determined to start Gibraltar, The Huguenot, and L'Alouette. The Huguenot's work at Saratoga was very good, good enough to make such a clever rider as Willie Martin select him when he had the choice of the mounts. The brown colt Gibraltar fell to the lot of Scherrer, and Clawson was put up on L'Alouette. Gibraltar, after winning the Undergraduate Stakes at Brighton last week in the mud, was considered by many to have a chance second to none for the Futurity, and it was really the demand for the son of old Stonehenge which made the Thompson entry favorite at post time. Trainer Rowe fancied L'Alouette, and would not hear of her being withdrawn when such a thing was hinted at by Lew Thompson early in the day. Marcus Daly pinned his faith to Amazonian and Grand Sachem, both good looking sons of that good horse Tammany, with Hennessy and Taral up, while James R. Keene determined to try for the honors with Uriel and Cock Robin. Tod Sloan rode the former and Sweets Martin was upon the chestnut by Tea Tray. R. Williams, who is no longer "Tiny," weighing 110 pounds or more, was the pilot of Plaudit, and the colored contingent flocked around the paddock waiting for the posting of the odds, so that they could place their money on Brown Dick's good thing. Previous, whose record at Brighton was so poor, was said to have atoned for it by some rattling good work at Gravesend on Sunday, and Sims was ready to don the colors and try for fortune with the son of Meddler. John E. McDonald did not decide until the last moment to start Central Trust, and sent Hewitt to the scales to weigh. Demagogue was to have been ridden by Penn, but the colored jockey came under the ban for a bad ride at Brighton Beach, and an effort was made to secure Perkins, who was thrown upon the market when Frohman was scratched. There was a dispute, however, Mr. Madden claiming that he had a verbal contract with "Soup" to ride Howland if Frohman did not start. When Perkins, who wanted to ride Demagogue, saw that Mr. Madden would hold him he yielded gracefully and weighed out for Howland. This made Hayman & Frank hustle and they selected the Western boy, Beauchamp, as the best of the available riders and gave him the mount. On the programme Demagogue's weight appeared as 115 pounds, but Mr. Crickmore, the clerk of the course, dug up the English turf guides and found that the dam Decoy had thrown a winner in England and that Demagogue was not entitled to the three-pound allowance, and he was accordingly scheduled to carry 118 pounds.

John McCafferty worked long and faithfully to get down to 112 pounds to ride his colt Gala Day, and, shaving off his mustache, confided to his friends that he thought the son of Bayon of War and Gleey had an outside chance to win. Lonny Clayton was ready for Handsel, Jack Bennet's maiden, and Doggett reduced to 107 pounds for the Oneck gelding, Arquebus. Harry Lewis was taken ill in the morning while reducing to ride M. Walsh's Hidden Light, and Mickey had to be substituted. Thorpe was on James Galway's Lydian, and Wilhite on John E. Madden's Benares.

The Thompson trio were always favorites in the speculation coupled at 13 to 5, while Plaudit was second choice at 3 to 1. Previous and Cock Robin, coupled, were in demand at 7 to 1, and Previous had a host of supporters at 8 to 1. Howland and Benares, coupled, sold at to 10 to 1, with 12 to 1 on offer against Amazonian and Grand Sachem, sold together. The field against the other pairs ranged from 20 to 1 Demagogue to 100 to 1 Arquebus and Ruby Lips, and it can be truthfully said that there was inquiry for every horse on the list. In the drawing for positions at the post Arquebus drew the rail, which was not really a disadvantage with a muddy track, the footing being heavier next the inner fence than anywhere else. Previous had the extreme outside, which is somewhat of a handicap, unless the rider cuts gradually to the elbow, as Barnes did the year he won with Proctor Knott, and next to the Dwyer representative came the Keene pair, Uriel and Cock Robin. Amazonian was fifteenth, The Huguenot fourteenth, Howland thirteenth, Central Trust twelfth, and L'Alouette eleventh. Then, in the order named, Demagogue, Handsel, Gibraltar, Gala Day, Lydian, Plaudit, Grand Sachem, and Benares.

The preliminary gallops of the youngsters over, and everybody having speculated to the extent of his pocketbook, there was a great rushing and hustling for advantageous positions from which to see the race. The parade to the post was extremely pretty and interesting. The candidates were marshalled in line by Paddock Judge James L. Hall and sent upon the track in the order of the programme, the stately Huguenot in the lead, Arquebus more peacocky and showy than his full brother, Henry of Navarre, but lacking the length of Mr. Belmont's champion, the beautiful colt brought a murmur of admiration from the crowd. He looked extremely well, and his chestnut coat flashed back the rays of the sun. Gibraltar, with his head in a hood, was plain in comparison; but not so L'Alouette, whose every line was grace itself. From the tip of her pointed, trembling ear to her dainty hoofs she was the personification of speed and beauty combined. She was small in comparison with such giants as Gibraltar and Amazonian, the last named having all of the statuesque beauty which characterized his dam, the well-named Amazon, whom old race-goers will recall as performing in the colors of the elder August Belmont. Grand Sachem followed Amazonian and attracted considerable attention, as he was reported as being the pick of Marcus Daly's big string of high-priced thoroughbreds now in Matt Byrne's hands. Uriel and Cock Robin followed. The former is a quiet, sedate fellow with racehorse written all over him, and he only race decided yesterday at Sheepshead by any means, although it monopolized the bulk of the attention. For the Fall Handicap at six furlongs Hastings, fresh from Saratoga, was scheduled to meet the green Voter, and Ornament just on from a defeat for the Campau Stakes at Detroit; Cleophus, Rondo, and St. Nicholas II. rounded the field. Voter was giving Hastings four pounds, Ornament eight pounds, and Cleophus five pounds, and the query was, Can he do it? A majority of the talent thought so, for they made him an equal favorite with Hastings at 7 to 5. Ornament was at the false price of 8 to 1, and 75 to 1 could be had about Cleophus. Ornament was obstreperous at the barrier, and a good start was secured without the aid of the machine. It must be borne in mind that the track was muddy and slow, yet Hastings and Voter went away head and head, and set a pace that was simply heartbreaking. No horse ever foaled could live under it, and when Voter had Hastings in trouble at the head of the stretch he had signed his own death warrant also. Cleophus swept up next the rail, and collaring Voter at the furlong pole looked like a winner. Clayton at this juncture came up on the outside on Ornament, with whom he had been trailing, and, coming right on, won cleverly by a length and a half in the remarkable time of 1:14 2-5. Cleophus beat Voter a neck for second money. While beaten, the race only serves to emphasize Voter's greatness as a sprinter. Ornament looked well, and those who expected to see a jaded colt showing the effects of six thousands of miles of travel in an express car were surprised. Ornament has spent a month this year travelling about the country to fulfil his Western engagements. Charles T. Patterson yesterday notified Clerk of the Course Crickmore that he is now the sole owner of the son of Order.

L. O. Appleby and his friends made a goldmine falling in the morning dash with Trillo, a good-looking son of Tristan, who led from start to finish; Hairpin was second and Yankee Sam third. In this race Jockeys Hennessy, Sims, Scherrer, Hirsch, R. Williams, Clayton, Littlefield, Doggett, Wapshire and Clawson were each fined $25 for misconduct at the post. Hennessy, Clawson and Wapshire were so bad that they were in addition suspended for two racing days. Hirsch was fined $25 for being late at the paddock.

Old Song and Dance, in Roy Carruthers's colors, won the second event over the grass course, beating Maurice, Souffle, and other high-class performers in handy fashion. Ben Eder was second and Premier third. Good Times landed the seven-furlong dash after a sharp struggle with Peat—not Pete—and J. A. Gray. Wolhurst broke down. Perkins very obligingly let Good News through next the rail at the head of the stretch or Peat might have won. The hurdle race, which wound up the day's sport, was won by that sterling little mare Forget, who outran her field while conceding them substantial lumps of weight. Beaufort is improving at the game of hurdling.

R. Williams, who rode Peat in the fifth race, was fined $25 for being late at the paddock.

The stewards of the day were F. R. Hitchcock, F. Gray Griswold, and H. K. Knapp.

Summary follows:

FIRST RACE.

Purse $600; for maiden two-year-olds; five furlongs:

L. O. Appleby's b. c. Trillo, by Tristan—Fiona, 110 (Hennessy) 1
P. J. Dwyer's b. c. Hairpin, 110 (Sims) 2
C. Fleischmann & Son's ch. c. Yankee Sam, 110 (Scherrer) 3

Isen, Hindooest, First Fruit, Julius Cæsar, Henry Crawford, Ella Daly, Libanus, and Beekman also ran.

Time, 1:02 1-5.

Betting—Against Trillo, 60 to 1; Hairpin, 8 to 1; Yankee Sam, 2 to 1; Isen, 12 to 1; Hindooest, 15 to 1; First Fruit, 10 to 1; Julius Cæsar, 8 to 1; Henry Crawford, 30 to 1; Ella Daly, 100 to 1; Libanus, 30 to 1; Beekman, 15 to 1.

SECOND RACE.

Purse $650, for three-year-olds and upward; selling allowances; one mile and a sixteenth on turf:

Roy Carruther's b. g. Song and Dance, 6, by The Bard—Heel and Toe, 103 (Hewitt) 1
M. F. Dwyer's b. c. Ben Eder, 4, 110 (Sims) 2
J. McLaughlin's ch. c. Premier, 4, 116 (Taral) 3

Maurice, Orion, Souffle, Arbuckle, Rifle, and Bastion also ran.

Time, 1:50 2-5.

Betting—Against Song and Dance, 20 to 1; Ben Edrr, 5 to 1; Premier, 8 to 1; Maurice, 11 to 5; Orion, 10 to 1; Souffle, 2 to 1; Arbuckle, 30 to 1; Rifle, 15 to 1; Bastion, 60 to 1.

THIRD RACE.

The Fall Handicap of $1,500, for three-year-olds and upward; six furlongs on main track:

C. T. Patterson's ch. c. Ornament, 8, by Order—Victorine, 119 (Clayton) 1
M. F. Dwyer's ch. f. Cleophus, 3, 117 (Sims) 2
J. R. Keene's ch. h. Voter, 3, 127 (T. Sloan) 3

Hastings, Rondo, and St. Nicholas II. also ran.

Time, 1:14 2-5.

Betting—Against Ornament, 8 to 1; Cleophus, 10 to 1; Hastings, 8 to 5; Voter, 6 to 5; Rondo, 20 to 1; St. Nicholas II., 200 to 1.

FOURTH RACE.

The Futurity; a sweepstakes for two-year-olds (foals of 1895); by subscription of $20 each for mares covered in 1894, and of $50 each for the produce of such mares unless struck out by July 15, 1896, or $100 unless struck out by July 15, 1897; all starters to pay $250 additional, all of which shall go to the second and third horses, as further provided; the Coney Island Jockey Club to add $8,500, the second to receive $1,000 of the added money and two-thirds of the starting money, the third $500 of the added money and one-third of the starting money; the breeders of the winner of the second horse and of the third horse, namely, the owners of the mare at the time of foaling, to receive $2,000, $1,250, and $500 of the added money, respectively, whether they be the owners of the horse when the race takes place or not. Winners of $5,000, 3 pounds; of two races of $5,000, or of one of $10,000, 7 pounds; of four of $5,000, or two of $10,000, or of one of $20,000, 12 pounds extra. The produce of mares or stallions which have not produced a winner prior to Jan. 1, 1895, allowed 3 pounds; of both, 5 pounds, the produce to be entitled to such allowance at time of starting, whether claimed or not in the entry of the mare; maidens allowed 10 pounds, which allowance shall not be cumulative; Futurity course, about three-quarters of a mile:

L. S. & W. P. Thompson's b. f. L'Alouette, by Kinglike—Juliette, 115 (Clawson) 1
J. Galway's ch. g. Lydian, 115 (Thorpe) 2
J. R. Keene's br. c. Uriel, 115 (Sloan) 3

Plaudit, Demagogue, Central Trust, Gala Day, Handsel, Gibraltar, The Huguenot, Howland, Benares, Cock Robin, Grand Sachem, Amazonian, Bright Lips, and Arquebus also ran. Previous left at the post.

Time, 1:11.

Betting—Against the Thompson stable, L'Alouette, Gibraltar, and The Huguenot coupled, 5 to 2; Lydian, 20 to 1; Cock Robin, Previous, and Uriel, 5 to 1; Plaudit, 8 to 1; Demagogue, 20 to 1; Central Trust, 20 to 1; Gala Day, 40 to 1; Handsel, 15 to 4; Howland and Benares coupled, 8 to 1; Grand Sachem and Amazonian coupled, 15 to 1; Ruby Lips, 50 to 1; Arquebus, 100 to 1; Previous, 7 to 1.

FIFTH RACE.

Purse $650; for three-year-olds and upward, non-winners of $1,000 in 1896 or 1897; seven furlongs:

P. Dunne's b. c. Good Times, 3, by Rossington—Famine, 109 (W. Martin) 1
Turner Bros.' b. c. Peat, 4, 115 (R. Williams) 2
W. A. Porter's b. g. J. A. Gray, 5, 115 (Taral) 3

Brandywine, Wolhurst, and Cavalero also ran.

Time, 1:28 1-5.

Betting—Against Good Times, 5 to 1; Peat, 8 to 5; J. A. Gray, 10 to 3; Brandywine, 20 to 1; Wolhurst, 4 to 1; Cavalero, 8 to 1.

SIXTH RACE.

Purse $500; for three-year-olds and upward; weights for age; selling allowances; one mile and a half over six hurdles on turf:

F. B. & F. Brooks's ch. f. Forget, 4, by Exile—Forever, 148 (English) 1
G. H. Sherrer's ch. g. Flushing, 6, 146 (Slack) 2
J. M. Crosby's br. g. San Joaquin, aged, 146 (Mars) 3

Beaufort also ran.

Time, 2:38.

Betting—Against Forget even; Flushing, 2 to 1; San Joaquin, 3 to 1; Beaufort, 20 to 1.

The following is a record of the Futurity from its inception to date:

1888—Proctor Knott 112 lbs., Salvator 108 lbs., Galen 115 lbs. Time, 1:47 1-5. Value, $45,000.
1889—Castaway 109 lbs., St. Carlo 122 lbs., Sinaloa 105 lbs. Time, 1:16 4-5. Value, $63,675.
1890—Potomac 115 lbs., Masher 108 lbs., Strathmeath 124 lbs. Time, 1:14 1-5. Value, $77,000.
1891—Dry Monopole 110 lbs., Red Yorkville Belle 115 lbs., Dagonet 108 lbs. Time, 1:15 1-5. Value, $72,500.
1892—Morello 118 lbs., Lady Violet 118 lbs., St. Leonard 108 lbs. Time, 1:12 1-5. Value, $41,375.
1893—Domino 126 lbs., Jaillee 115 lbs., Dobbins 130 lbs. Time, 1:12 4-5. Value, $45,000.
1894—Butterfly 112 lbs., Brandywine 108 lbs., Agitator 116 lbs. Time, 1:11. Value, $63,850.
1895—Regret 118 lbs., Correspondent 114 lbs., Silver II. 108 lbs. Time, 1:11 2-5. Value, $69,770.
1896—Ogden 115 lbs., Ornament 116 lbs., Rodermond 115 lbs. Time, 1:10. Value, $56,970.
1897—L'Alouette 115 lbs., Lydian 115 lbs., Uriel 115 lbs. Time, 1:11. Value, $44,960.

BICYCLE LEADS TO DIVORCE SUIT.

Mr. Bocsein Rode and His Wife Didn't, and She Has Begun Proceedings Against Him.

Mrs. Alice Bocsein of 214 Linden avenue, Jersey City, through her lawyer, Ezra K. Seguine, has filed a bill in chancery for divorce from her husband, William H. Bocsein of 171 Pearsall avenue. The couple have been separated for about two years. The divorce is asked for on statutory grounds, and Florence Cadmus of 901 Avenue D, Bayonne, wife of Victor D. Lembeck, is named as co-respondent. She, besides being co-respondent in this suit, is being sued by her husband for divorce. Mr. Lembeck is the youngest son of Henry Lembeck, a brewer. Miss Cadmus, or Mrs. Lembeck, is a descendant of the old Cadmus family, who were among the original settlers of the Greenville section of Jersey City. The family owned much land in the Greenville section and became wealthy when it was divided up into building lots. Miss Cadmus married Victor Lembeck about eight years ago. After living together for about three years they separated. In January, 1896, Lembeck petitioned divorce proceedings on the ground of desertion, and the case was referred to Master in Chancery Isaac Taylor to take testimony. The defendant did not put in any answer nor offer any defence, and Mr. Taylor recommended that a decree be granted. Vice-Chancellor Emory, however, considered the evidence insufficient and directed that further testimony be taken. The case is still pending.

Mrs. Bocsein, whose maiden name was Alice Lang, is 27 years old. She is well to do. She was married to Mr. Bocsein on March 28, 1889. They lived happily together until Bocsein became a bicyclist. Mrs. Bocsein didn't ride, and she began to find fault with her husband for being away from home so much. This led to frequent quarrels. Soon Bocsein began to remain away from Saturday until Monday. Mrs. Bocsein employed two detectives, one of whom was a woman. They reported to her that her husband and Mrs. Lembeck had taken to riding a tandem, and spent much time together.

Mrs. Lembeck is a pretty girl that she only knows Bocsein slightly, and that she had not seen him in about four years. She was not sure that she would know him if she met him. She declared that the charges in the bill for divorce were absurd, and that Mrs. Bocsein, whom she does not know, should better be careful who she says. The testimony in the Bocsein case will be used by Lembeck in his suit.

CAN SUE THE TROW DIRECTORY CO.

Receiver of the Trow Printing Company Declares the Transfer of Its Property Fraudulent.

Justice Stover of the Supreme Court has given Louis Hanneman, as receiver of the Trow Printing and Bookbinding Company, permission to begin proceedings to set aside an agreement made in July, 1891, by which all the property of the company, which the receiver says was worth about a million dollars, was transferred to the Trow Directory, Printing, and Bookbinding Company.

Mr. Hanneman was appointed receiver of the Trow Printing and Bookbinding Company in 1895 in an action brought by Thomas D. Hurst, a judgment creditor, for the sequestration of its property. The only assets he received were claims on which he collected $2,700. He says he was unable to find the books of the company and could get no information about them from Robert W. Smith, the President of the company. The consideration for the transfer of the property, according to the receiver, was $5,000 and 5,000 shares of preferred stock in the new company of a par value of $100 each and the same number of shares of common stock of the same par value. The stock was issued in the names of Horace K. Thurber, Robert W. Smith, and Edward Lange. They, with the addition of C. E. Lange, a son of Edward Lange, composed the whole Board of Directors of the old company.

It is declared by the receiver that the bill of sale of the effects of the old company was made to defraud creditors when the old company was hopelessly insolvent. He says that $68,000 in judgments has been piled up against the old company since the transfer.

STABBED BY HIS BROTHER.

A Fraternal Quarrel at the Supper Table May Result Fatally.

Michael Carroll, 22 years old, a driver, of 618 East Twelfth street was stabbed in the abdomen when at supper at his home last evening by his brother John. The parents said the stabbing was the result of skylarking, but the neighbors say they heard the young men quarreling. John ran away after the stabbing.

Dr. Poal of 151 Avenue B, who was called in, advised Michael's removal to Bellevue Hospital. He was taken there and the operation of laparotomy was performed. He may die. Mrs. Carroll had two slight cuts on her arm, which she apparently got trying to separate her sons.

ALDERMEN ADOPT THE TAX RATE.

It's to Be 2.10 on $100 of Assessed Value of Real and Personal Property.

The report of the Finance Committee of the Board of Aldermen fixing the tax rate at 2.10 on $100 of assessed value of both real and personal property was finally adopted by the board at yesterday's meeting. The tax on corporations subject only to State tax was fixed at $1.834 on $100. The amount assessed against such corporations is $78,552,682. The total assessment of real and personal property for State and county tax is $2,168,635,856, an increase of $62,150,951 over last year. The total amount to be raised is $45,332,402.83.

GAVE UP HER WORK

But She Was Soon Getting Stronger and Better in Every Way.

TROY, N. Y.—"I have suffered a great deal with eruptions on my face, also with rheumatism. I was obliged to give up my work and could not eat or sleep. At last I got a bottle of Hood's Sarsaparilla and in a short time I felt I was getting stronger, and better in other ways. My rheumatism is nearly all gone and my face is clear."—MRS. GEORGE H. HARNEY, 18 Albany Ave., Green Island.

Hood's Pills assist Digestion and cure Constipation. 25 cents.

LAKE IN EVERY BACK YARD

THAT'S WHAT NEW JERSEY FOLKS FOUND YESTERDAY MORNING.

The Streets Turned Into Riverbeds by the Worst Rainstorm of the Summer—Cellars Flooded, Railroads Blocked, Trolley Lines Disorganized, and Sewers Burst by a Flood.

A storm which did severe damage broke over New Jersey early yesterday morning. The cloudburst of a few weeks ago, which flooded several suburban villages and towns, blocked railroads and brought business to a standstill for a time, was more than equalled in violence and disastrous effect by the storm of yesterday. The perfected sewer systems of the larger places like Jersey City, Newark and Hoboken saved them from washouts, but even in certain parts of these cities the rain filled cellars, undermined roads and sidewalks and did other damage which it will cost many thousands of dollars to repair.

In the smaller places the full force of the storm was felt. In Rahway, Elizabeth, Plainfield, Cranford, Linden, Woodbridge, Carlstadt and a half dozen other places the damage was large. Rivers overflowed their banks, cellars and yards were filled with water, and the unprecedented spectacle of animals swimming around in six feet of water, where there ought to have been thoroughfares, was presented.

The railroads suffered greatly. Whole sections of tracks were dislodged or so covered with sand and dirt that it was impossible for trains to run. In other places the tracks were covered so deeply by the water that trains could not pass. The water formed as formidable a barrier as the sand and dirt. Thousands of commuters were delayed and the air was made blue over Jersey by the comments on the elements.

The storm wasn't a long one. It began to rain in some places at about 5 o'clock. In other places the first drops fell at 6 o'clock. It came unannounced in some places and was preceded by terrific thunder and lightning in others. In the matter of electrical display the elements were partial to certain sections, but they showed no favor about the rain. It fell as hard as it could everywhere. As usual, the oldest inhabitant remembered a storm in the remote past which was a little bit worse, but the more recent dwellers on earth agreed that they had never struck anything like it before and hoped they'd never encounter another.

The worst damage was done in Rahway. The rain obliterated a dozen well-known roads and streets. It swelled the Rahway River until the water reached a point eight feet above the high-water line, and four feet higher than the record mark of three weeks ago. It rose six of the eight feet in an hour, between 5 and 6 o'clock, and would have gone higher but for the fact that the cellars of the houses along the banks began to take in the water. The roads, too, had to be filled before the river could go any higher, and but for the fact that there are acres of farm land to the north of the river, and somewhat lower than its banks, a large slice of Rahway would have been washed away.

The bridges over the river were impassable until almost noon. The torrent swept completely over them, and it was feared for a time that they could not stand the strain. When the water subsided below the bridge lines the entrances were closed. The structures creaked and swayed so under the force of the water that it was thought unsafe for people to cross the stream on them.

The storm broke in Rahway with a crash of thunder and a streak of lightning that woke up the town. People got up and looked out of their windows, but speedily pulled their heads in again when the rain began to come down. Not a dozen people in the place took warning from the thunder and lightning and prepared for the flood that followed. Most of the citizens found out what had happened when they looked out of their windows at about 7 o'clock and saw things floating by their houses with the streams which covered the places where the roads ought to have been.

Haydock and Elizabeth avenues, Lewis, Deck, Hamilton, Newton, Union, and Allen streets and all of the roads and lanes near the river were flooded. In none of these streets was the water less than four feet deep, and in most of them it was six feet deep. John Greener, who lives on Newton street, was awakened by the disturbance among his pigs and cows and the shrill neighs of his two horses. He looked out of the rear window of his house and was knocked breathless by the sight of the animals swimming around in apparently deep water. Mr. Greener knew it had rained, but had no idea that a flood had descended over the land. In the front of the house he found the water only four feet deep, so he waded out and led his animals into the parlor hall, where he left them until the flood subsided sufficiently to allow him to take them elsewhere.

James Van Pelt's two horses were swimming around in seven feet of water in front of his house on Union street when he woke up. He made a raft out of some boards he found in his storeroom, paddled out to the animals, and succeeded after an hour's work in getting them to a place of safety.

The steamboat Marion was torn from her moorings near Tappin's dock and was carried down the river and dashed against the Long Branch Railroad bridge. Nothing is left of her but the hull. The Rahway water works, a mile from the city on North Branch River, were flooded. Uncle Dan Bechtel said this afternoon:

"Damn it, the New York papers haven't got anything about my boss. My gamecocks were all carried away by the flood. I hired a nigger to save them. He saved a horse and let my gamecocks go."

At St. Mark's Church water filled the schoolroom in the basement to the ceiling. It flooded the basement of the rectory next the church and Father Kaiser's chef was unable to reach the pantry. The water about the building was four feet deep. John Tier, a neighbor, waded in and handed Father Kaiser a bucket of coal through a window. Ex-Mayor D. K. Ryno, who lives in the same neighborhood, lost all his poultry.

The Regina Music Box Company's plant was damaged to the extent of $1,000 by water backed up by the tide into the sewers.

Albert Page's steam yacht was dashed against Milton avenue drawbridge and was wrecked.

The experiences of Messrs. Van Pelt and Greener were the same as those of many other residents of Rahway. It was impossible until late in the afternoon to get at the work of pumping out cellars, and in the meantime people whose houses and lands were flooded had to go from place to place in boats or on rafts. By 4 o'clock in the afternoon Rahway began to look like itself again.

The damage done to property in Rahway will amount to considerable. The chief sufferers were the Lafarge Wheel and Spokes Works and the Regina Music Box Company. These factories were flooded and much valuable machinery injured.

Elizabeth stood the storm a little better than Rahway, as the sewer system is better. Nevertheless dozens of cellars were flooded and wherever there was a depression in the roads or streets a pond arranged itself. In many of the stores in the business section the merchants had to hustle their stocks off of the ground floors. At one time it looked as though the water was going to flood about a foot above the sidewalks.

All street-car traffic was stopped by the flood and great quantities of lumber, swept by the water from the yards on the outskirts of the city, piled up, forming dams and making many streets unfordable. The Street Cleaning Department worked for hours breaking up these dams. Many people were unable to leave their houses at all.

The people of Elizabeth were indignant over the flood. They have been fighting for a better system of sewers for a long time, and after the flood of three weeks ago the authorities promised that they would improve things. Nothing had been done, however, and the flood of yesterday caught the city as unprepared as it was three weeks ago. Cherry, Broad, Orchard, and Walnut streets and Westfield avenue suffered most from the flood.

Plainfield got a pretty big slice of the storm, but in no public street was the water more than four feet deep at any time. Hundreds of cellars were flooded, one or two small bridges were carried away, and the lumber about to be used in the erection of several buildings floated off. People who wanted to get to the railroad station had to go from the porch of Ward's Hotel by rafts.

It was the same story of flooded cellars and impassable streets in a dozen other places. By 4 o'clock in the afternoon there were few places that had not recovered from the deluge, however.

In Newark, Jersey City, and Hoboken many cellars were flooded, while in some parts of the cities water swept into the ground floors.

All of the railroads sent out wrecking crews during the morning. Trains were all late, and commuters had a hard time getting to town. Through trains were delayed as well as the local ones, but by noon the roads were all running on schedule time.

In Newark the rain washed thousands of sparrows from the trees and drowned them or beat them to death upon the ground in the parks and streets. Not since the blizzard of March, 1888, have so many sparrows been killed. Italian women and children gathered the dead birds up in bags and baskets and carried them away for food. The storm filled the cellar of John Sommers' Son's faucet factory in Central avenue and did $3,000 damage to stock and machinery, but this was only one of scores of factory cellars which were flooded, and the cellars and basements of dwellings which were inundated could be counted by the hundreds.

A freight train on the Pennsylvania Railroad got off the track while running sill deep on Railroad avenue. Traffic was delayed three hours. The Paterson and Newark branch of the Erie Railroad was closed by landslides and washouts, so that connections could not be made by Newarkers with Western trains leaving Paterson at 9 o'clock.

The total rainfall was 6.02 inches in eight hours, and the greater part of it fell between 4:35 and 5:35 A. M., the gauge showing 3.21 inches in that hour.

The local meteorologists think that this breaks any record ever made in the Atlantic States, and, if the hour record has ever been surpassed, they are sure that the five-minute record never has.

PATERSON, N. J., Aug. 24.—While going along Main street this morning after the flood an ice wagon sank into the earth to the hubs. It was impossible for the horses to get a foothold to pull the wagon out, and a trolley car was brought into play. The wagon was fastened to the car by a chain and the car was started. It dragged the wagon nearly a block. Part of the stonework of the old foundations of the deserted Grant Locomotive Works was washed away and the water in the cellars of the Cedar Street tenements of English sparrows were knocked out of the maple trees on Main avenue. The birds were picked up to be used for food by women and children from the east side.

PASSAIC, N. J., Aug. 24.—It will cost the city $6,000 or $7,000 to repair the damage done to streets by to-day's storm, while contractors who had work under way on the same streets will lose half as much. The Erie Railroad's roadbed was washed away at the foot of Lafayette avenue, and enough broken stone to macadamize a mile of road was piled upon the grounds of the Passaic Home and Orphan Asylum. The 5:30 east-bound Erie train ran into a pile of cobble stones at the foot of Paulison avenue and was derailed. The train was going slow at the time.

THE STORM IN NEW YORK.

The heaviest local damage from the storm was done in the district bounded by Ninth avenue, Twenty-second street, Eleventh avenue, and Twenty-fourth street. The Twenty-third street trunk sewer became choked up, and the cellars and basements in the vicinity were flooded. The Sawyer-Mann Electric Company, at 510 to 534 West Twenty-third street, was damaged about $3,000. The fires under the boilers of Broughton Mills, manufacturers of rubber bicycle tires, in Twenty-third street, were put out, so that the mills had to shut down at half-past 8 o'clock in the morning. The Lyle Manufacturing Company, at Twenty-third street and Eleventh avenue, was also compelled to shut down. At the corner of Tenth avenue and Twenty-third street the Adelphi saloon was two feet under water, and business had to be suspended for three hours, the damage done amounting to $1,500. Several private residences in the neighborhood suffered serious damage from flooded cellars.

In Harlem the rain flooded the cellar of the building at 118th street and Third avenue, occupied by Glatz & Co., slacking two barrels of lime. The Fire Department was called out to extinguish the fire.

Notwithstanding all the damage in the vicinity of New York, Local Forecaster Dunn said that the rain was not worthy of especial mention. He said that only 1 13-100 inches fell, and that was not unusual.

ICE WAGON FALLS IN A SEWER.

One of the Horses So Badly Hurt That It Is Shot—The Driver Slightly Injured.

A team of horses and an ice wagon disappeared yesterday morning while being driven on Seventh avenue, Newark, between High street and Summer avenue. The wagon belonged to the Knickerbocker Ice Company of Newark and was drawn by a heavy team of grays. It was loaded with 200-pound blocks of ice. The driver was Otto Arnold of 91 Howard street, and his helper was Alfred Hoffman of West Kinney street. They were driving slowly up a hill over the new granite block pavement when they felt the ground sinking beneath them.

It seemed to be slowly melting away under the wagon. Hoffman scrambled out upon the solid pavement, but Arnold stuck to the wagon and tried to drive the horses to solid ground. The wagon sunk slowly as the earth melted away under the pavement. Suddenly there came a crash which brought the police out of the Second precinct station, 200 feet away. They saw the yellow head of the wagon projecting above the pavement and two horses pawing at its crumbling edge and sending the paving blocks into a torrent of water below them.

A section of the street twenty feet in diameter had caved in over a break in the sewer. The horses screamed with fright and several men tried to save them. The earth melted beneath them, and the wagon went over on its side. The pole snapped as it fell. Arnold was pinned down by the wagon boot until the earth washed away, one of the horses went down with its head in the sewer. The other slid down upon it, and in its struggles got one of its legs between the spokes of the hind wheels of the wagon.

It was impossible to save the horse, and Police Captain Corbett ordered it shot.

The accident occurred shortly after 8 o'clock in the morning. At noon the ice, the wagon, and the horses were taken out of the hole with a derrick. The foreman of the Street Department said that a break in the sewer during the heavy rains of early in the morning had hollowed out a cavity under the pavement, and that the heavy ice wagon had broken through the shell which was left.

Driver Arnold was considerably bruised, but no bones were broken, and he refused to go to a hospital.

Heavy Sea in the Bay.

The southeast wind which accompanied the rain kicked up a heavy sea in the lower bay at high water. The board walk at South Beach, Staten Island, was damaged, and small boats were torn from their moorings and cast ashore. At Midland Beach a large bathing float was landed high on the beach. The sloop yacht Ruth Sayre, owned by George W. Sayre, broke from her anchorage off Midland Beach and stove in her planking pounding on the beach.

THE ST. LOUIS EDISON COMPANY.

Justice Dickey Refuses to Stop the Sale, Which Is Advertised for Sept. 11.

The Edison Illuminating Company of St. Louis has defaulted in the payment of the interest on a $4,000,000 mortgage on its property, and the plant is to be sold under foreclosure proceedings on Sept. 11. The holders of 3,977 shares have signed an agreement for the reorganization of the company on a plan favored by the Street Railroad and Illuminating Properties Company of Boston, the largest stockholder. James Gamble, who owns fifty-seven shares of stock, is opposed to the reorganization, and applied to Justice Dickey in the Supreme Court in Brooklyn yesterday for an order to stay the sale under foreclosure.

He alleged that the directors had appropriated $1,365,000 of the funds for fictitious improvements, part of which money ought to have been used to pay the interest on the mortgage. Justice Dickey denied the application on the ground that the Knickerbocker Trust Company, the trustee, had a right to sell the property under foreclosure, and that as the reorganization plan was perfected, interference with it would be disastrous and the injury incalculable. There was no proof that the plaintiff had been tricked or defrauded.

Cost the City $5,416.45 to Try Commissioner Parker.

The bill of Tracy, Boardman & Platt for $5,416.45 for services in defending Police Commissioner Parker when he was tried before the Mayor on charges of neglect of duty was presented to the Board of Estimate yesterday for payment. As the charges were not sustained, the city is liable for all legal expenses incurred by Mr. Parker in defending himself. The bill was referred to the Corporation Counsel.

Her Flag Raised to the Mainmast.

HALIFAX, Aug. 24.—When the British flagship Crescent sailed for St. John a few days ago she bore the flag of a Vice-Admiral at her foremast. As she arrived back in port yesterday she carried the flag at her mainmast, which signified that Sir James Erskine had been promoted from the rank of Vice-Admiral to that of full Admiral during the absence of the ship. The promotion came by the retirement of Lord John Hay, Admiral of the fleet.

THE SERVANT QUESTION.

This is the question that is making American women haggard and gray before their time. How to get on with a servant, and how to get on without her, if necessary—this is the great perplexity of American housekeeping. It is being relieved by various domestic inventions and new appliances, one of the most effective of which is the gas range. When Bridget is with you it makes her reign much more mild and tolerable, and when she leaves you it enables you to do your own cooking, in the interval, with an ease and accuracy that makes the process delightful. Life in apartment houses, in particular, becomes a different thing when the gas range has supplanted the coal range, as it is doing in most of the best new apartment houses built. Many families have found it so easy to get on without a servant for a time that they are in no hurry whatever about getting another as long as the gas range works so beautifully. A light breakfast got ready in ten minutes; something hot for lunch prepared in as little time; dinner at a restaurant—that is not so bad a scheme of living. And when you are being severely cross-questioned by the candidate for cook in your kitchen, just observe her broad smile when you tell her you have a gas range! —*Adv.*

BABYLON'S CHOIR STRIKES.

"IF THE CITY FOLKS DON'T LIKE THE MUSIC, LET 'EM STAY HOME."

Pastor Long Finds That He Can't Please the Summer Visitors and the Choir, Too, and He Doesn't Know What to Do—He Offers a Compromise Plan, Which Is Rejected.

BABYLON, L. I., Aug. 24.—Pastor Long of the Presbyterian Church confronts a choir strike. The pastor is busy in an effort to smooth down the wrath of the choir over its slighted harmonies. He has signified his willingness to meet the members half way and to let them sing half as much as they want to. They refuse to surrender, and all of them except Edward Miller, the choirmaster, who sings a slightly diversified bass, declare that they will never, never lift their voices again to help Mr. Long's pastorate. Mr. Long somehow bears up bravely.

The choir of the Babylon Presbyterian Church has not an overweening good opinion of itself, but it does believe that its singing is worth listening to. When it has practiced two evenings a week on an anthem, the choir feels that it has a lien on the ears of the congregation for the next Sunday. The relatives, admirers, and friends of the members of the choir in the congregation were disposed to let their affection for the individual members overbalance their critical interest in the music. Whatever the merits of the choir as a music-producing body, the choir was satisfied, and so was the congregation—until summer came.

With the summer the New Yorkers came. The New York women who come out to Babylon for the summer are most of them well-to-do. Such of them as are Presbyterians have been liberal in the support of the church. Pastor Long appreciated their kindnesses. He hoped they would come forward with any suggestions, he said. He wanted them to feel a personal interest in other than the merely financial affairs of the church. The New Yorkers accepted the invitation. They were not of the choir, nor were they of its relatives, admirers, and friends. They felt free to confess that their desire for sacred music was not satisfied by the music which the choir rendered "or otherwise put to death," as the husband of one of the New York women said. The pastor, with an alacrity that both hurt and angered the choir, complied. He announced that hereafter when the choir sang the whole congregation must stand up. The choir was positively prohibited from independent efforts.

Then up rose Mrs. A. Ellis Hawkins and Ida and Louise, Mrs. Van Welden, and Hattie Smith. Clement Price, the tenor, was carried away in the tempest of the women's displeasure. Only Edward Miller was left. He didn't strike. By and by, when the New Yorkers went home, there would be another choir formed with unlimited license to sing. When that day came, if he stuck by the pastor now, he would be choirmaster. If he went out, his responsibility was doubtful.

Pastor Long was somewhat perturbed by the sudden spunkiness of his choir. He explained to the choir that the ar