. Y.

In a little over thirty years, Dr. Pierce, assisted by his medical staff of nearly a score of physicians, has treated and cured thousands of men and women who had been given up as incurable by local physicians.

"Your medicine is the best I have ever taken," writes Mrs. Jennie Dingman, of Rapid City, Kalkaska Co., Mich. "Last spring I had a bad cough; got so bad I had to be in bed all the time. My husband thought I had consumption. He wanted me to get a doctor, but thought we would try Dr. Pierce's Golden Medical Discovery, and before I had taken one bottle the cough stopped and I have since had no sign of its returning."

Dr. Pierce's Pleasant Pellets cure constipation.

BIG DOWNPOUR; HIGH WIND

TWO INCHES OF RAIN FALLS BEFORE MIDNIGHT—A GALE ADDS TO THE DISCOMFORT.

The northwest storm, the centre of which has been travelling up the Atlantic coast for the last two or three days, precipitated itself upon the city yesterday and dropped a couple of inches of rain before midnight. The major part of the fall was in the evening after 6 o'clock. So far as could be learned, little damage was done in the city, and the streets received a much needed cleaning.

The storm, which every one knows was a lively one, did not come unannounced. Ever since it appeared on the Gulf coast two or three days ago its black shadow has been obliterating the sky. For several days before the storm the sky was overcast, but until yesterday morning there was no rainfall of a decisive character.

The rain began at 7:15 o'clock yesterday morning, and continued steadily all day, the wind rising to thirty-six miles an hour at times in the afternoon. At 6:30 o'clock the downpour increased, and to the pedestrian it seemed to be a flood. It soaked through mackintoshes as if they were ordinary light overcoats, and unfortunately little protection was to be had from umbrellas, as the water percolated through those which were strong enough to withstand the wind.

All the streams felt the effects of the storm immediately, as the ground could not absorb the water as fast as it fell.

In Westchester County the rain came down in torrents, and business in Yonkers, Mount Vernon and New-Rochelle was practically suspended. The Bronx and other streams rose rapidly, and will be far beyond their banks at daybreak. The storm was accompanied by a high wind, and Long Island Sound was as rough as it has been in years. Large numbers of vessels put into City Island to ride out the gale. Many smaller craft on the Sound and the Hudson River broke from their moorings and were lost. Washouts were reported on several trolley lines in the northern section of the county.

The water supply of this city was greatly benefited by the rain, as, instead of sinking into the ground, it was quickly emptied into the reservoirs.

The rain did not interfere, so far as could be learned, with the running of trains. The train dispatchers of the New-York Central and Pennsylvania railroads reported their trains running on time.

The storm here is a part of that being felt so seriously in Western Pennsylvania and in the lake cities. At those points snow fell to the depth of several inches, interfering with the use of the through telegraph and telephone lines.

It was with great difficulty that telegraphic and telephonic communication could be had with Cleveland, Chicago and St. Louis. Cleveland suffered the most, communication being cut off almost entirely.

The storm was central in Virginia all day. The rain will continue to-day. The clear weather and northwest winds in the Middle West will drive the storm off to sea by to-morrow, it is expected.

RAIN AFTER SNOW IN BUFFALO.

MANY WIRES DOWN BETWEEN THAT POINT AND CLEVELAND.

Buffalo, April 20.—Under the influences of a steady downpour of rain, which started about 4 o'clock, and a rising temperature, the eight to twelve inches of snow which fell in this city and outlying districts during last night and this morning are disappearing about as rapidly as they came. The rivers and streams were in a normal condition before the storm, and they are carrying off the flood of water without a serious rise, and there is no danger of floods.

Street railway lines in the city and suburbs are running on time, and the steam roads report that their trains are rapidly getting back to schedule time, except those from the West, which are still from four to seven hours late.

The southern shore of Lake Erie between here and Cleveland appears to have caught the brunt of the storm. The telegraph and telephone companies have suffered heavily. It was said to-night that not a single wire had been restored between here and Cleveland. Messages were sent by special messenger to Cleveland to-night by the telegraph companies and a batch left Cleveland at the same time, to be relayed from here to Eastern points.

Beyond the delay caused by the storm, the damage at the Pan-American grounds is slight. A few of the buildings with roofs constructed partly of glass gave way under the weight of snow, but these can be quickly repaired.

TERRIFIC GALE ON LAKE ONTARIO.

LAKE STEAMERS LIMPING INTO PORT AND LIFE SAVERS ALERT.

Rochester, N. Y., April 20.—A terrific north gale is raging over Lake Ontario. The sea is running straight into the harbor at Charlotte, and the greatest fears are felt for a steamer thought to be the Hecla, and her two barges, which have been sighted about ten miles off port. From signals she has sent up it is thought she has lost her consorts, which, under these circumstances, are at the mercy of the tremendous sea running.

The schooner MacDonald, with lumber and coal from Kingston for Henry Matthews, of Charlotte, made port this morning with her deck cargo gone and her life boats carried away. The steamers India and Ceylon, from Kingston, made port with the greatest difficulty. The life savers at Charlotte have been on guard for several hours and are making preparations to give assistance to the vessels off shore. The MacDonald lost her life boat and deck cargo just outside the piers. The life saving crew picked up the boat after the schooner had reached port. The steam barges Rosemont and Glengarry, due here from Kingston to-day, have not yet been sighted.

It is thought by old lake sailors that under ordinary circumstances a heavy lake steamer can stand the seas running. The ship described as the Hecla is supposed now to be out of danger. The life savers have not been signalled.

HEAVY SNOW UP THE STATE.

Dunkirk, N. Y., April 20.—Chautauqua County is covered with eighteen inches of heavy, damp snow this morning. Telegraph and telephone wires are down, while trains on all roads are running late. Snow continues to fall, accompanied by high winds.

Lockport, N. Y., April 20.—There has been a steady fall of snow since yesterday morning. About twelve inches now covers the ground throughout Niagara County. Fruit trees have been injured by breaking limbs. Street car traffic in this place has been delayed.

Leroy, N. Y., April 20.—Snow has been falling here for the last thirty-six hours, and to-day a regular blizzard prevails. Over a foot of heavy snow has fallen. All trains are behind time. This is the heaviest storm so late in the season in many years.

Batavia, N. Y., April 20.—Six inches of snow has fallen in this section, and it is still snowing. Country highways are in bad shape, but railroad traffic is not greatly interfered with.

North Tonawanda, N. Y., April 20.—There is a foot of snow on the level. The Buffalo, Kenmore and Tonawanda trolley line is blocked, and the Buffalo and Niagara Falls trolley is being operated with much difficulty.

MRS. COMSTOCK ILL.

Nothing could be learned in this city yesterday regarding the marriage of William Wirt Patrick, a broker, at No. 25 Whitehall-st., and Mary T. Comstock, in 1895, which was announced yesterday. Mr. Patrick did not visit his office in the course of the day, and all information was refused there. It was said that he would be at his office on Monday.

At the home of Mrs. Mary P. Comstock, mother of Mrs. Patrick, No. 115 West Forty-eighth-st., it was learned that Mrs. Comstock, who is a woman well advanced in years, was so ill as to make it impossible for her to receive any one or to answer a note.

The Pan-American Exposition.

A book on the Pan-American Exposition, containing not only information about its general features, but giving many interesting facts and details concerning the buildings, exhibits, cost of the trip, etc., in a condensed form, will be issued shortly by the Raymond & Whitcomb Company, and will be sent free on application to their offices, 25 Union Square, New-York, to those who send in their names without delay. This company will send three parties each week during the Exposition. Intending visitors to Buffalo would do well to consult them before arranging elsewhere.

KILLS FATHER, HURTS SON.

PARENT, THROWN FROM BAKER'S WAGON, KILLED BY A CAR—BOY'S SKULL FRACTURED.

Christopher Bock, thirty-two years old, was instantly killed and his eight-year-old son injured in a trolley accident which happened in Myrtle-ave., near Richmond Hill, late yesterday afternoon. The car was in charge of an extra motorman, Michael Murphy, of No. 215 West Twenty-second-st., Manhattan. He and the regular motorman, Charles Kline, of No. 220 Palmetto-st., Brooklyn, were both arrested and locked up in the Richmond Hill station house.

Bock was a baker, and lived at No. 27 Prospect-st., Brooklyn. He was delivering bread to his customers when the accident occurred. There is a great deal of uncertainty as to how the car and wagon came together. The railroad men refuse to talk, and nobody was near at the time. The wagon was turned over at the Fresh Pond crossing, and the boy was thrown out with considerable force. Bock landed on his head and died instantly. The boy was more fortunate, as he fell on top of his father, but his head struck the road. He received a fractured skull, and was taken to St. John's Hospital in an unconscious condition.

RAID ON A BROOKLYN RESORT.

FORTY PRISONERS OF BOTH SEXES, COLORED AND WHITE, LOCKED UP.

On a warrant issued by Magistrate Brenner, Captain Dunn, of the Adams-st. station, Brooklyn, last night made a raid on the Araquara, at No. 256 Fulton-st., Brooklyn, until lately known as the Hotel Regent.

David Stanford, the proprietor, was arrested on a charge of keeping a disorderly house. About forty other prisoners were taken, of whom thirteen were women, both white and colored, and twenty-seven were white men and colored men. The prisoners gave much trouble, and the matron at the station said the women were the worst who had been placed in her charge in a long time.

WHAT TILLMAN SAYS OF M'LAURIN

ONE SOUTH CAROLINA SENATOR'S VIOLENT ATTACK ON ANOTHER—A RETORT IN KIND.

Columbia, S. C., April 20 (Special).—The feud that has been smouldering between Senators Tillman and McLaurin has broken out. Tillman violently attacks McLaurin on his speech delivered at Charlotte. "It seems intended to pave the way," he says, "for McLaurin's entry into the Republican party. He cannot be considered a Democrat, as he has ignored our platform and voted with the administration. I do not believe Senator McLaurin would dare face his people again knowing what I do of him. For shame for my State I have kept silent, but since he is masquerading as a Democrat and attempting to lead the people into the Republican camp it is my duty to tell certain things. McLaurin made a brilliant speech in the Senate against taking the Philippines, and up to within thirty-six hours of the vote on the ratification of the Paris Treaty declared to me and others that he was bitterly opposed to it, but in the intervening period the cloak of broad statesmanship fell upon him, and with a lame excuse he gave his deciding vote to the Republicans.

"Of course traditions are 'dead traditions' to such a man; he has no conscience or principles. The eloquent speech he delivered in the Senate was stolen from a sermon delivered in the Brick Church in New-York on Thanksgiving Day, 1898. I have not only had to blush because he deserted his party in a crisis under such suspicious circumstances and contrary to his avowed purpose, but have had the mortification of having other Senators, Northern gentlemen, speak of the degradation to which South Carolina had come in being represented by this man. I stand ready to furnish proofs of all I say and to meet Mr. McLaurin wherever he pleases."

Senator McLaurin has made a reply referring to Tillman as "a moral pygmy, posing as the champion of honesty." He declares Tillman began his career in politics by slandering and abusing better men, that he is an intellectual bully and a shameless pretender, masquerading as a statesman. He has contempt for him, and neither courts nor desires his friendship or good opinion. Senator McLaurin denies making promises not to vote for ratification and says he voted for peace; that he has declined appointments from the President only asking for benefits for his people. The apparent plagiarism from Dr. Henry van Dyke was through an error of his secretary, he says.

SHEA SAYS IT IS NOT A "JOB."

DECLARES THAT M'CARREN'S BILL OFFERS THE ONLY SOLUTION FOR THE BRIDGE CONGESTION.

Bridge Commissioner John L. Shea yesterday denied the story that there was a huge political "job" in Senator McCarren's bill, giving the city extraordinary powers in condemnation proceedings. "The bill is designed to give the city authority to take title to certain properties just north of the Manhattan entrance to the bridge," said Mr. Shea. "Under the existing statutes the city cannot take the necessary steps to relieve the congestion on the Brooklyn Bridge."

If Senator McCarren's bill becomes a law, it is expected that the city will acquire title to "Al" Adams's building at Park Row and the bridge roadway, the Hart Building adjoining, and the building occupied by the "Staats-Zeitung." When the Manhattan terminal building was constructed the owners of the last named building obtained legislation which tends to prevent the acquirement of any part of their property by the city. It is estimated that the city would be compelled to pay not less than $2,000,000 for the three parcels named. The ground so secured could be utilized for a loop system for the bridge cars. Bridge Commissioner Shea seems to think that Senator McCarren's bill is the only thing that will enable the city to solve the congestion difficulty at the Manhattan end of the bridge. He says that the bill is not mandatory in its wording.

THE FOURTH CABLE IN PLACE.

The fourth cable to support the New East River Bridge was raised yesterday morning. The work was supervised by Lieutenant-Commander Hodges, who had the patrol boats Vigilante and Nimrod under his command to prevent river craft from disturbing the work. Cable No. 5 will be raised to-morrow, while the sixth cable will be placed on Tuesday. The remaining six cables will reach here from Trenton to-morrow.

BRIDGE BILL PASSES SENATE.

Albany, April 20 (Special).—The Senate passed to-day, by a vote of 30 to 1, the latter being cast by Senator Elsberg, the bill of Senator McCarren providing for an extensive improvement of the terminal of the Brooklyn Bridge in New-York. The New-York members who voted for it were Senators Cocks, Donnelly, Foley, Martin, McCarren and McKinney.

Telegrams have come here from New-York saying that the city authorities did not draw up the bill. Senator McCarren laughed to-day when asked if the Tammany Hall city officials support the bill. The vote of the Tammany Hall Senators in the Senate to-day plainly indicates that they do. It is probable that a large amount of property will be condemned in the neighborhood of the New-York end of the great bridge if the bill becomes a law.

RETIRED MERCHANT BREAKS LEG.

WIND BLEW HIM AGAINST FENCE OF RAPID TRANSIT EXCAVATION—HE FALLS IN.

By the giving way of the fence surrounding the excavation for the rapid transit tunnel at Broadway and Sixty-sixth-st. last night Frederick Carr, sixty-six years old, a retired merchant, living at No. 134 West Sixty-seventh-st., fell into the opening, which is eight feet deep, and sustained a fracture of the left leg. He was taken to Roosevelt Hospital.

Mr. Carr was crossing Broadway, when the heavy wind blew him against the fence.

EIGHTEEN PERSONS INJURED.

SERIOUS ACCIDENT ON STREET RAILWAY AT NORTHAMPTON.

London, April 20.—Eighteen persons were seriously injured by the overturning of a tramcar at Northampton this afternoon. The brake chain of the car snapped on a steep grade.

Waltham Watches.

They run the Railroads.

"The Perfected American Watch," an illustrated book of interesting information about watches, will be sent free upon request.

American Waltham Watch Company, Waltham, Mass.

BEST & CO
LILIPUTIAN BAZAAR

Misses' Tailor-Made Suits, Coats, Etc.

Our stock this season has been more carefully selected than ever before with particular attention paid to Misses' wants up to the age of 18 years—every detail has been carefully studied, and our garments are adapted to the ages and uses for which they are intended.

Colored Pique Guimpe Dresses.
Sailor Suits and Russian Dresses in wash and woolen materials.
White Nainsook Dresses, daintily trimmed.
Linen Suits for Misses.
Organdy and Dimity Dresses, in white and delicate colors.
Tailor-Made Gowns, plain and dressy effects, sizes 14 to 18 years.
Black Taffeta 3-4 Coats, with lace collars.
Serge Reefers, golf red and navy blue.

60-62 West 23d Street.

PLATT HOPES FOR UNION.

THINKS THE PROSPECT BRIGHT FOR A COMBINATION OF ANTI-TAMMANY FORCES.

Senator Thomas C. Platt, at the Fifth Avenue Hotel, talked last night about various matters, political and otherwise. He was asked for an opinion as to the recent meetings of the Citizens Union and the anti-Tammany Democratic organization.

"If these meetings are sincere and in the interest of an effective anti-Tammany union they should be encouraged," said the Senator. "I believe that the prospect for union against Tammany is very bright. The regular organization of the Republican party is ready to join with other forces in a union against the machine opposed to honest government."

Senator Platt was asked if the Republican organization would support an independent Democrat for Mayor. "The regular Republican party," answered the Senator, "is on record as in favor of an available anti-Tammany candidate for Mayor. The regular Republicans will support an independent Democrat for Mayor if it shall be proved that he would poll more votes than a Republican at the head of the ticket. I notice that R. Fulton Cutting in a recent interview stated that the Citizens Union would appoint a committee to confer with the regular Republican organization and other anti-Tammany organizations, and that the Citizens Union had no favorite candidate for the nomination for Mayor, and would not urge a special choice. That position is a good one, and indicates the right kind of spirit. If that spirit and idea are maintained there will be no trouble in uniting all anti-Tammany organizations on an available non-partisan candidate for Mayor."

Senator Platt seemed to take little stock in the movement started by William Brookfield, for in referring to it he said:

"Brookfield has the worms. I see that Brookfield says that Gibbs, Quigg and myself need watching. We may need watching, but Brookfield is not the man to watch us. I am told that some of Brookfield's best friends have told him that he is making a mistake in his present propaganda. That may be as it is, but I don't believe that Brookfield has much of a following.

"How about Coler for Mayor?" Senator Platt was asked.

"Anybody but Coler," said the Senator; "but I don't think Coler can be nominated as an anti-Tammany candidate for Mayor. I don't think that the Citizens Union will insist upon his nomination. In fact, Coler has few friends in that organization. I understand that Coler is appealing to Tammany. Some people believe that he will be Tammany's candidate."

In speaking of State politics the Senator said that Governor Odell had made an admirable record. "Some people have been trying to make trouble between myself and the Governor, but they have failed," said the Senator. "The amendments to the charter, as proposed, eliminate every objectionable feature of the revision bill, and if the Mayor vetoes these amendments he is responsible, and is placed upon record. The amendments to the State Excise law are a blow to Tammany Hall. The provisions to expedite the trial of excise law offenders would cripple Tammany's influence with the liquor dealers."

The Senator said that he had great hopes of a broad and effective anti-Tammany union this fall, and if this could be effected he expected to see Tammany lose.

ATHLETIC GAMES AT EIGHTH REGIMENT.

The athletic games and reception of Company G, 8th Regiment, and the Pastime Athletic Club were held last night at the 8th Regiment Armory, Ninety-fourth-st. and Park-ave. There was a fair gathering present, and the entry list was so large that it required several heats in each contest. The games went on smoothly until the two mile bicycle race was finished, when Captain Charles Staubach, the referee of cycling, overruled the judges and put C. Martin in third place. The judges, as well as many of the spectators, said that J. E. Purcell was third. W. G. Frank, who was penalized forty yards, won the race. In the mile bicycle race, W. G. Frank was penalized thirty yards behind G. H. King, who was on scratch. King had a good position, and picked up several of the men who had big marks, when he fell, thus leaving Frank an easy winner.

The novice races were exciting, for there were falls, and some of the runners had to jump hurdles to catch up with the leaders. There was some trouble over the six hundred yard novice race, for at the finish more than a dozen runners surrounded the judges and all wanted a prize, but William Horner was the winner. The long distance runners had a two mile race, and among the starters were A. E. Ziegler, of the Pastime Athletic Club, a mere boy. He failed to get a place. P. Sontan and A. MacKichnie had the race between them for the last quarter mile, and they finished as named.

The summaries:

One mile bicycle race—Won by W. G. Frank, 8th Regiment (penalized 30 yards); J. H. Karkella, B. E. A. A. (120 yards), second; F. Albreter, B. Y. M. I. (90 yards), third. Time—2:36⅘.

Two mile bicycle race—Won by W. G. Frank, 8th Regiment (penalized 40 yards); G. H. King, 71st Regiment (scratch), second; C. Martin, Yorkville Wheelmen (40 yards), third. Time—5:11⅘.

Six hundred yard novice—Won by W. A. Hughes, New-York City; W. Kaufman, National A. C., second; D. J. Barrett, M. A. C., third. Time—1:29.

One thousand yard run—Won by R. Underwood, Battery E A. A. (70 yards); G. F. Holbrook, Knickerbocker A. C. (45 yards), second; R. H. Lummis, New-York City (75 yards), third. Time—2:29⅘.

Sixty yard dash (novice; scratch)—Won by C. Seitz, Fordham College; John Blum, Mohawk A. C., second; S. S. Van Sise, New-York City, third. Time—0:07⅕.

Sixty yard dash (handicap)—Won by F. Rickett, St. George A. C. (17 feet); H. O. Hoyt, St. George A. C. (15 feet), second; N. B. Friend, Knickerbocker A. C. (14 feet), third. Time—0:06⅘.

Two mile handicap—Won by P. Scutar, P. A. C. (145 yards); A. MacKichnie, M. A. C. (160 yards), second; D. J. Donovan, K. A. C. (160 yards), third. Time—10:00.

Three hundred yard run (handicap)—Won by W. Horner, St. B. A. C. (25 yards); W. D. McCormick, Battery E. A. A. (28 yards), second; H. Hillman, Battery E A. A. (23 yards), third. Time—0:32⅘.

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