

END WITH A FLOURISH

R. T. BOARD'S FAREWELL

Coney Island-Fourth Avenue Route Put Up to Utilities Commission.

The Rapid Transit Commission yesterday held what will probably prove to be its last public meeting, and, considering all the circumstances, it did a lot of work.

The commission approved the plans for the so-called Fourth Avenue route to Coney Island and Fort Hamilton, in Brooklyn, and probably advanced the project so far on paper that the new Public Utilities Commission will find it difficult to change the programme.

"A terrible revenge!" ejaculated Mayor McClellan, laughingly, as he suggested to Vice-President Starin that the new commission would have a hot time of it.

Another item of business was the ordering of three additional racks at 96th street to facilitate the running of express trains.

Following the business there was a wave of emotion that engulfed the board when it came to the official leaving.

FOURTH AVENUE REPORT.

All the members, with the exception of President Simmons, of the Chamber of Commerce, were at the meeting. President Orr has nearly recovered from his recent illness.

From Nassau street, at the end of the Manhattan Bridge, in the Flatbush avenue extension, to Wiloughby street, with a station at Tillary and Madison streets. Estimated cost, \$1,500,000.

From Wiloughby to Fulton street and Ashland Place. Estimated cost, \$2,000,000. Open excavation, except at Fulton street.

From Fulton street and Ashland Place to Sackett street and Fourth avenue. On account of the building of a new sewer in Fourth avenue, which will take fifteen months to complete, no estimate was made on this tunnel.

From Sackett street, in Fourth avenue, to 16th street, with station between Union and President and 8th and 9th streets. Estimated cost, \$1,500,000.

From 16th to 22d street, stations at Prospect avenue and 17th street, 20th and 21st streets. Estimated cost, \$1,000,000.

From 22d street to 31st street, station at 26th street. Open excavation. Estimated cost, \$1,500,000.

From this point the four track system will branch to Coney Island and Fort Hamilton. For additional ventilation in the tunnel above 137th street an appropriation of \$300,000 was made.

PRASE FOR THE SECRETARY.

Albert B. Boardman, counsel, read the following resolution, which was adopted unanimously: Resolved, That this board desires to place on record its appreciation of the efficiency and singleness of purpose which have characterized the work of its secretary during the past eight years.

That citizen, rich or poor, taxpayers' or property owners' association, corporation or public official has yet to be found who can say that he or it was not treated with courtesy and impartiality, and who had entire charge of the office of the board, and who carried on practically all the correspondence, seeing all visitors, answering all inquiries and making up the board in its constant relations with the newspapers.

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Resolved further, That this board hereby commends its chief engineer and his unusually efficient staff of assistants to the board, individually and collectively, for efficient and excellent service.

Vice-President Starin congratulated the commission and himself on the record made by the commission. He read the following:

I have but scant sympathy with people who praise me for performing a public service honestly and with fidelity and industry. It is the simple duty of men so situated to do their work honestly, faithfully and with painstaking so much at least should be demanded of them.

While this is true, however, it may also be said that it is not given to every man to look back at the service of seventeen years with a body of public officials, to which in all that time not one breath of criticism as to its honesty and fidelity of purpose has ever been directed.

As soon as the work of the board is done, I trust you may all live yet many a year to be made aware of this appreciation. I shall always cherish in fondest memory my association with you and with feelings of the most esteem and regard I bid you farewell and Godspeed.

Mayor McClellan said: "Mr. President and Gentlemen: I do not feel that I can allow this occasion to pass without saying something that for years has been obvious to the people of this city. It has been very pleasant duty to be associated with this board for the last three and a half years. I want to thank you for your unvarying courtesy. There is not a thinking man in our city who does not realize that the members of this commission in the last thirteen years have discharged their duties with integrity and ability. There were many things that you could not do. You could not have done the impossible, but you have done the best you could, and the service rendered is an honor to this board."

MR. ORR DEEPLY MOVED. Mr. Orr has some difficulty in speaking. His voice trembled as he said: "I wish to return thanks to each of you for your co-operation in our work. I believe I do not exaggerate when I say we have done our best. In the last thirteen years I have received nothing other than kindness, courtesy and continuous support, and I wish to express my gratitude for it all."

Commissioner Smith said: "I wish to express gratitude for the services rendered by our president. I take great pleasure in expressing my personal regard and appreciation."

As soon as the session was over the newspaper men shook hands with President Orr and exchanged compliments. Mr. Orr had a friendly chat with the auditor, Mr. Hoffman, and with the messenger, "Jim" Dolan.

"The worst thing that has happened to rapid transit," said Commissioner Smith to a Tribune reporter, "is the passage of the bill, and predicted that it has stringent provisions would prevent private capital from engaging in subway building. It was struck out exactly as we predicted. After the Fourth avenue, Brooklyn, system is built, there will be no further subway building until the Elsborg law is repealed."

SPECIAL TRAIN RETURNING FROM ATLANTIC CITY FOURTH OF JULY

To New York, via Pennsylvania Railroad, leaving Atlantic City 5:30 p. m. July 4, stopping at Trenton, Elizabeth and Newark. Parlor cars, dining and coaches.—Advt.

WIFE MURDER SUSPECTED

Former Clergyman Watched—Married New Yorker's Widow.

London, June 27.—Walter Swinburne Hancock, formerly an Episcopalian clergyman of a fashionable church in Chicago, whom his bishop inhibited on account of scandals with women, is under police surveillance here. He is suspected of having poisoned his wife, who was the widow of Paul Townsend Jones, of New York, allegations to that effect having been made in the Kensington coroner's court at an inquiry now being held.

Mrs. Hancock died on March 23 last, the cause of death being certified as appendicitis. Afterward the body was exhumed on account of the suspicions of her son, who is a barrister. He testified at the inquest, intimating strongly that he thought Hancock poisoned his wife in order to obtain her property. Other witnesses testified that Mrs. Hancock had drawn a will giving everything to her son, but when she attempted to sign the document on her deathbed she collapsed.

The inquest was adjourned until July 11, for the purpose of having an analysis of the contents of the stomach made. Meanwhile Hancock has been placed under police surveillance.

Hancock's Chicago troubles took place in 1887. He lived at the Virginia Hotel, in that city, and claimed relationship to Lord Castlemaine. Hancock is the son of a stone mason. He went to America in the early 80's, and held several pastorates. He married Mrs. Grace Jones while visiting in New York in 1897.

Chicago, June 27.—Walter Swinburne Hancock was during 1886 assistant rector of St. James' Episcopal Church, one of the leading churches of that denomination here, and was inhibited by the late Bishop McLaren upon charges preferred by the Rev. James S. Stone, who is still rector of St. James' Church. Hancock came to London from John's N. E., and investigations made there by Bishop McLaren showed him to have been a "man of ill repute." "The charges brought against Hancock here," said Dr. Stone tonight, "were never made public, but Bishop McLaren was convinced of his guilt. Being a British subject Hancock could not be deported, and after his inhibition he dropped out of sight."

So far as the Church leaders knew, Hancock was not married while a resident of Chicago.

AIRSHIP UNDER CONTROL

Designed for Use in War—Has Trial at Hammondsport.

Buffalo, June 27.—Captain Thomas S. Baldwin, who operated a balloon used by the United States Army in the war with Spain, has succeeded, after five years' experimental work, in perfecting the Twentieth Century, an airship over which he has full control, and which army officers say will be of great value as an auxiliary to ground forces on the field.

The balloon had a trial at Hammondsport yesterday in the presence of several thousand persons, including Captain Charles De P. Chandler, United States Army, Major George Owen Souler, Port Leavenworth; Professor Pickering, Harvard University, and Dr. Julian P. Thomas, New York City.

The airship rose steadily to a height of several hundred feet and moved eastward to the hills. Then it was steered back until it stood motionless over the village. Baldwin allowed the machine to drop, almost upon the house-tops, and then it quickly shot upward to a great altitude.

The Twentieth Century has a cigar shaped gas bag 52 feet long and 17 feet in diameter. The bag holds 9,000 cubic feet of hydrogen gas, which the inventor says will enable the ship to stay in the air a number of days. The ship also depends on twin air propellers for its buoyancy. Two large screw propellers are connected with a 12-horsepower gasoline motor. The car is 12 feet high, built of wood, and is 42 feet over all, and 3 feet deep. Captain Baldwin sat in a seat at the back of the car, where he controlled the machinery. By throwing the weight of his body backward the ship shot up into the air, and by throwing it forward the ship came down to earth.

Captain Baldwin will make an ascension in New York on August 19 for the Aero Club there.

ONE OF JOHN BROWN'S RAIDERS DEAD

After Harper's Ferry Affair Became Halleck Spy.

Providence, R. I., June 27.—Colonel Richard Howard, a veteran of the Civil War and one of the survivors of John Brown's Harper's Ferry raiding party, accompanied by his wife, died here today, the leadership of a party to join in the raid, when the attempt was made five days before it was scheduled. Howard's party was attacked on the river bank with a hailstorm of bullets.

Howard escaped by swimming under water a long distance down the river. At the outbreak of the war he enlisted in the 9th Rhode Island and soon became detached as a sharpshooter and spy under General Halleck. He entered Richmond in disguise several times.

SOME HUGE HAILSTONES.

Three Men Knocked Senseless by Lumps of Ice as Large as Baseballs.

Millard, Neb., June 27.—An extraordinary hail-storm, in which hailstones as large as baseballs fell, took place here last night. Three men were knocked senseless in course of the storm, and later some workmen at a railroad camp played ball with the hailstones, using singletrees as bats. The storm came up at sundown and raged for half an hour. The ground was covered to a depth of several inches with the hailstones. A Union Pacific grading camp on the edge of the town suffered severely, the tents being cut into ribbons.

HURRICANE KILLED TWO HUNDRED.

Many Islands of the Caroline Group Reported to Have Been Devastated.

Sydney, N. S. W., June 27.—The German steamer Germania, which arrived here, reports a hurricane accompanied by immense waves which swept the Caroline group. Many islands were devastated, and it is estimated that at least two hundred natives perished.

BUCHANAN REFUSED FREE PASS.

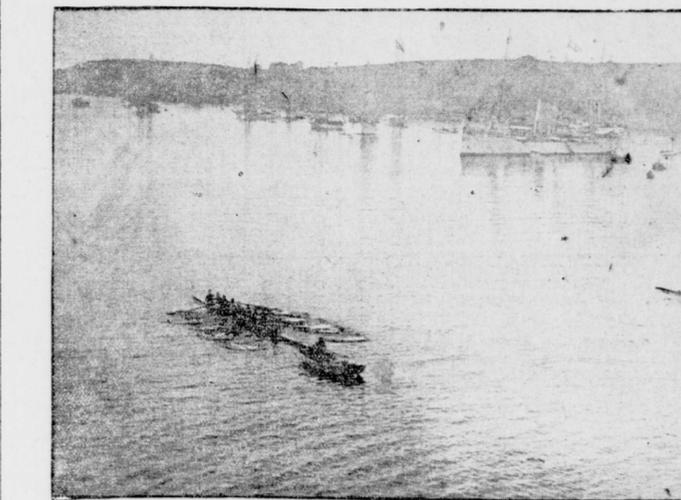
Letter Declining Offer Found in Archives of Pennsylvania Railroad.

Philadelphia, June 27.—In the archives of the Pennsylvania Railroad has been found a letter from James Buchanan, written when he was President of the United States, declining an offer of a free pass on the Northern Central Railroad. The letter came into the possession of the Pennsylvania Railroad when that road acquired control of the Northern Central. It is as follows:

Washington, March 24, 1853. Dear Sir: I return the free ticket which Mr. Galt has directed to be forwarded to me for the Northern Central Railroad. I am very much obliged for his kindness as though I had accepted it. It has been the practice of my life not to travel free on any railroad, being opposed to the whole system of granting such privileges to individuals not connected with these roads. Yours very respectfully, JAMES BUCHANAN.

Robert S. Hollins, Esq., Secretary.

START OF THE YALE-HARVARD VARSITY RACE AT NEW LONDON.



MAY ATTACK THE CZAR. TERRORISTS AT WORK.

Old Organization Revived—Large Fund from a Robbery.

St. Petersburg, June 27.—It has been learned from Russian revolutionary sources that the Social Revolutionary party a month ago revived the old terrorist organization, which had been allowed to lapse since the congress held in Finland during the spring of 1906. It has placed Gregory Gerschunin, who escaped from Siberia last year and eventually reached New York, and Savinkoff, who escaped from Sebastopol in 1905, the best organizers of the party, in charge. The sum of \$40,000 monthly was assigned for espionage, the preparation of bombs and so on from the party treasury, which recently received more than \$400,000 from the cashier of the sub-treasury of Samarkand—a Social Revolutionist who embezzled \$480,000 and escaped abroad. The headquarters of the terrorists, as usual, are outside of Russia.

Though an attempt on the life of Premier Stolypin while entering or leaving the Taurida Palace is believed to have been feasible, the terrorists abstained from activity while parliament was in session, and were in no way connected with the late regicide plot, which a representative of the attempters who are not acquainted with the methods of the old organization, which never made the least concealment of the names of its intended victims.

The number of volunteers for the work of the terrorist organization is reported to be large, especially since the dissolution of Parliament. It has made headway in the provinces, particularly in the provinces of Kursk and Voronezh. The revolutionists complain of lack of arms, but one of the Social Democratic organizations has now undertaken the task of supplying arms to all the revolutionary groups.

The Marxist organization, which was responsible for the attempt on Premier Stolypin on August 25 and the big robbery in Moscow and St. Petersburg, has now been entirely broken up by the police. The survivors are inactive or have rejoined the regular Social Revolutionary organization.

The proceeds of the St. Petersburg customs robbery have been expended most recklessly. At least \$160,000 was thrown in April by a member of the organization to the provinces against him and against a young woman of Moscow who recently was identified as a traitor, but who managed to escape.

It is said that the Social Democratic organization has no action is being plotted at present. The mutinies of the apprentices and crew of the sailors of the Black Sea Fleet were not ordered by the party, but were due to the impatience of the soldiers and sailors.

Berlin, June 27.—The renewed ferment among the social revolutionists in Russia, since the dissolution of the Douma has caused the Prussian police to redouble their efforts to break up the propaganda work among the Russian students in the higher educational institutions of Berlin. Evidence was discovered during the search of the lodgings of Russian students here in May last which revealed a number of students as active in organizing the propaganda among the Russians in other German cities and in collecting money and sending it to the Social Revolutionists in Russia. Seven of these leaders are now marked for expulsion.

Karfunkelestein and Weltl, both students, who have been arrested, will be prosecuted in the courts for organizing secret groups of Russian anarchists in Germany. The search of an anarchist newspaper office established the fact that Karfunkelestein was supplied with a false passport for the purpose of attending the anarchist congress at Mannheim. The police also discovered in the home of Karfunkelestein's wife a letter of recommendation from the Russian revolutionary committee praising him as one of the most efficient agitators.

The police have become convinced that many Russian revolutionists come to Germany and get themselves mutilated at the universities as a cloak for their secret designs. The authorities, therefore, have sent a circular to the universities urging that greater precautions be taken to prevent such mutilations. Russian applicants must henceforth prove adequate preparation and sufficient money for self-support.

Prince Friedrich von Solms-Braunfels has written to "The Tageblatt" denying that the Princess Elba von Solms-Braunfels, who is the present living in Finland, has anything to do with the social revolutionary agitation. The princess is living in complete retirement.

COSSACK RAID INTO AUSTRIA.

Fourteen Men Plunder, Kill and Mutilate Victims—Two Captured.

Vienna, June 27.—A dispatch from Brody, a town in Eastern Galicia, says that fourteen Cossacks crossed the frontier to-day into Austria. They plundered a house and killed the owner and his wife and cut off his daughter's hands, also mutilating other persons. Austrian gendarmes captured two of the Cossacks, but the others escaped across the border.

Clear air, cold springs and cool nights in the White Mountains.—Advt.

YALE WINS BIG RACE.

HARVARD DIES HARD.

Varsity Crews Battle Stroke for Stroke for Four Miles.

New London, Conn., June 27.—Once again did Yale snatch the season's dual aquatic honors from Harvard on the Thames River here at dusk to-night, winning the annual eight-oared varsity shell race after a struggle so close and bitterly contested from start to finish that equal glory must be given to both winners and losers. At the end the nose of the Yale shell was half a length in front, with Yale's time for the four miles clocked at 21 minutes and 10 seconds, and Harvard's at 21 minutes 13 seconds. The race was rowed up stream from the drawbridge with the finish opposite the Harvard quarters at Red Top. The freshman eight-oared and varsity four-oared races were postponed until to-morrow morning.

In many respects the race to-night will go down in college rowing history as one of the most remarkable ever recorded. Cheek by cheek and jowl by jowl the sixteen splendidly trained young athletes fought out the battle of sweeps over those four heart-breaking, nerve-racking, muscle-rending miles with inches only separating the two boats until the finish was in sight, when the Yale oarsmen had more in reserve and were able to make the spurt which won the battle.

Away to an even start at the drawbridge, soon after 7 o'clock, just as the sun's golden orb was dipping behind the hills on the west side of the Thames River, the Harvard crew jumped into the water, and at every half mile mark, save two, the Crimson shell showed a trifle in front until three miles and a half of the course had been left behind. So slight was Harvard's advantage, however, that it was only perceptible to those who trained marine glasses upon the swiftly gliding boats.

INCHES ONLY SEPARATE SHELLS. At the two mile mark many thought the struggle a dead heat—and so it very probably was—while at two miles and a half Yale seemed to have an inch or two of lead. Until Yale made its winning spurt at the finish, however, neither crew was able to pull away appreciably from the other. When one stroke quickened the pace and began to forge ahead—ever so slowly—it was always the sign for the rival stroke to do the same, and so was the see-saw kept up with one blanket always able to cover both boats.

Some of the closeness of the race and finish may be gleaned from the experience of the thousands of spectators who crowded the observation train, which went up the east bank of the river. It is from this side of the river that the better view of the races is usually to be had, as the track skirts the shore closely. Fully 75 per cent of the spectators elected to watch the contest, therefore, from the east side. When it was decided to row the varsity race upstream, however, the west side became more desirable, the finish usually the start—is close to the New London shore. The result was that those in the observation train on the east side, while having a fine view of the start and the first three miles, saw absolutely nothing of the last mile and the finish in the gathering gloom, and hereby hangs a curious tale.

HARVARD MEN REJOICE TOO SOON. When the booming of yacht cannons and the shrieking of siren whistles told those on the east side of the river that the race was over, a hush of suspense fell upon the long, serpentine line of cars crowded with zealous partisans of the Crimson and the Blue. For a full two minutes it lasted, all wondering which crew had won. The news reached Red Top—abreast of which the train had stopped—that Harvard had won. Immediately pandemonium broke loose and was promptly communicated to the thousands on the train.

Harvard men and maidens rose in a body, cheer after cheer rent the air and Crimson flags were factiously unfurled to the evening breeze. "Harvard wins by two lengths," came the word from Red Top, and, while the experts found it hard to believe that either side had scored such a decisive victory, the "grabs" and undergraduates were too happy to question the accuracy of the report.

After a delay of some five minutes the train began to wind slowly and laboriously down the river. Suddenly those aboard noticed that the hilarity at Red Top had died away and a gloom redolent of defeat had settled upon the Harvard quarters. Yale rowers, quick to grasp at hope so thoroughly abandoned, sent up a shout and made a spectacle here unshared from the rear of the Harvard camp. In a moment, however, they held aloft exultingly a tiny blue flag. Then Harvard knew that his pride and exultation had been all too soon, and never was the sting of defeat more keen and never were the dregs of an empty cup more bitter to the cheated drinker.

Then it was Yale's turn to hurl forth salutes of thanksgiving and victory, the news of which, so long delayed, was all the sweeter for the waiting. Back on hard seats sank the Harvard legions, glad of the gathering blackness of the summer's night wherein to hide a grief which had been made all too poignant.

Two better trained crews never rowed a race. And like-wise two better high schools have never measured strength against each other. The time of 21 minutes 10 seconds up stream is the fastest time on record for an up-stream race. The record for the course is 20 minutes 10 seconds, but this was made down stream, with tide and wind favoring. The rowing of Yale's crew, which, man for man, was not physically the equal of Harvard's, is the greatest achievement of John Kennedy, the Blue's professional coach. He has never before demonstrated his power and ability as a coach as he did in this crew, which he developed out of inferior material and made into one of the best racing machines that Yale has ever produced.

The difference between the two crews was simply that Yale used her strength more economically than did Harvard. The Blue's stroke was rounded out and the men rowed it so perfectly that they did not seem to be making an effort.

ROUGH WATER CAUSES POSTPONEMENT. The unusual and the unexpected marked the day's doings from start to finish. When the crowds began to pour into New London early this morning they were greeted with a notice on the station blackboard to the effect that the freshman eight oared and varsity four oared races would be rowed in the afternoon after the varsity eight oared race, and not in the morning, as scheduled. The reason given for the postponement was the rough water. The crowd accepted this ruling of the officials gracefully enough and made the best of things until 1 o'clock, when the observation trains started up the river for the varsity race, which was scheduled to start at 1:30.

Arrived at the starting point, the officials coolly announced that the water was still too rough for rowing, that the varsity race would be started up stream at 6:30 o'clock and that the freshman and four oared races would be postponed until to-morrow. The river, to be sure, was rather rough, with now and then a white cap showing, but even old oarsmen thought the action of the stewards rather drastic in view of the fact that some thirty thousand persons had spent much time and money to come here to see the race.

Back to New London went the observation trains, the spectators by this time a bit grumpy, only to be informed shortly after leaving the cars that the freshman and four-oared races would be pulled off at once. Into the trains

The Hudson River Day Line has more than doubled its service and offers most tempting trips. Consult schedule.—Advt.

HARRIMAN GETS IN WAY

ARRESTED AT BOAT RACE.

New London, Conn., June 27.—E. H. Harriman saw only half of the Harvard-Yale race here to-day. Then Lieutenant Bardsall, President Roosevelt's naval aide, who was in charge of the revenue cutter service, rudely interrupted the rowing man's pleasure trip by arresting him for trespassing on the course. Mr. Harriman was taken on board the cutter Gresham, held there until after the race and was then allowed to go. It is understood that his plea of innocence of any intention of wrongdoing was sufficient to cause his release.

Mr. Harriman came to the races in his steam yacht, the Sultana, and anchored off Pequot Cove. The Sultana is much too big to take up a position far upstream, so Mr. Harriman and his friends set out in the Sultana's launch and, like every one else, put in a long day waiting for something to happen.

After the crews had started the launch tried to keep abreast of them. Lieutenant Bardsall had warned every boat owner not to follow the race. He and Chairman Schweppe, who were aboard the regatta committee boat, the Arrow, repeatedly told Mr. Harriman to stop his engine and get out of the course. Mr. Harriman not only paid no attention to them, but took a post-rig alongside the referee's boat and held it.

Off the navy yard Lieutenant Bardsall signalled for a launch and tooted the revenue whistles, which he really caused Mr. Harriman to look around. At the two mile flag a launch from the Gresham, with Lieutenant Bardsall aboard, hove up alongside.

"Relay there!" shouted the officer. "You're arrested for trespassing on the course."

"This is E. H. Harriman's boat," cried some one.

"That's all right," was the answer. "Come down to the Gresham, anyway."

Chairman Schweppe of the regatta committee was very angry, and he shouted to Mr. Harriman in terms which the latter could not mistake. The railroad man levelled his forefinger at Chairman Schweppe and yelled back: "Young man, I will see you later!"

Mr. Harriman saw no more of the race, but was detained as an ordinary prisoner aboard the Gresham until after the race was over, when Lieutenant Bardsall released him, but ordered his boat tied up at the navy yard. In the mean time his friends had sailed sadly back to the starting point. It could not be learned who was with Mr. Harriman, and there was, in fact, little desire on the part of any one to let the news get out.

The incident may cost Mr. Harriman a fine of \$500. This was the penalty imposed on a yacht owner at last year's race for transgression of the rules governing the course. It is said also that Mr. Harriman's pilot may lose his license.

MERGER BILL PASSED.

Designed to Prevent Boston & Maine Consolidation.

Boston, June 27.—A bill designed to prevent the proposed merger of the Boston & Maine Railroad with the New York, New Haven & Hartford system until specific authority be given for such a consolidation by the Legislature, passed what is practically its final stage in the Legislature to-day.

After an all day discussion of the measure, it was ordered to engrossment by the Senate by a vote of 36 to 2. The only action needed before the bill is placed in the Governor's hands for his signature, is the concurrent action of the House on a minor amendment. The bill will probably be sent to the chief executive to-morrow, when the Legislature may be prorogued.

The bill was framed along general lines "to restrain the consolidation of railroad corporations," but is aimed directly at the proposed merger of the greatest two New England road systems.

No less than a score of amendments were proposed at a hearing before the Committee on Railroads, but only one was adopted—that of Senator William Faxon, of Stoughton—making the restrictive legislation not applicable to railroads acquired before May 1, 1907.

GRASS ROTTING IN LANCASHIRE.

Crop Outlook in Great English County Worst in the Memory of Man.

London, June 27.—All over England the bad weather is seriously affecting agricultural interests. Dispatches from various parts of the great county of Lancashire say that the crop outlook there is the blackest within the memory of man. The land is waterlogged and large tracts of grass are rotting at the roots. The oats are only a foot high and are turning yellow. The fruit crop is practically a failure. The mountains of Lancashire County are in places covered with snow.

FAMINE THREATENED IN SWEDEN.

Hundreds of Square Miles of Fertile Lands Inundated.

Stockholm, June 27.—Spring freshets in Northern Sweden have inundated hundreds of square miles of fertile bottom lands. This is the greatest inundation in fifty years and threatens a renewal of the famine. Many log-floating ways have been destroyed.

CARNEGIE GIVES ASYLUM SITE.

Tract of Land in Cambria County, Penn., Valued at \$350,000.

Johnstown, Penn., June 27.—County Commissioner Hahn of Cambria County to-day received a letter from Andrew Carnegie presenting a tract of land, near Cresson, Penn., valued at \$350,000, to the county for an insane asylum.

The County Commissioners had written to Mr. Carnegie asking what price he would take for the property. Mr. Carnegie replied as follows: "Thinking of the many happy days I have spent in Cambria County, around Cresson, it will give me great pleasure to present the property desired to the county of Cambria."

All the coal and mineral rights are included in the gift.

AFTER ALL, USHER'S THE SCOTCH that made the highball famous.—Advt.