



ONE HUNDRED PERISH. TWO STEAMERS CRASH.

The Liban, with Many Passengers, Sunk Near Marseilles.

Marseilles, June 7.—A terrible shipping disaster occurred at a little distance from this port at noon to-day, when two passenger steamers, the Insulaire and the Liban, both belonging to the Fraissinet Steamship Company, of Marseilles, came into collision. The Liban sank and over one hundred of her passengers and crew perished.

The steamer Liban left Marseilles this morning on her regular passenger trip to Bastia, Corsica, and was run down and sunk by the Insulaire off Maitre Island. The collision was witnessed from the pilot boat Blechamp, which was about two miles distant. The Blechamp immediately went to the spot to render assistance. The force of the collision had cut a wide furrow in the Liban's side, and she was leaking fast. Her captain saw that his only chance was to run the steamer aground before she sank in deep water. The Liban was headed full speed for the shore, but in seventeen minutes after the collision, and while still some distance from shallow water, the bow of the steamer plunged beneath the waves, and a few minutes later she entirely disappeared.

In the mean time the Blechamp, the steamer Balkan, also belonging to the Fraissinet Company, and other vessels had drawn near the sinking ship and were making strenuous efforts to rescue those on board. The Blechamp picked up forty persons, many of whom were at the point of exhaustion, and were only revived after treatment. The Balkan also rescued thirty-seven passengers, and it is known that in addition to the passengers seventeen of the crew were saved.

The crew of the steamer Balkan describe the scene just before the Liban disappeared as a terrible one. As the vessel was sinking she inclined to such an angle that her masts struck the water, causing eddies, which made the work of rescue most difficult. A mass of human beings was clinging to the foundering vessel and uttering despairing cries as she went down. The boilers exploded and made a horrifying spectacle. For a few moments the victims were seen struggling in the sea; but the waves closed over them and all was silent. Of about two hundred passengers who were aboard the Liban, it is feared that at least half were drowned.

The Balkan launched three boats, and the other succoring vessels did all possible to save the victims in the short time that elapsed between the time of the collision and the sinking of the Liban.

Up to 5 o'clock this afternoon thirty bodies had been recovered.

The list of the passengers on board the Liban has not yet been issued, the offices of the Fraissinet company being closed, but it is believed that over two hundred and forty embarked at this port.

The Liban was putting out to sea just as the steamer Insulaire was making for the harbor. It is believed that Maitre Island, which lies off the entrance to the port, hid the vessels from each other until it was too late to avoid a collision.

One of the survivors, a passenger, gives the following details of the disaster: The weather was splendid when we steamed out of Marseilles Harbor, and all the passengers were below at table when the shrieking of the whistle gave the alarm. On coming on deck I saw the Insulaire approaching us at full speed. The captain gave several orders, but no attempt was apparently made to change the steamer's course. Some of the passengers reproached the captain for his negligence in this matter. When the Insulaire crashed into us a great panic prevailed on board. Attempts were made to lower the boats, but only one boat was got away, and the Liban foundered, became a cage to the passengers, dragging them down beneath the waves.

Many of the rescued were badly injured in the collision. The Insulaire sustained considerable damage to her bows, but managed to reach port safely. Thousands of people gathered around the morgue, hospitals and on the quay through the evening. Thus far only four bodies have been identified.

The French steamer Liban was a three masted, schooner rigged vessel, 238 feet long and of 2,308 tonnage. She was built at Glasgow in 1882.

AFTER GENERAL WOOD. A Detective in Havana Complains of Two Americans.

Havana, June 7.—Domingo Rossini, the chief of a private detective agency here, has made complaints to the secret police against two Americans, one of whom, he says, represents an American newspaper and the other the Democratic National Committee. His cause of complaint he states to be that these men employed his services to run down stories impeaching General Wood's administration in Cuba and his personal character in connection with jail, the great gambling game, and that his bill for \$135 remains unpaid. He therefore asks authority to apprehend the two men and bring them back to Cuba.

He further alleges that he secured affidavits from shareholders in the jail alai company to the effect that they were assessed \$10 each for a present to General Wood, and that he secured photographs of General Wood's aids in the act of playing jail alai, and also obtained photographs of other incriminating matter, copies of which are now in his possession.

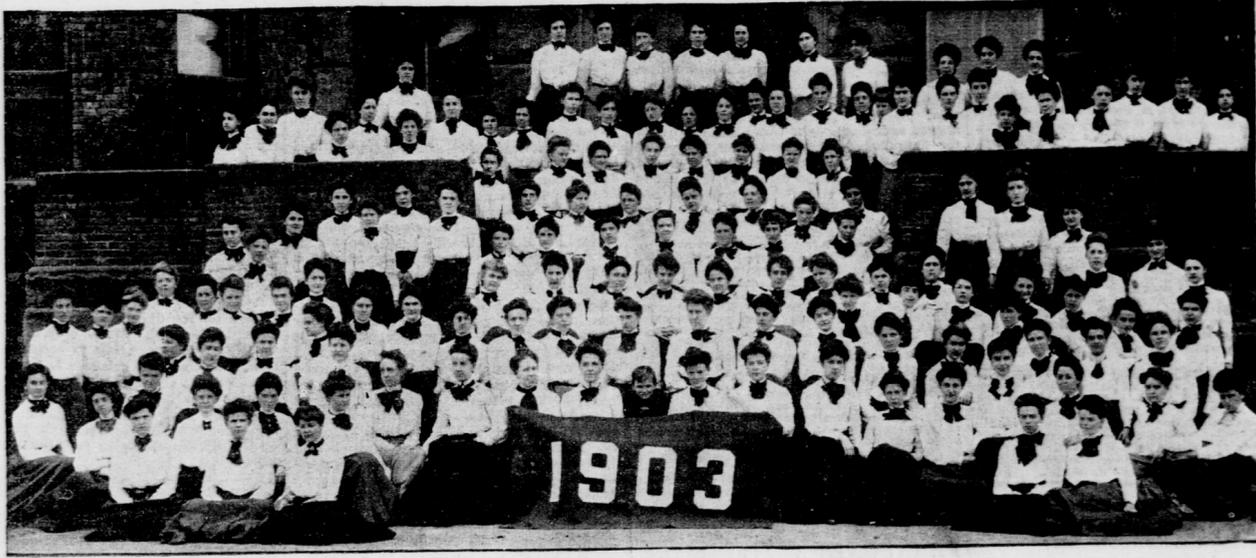
Besides the direct allegations made to the police, Rossini gives an interview concerning the result of the negotiations of the two men. Among other things, he says that they stated themselves to be representing a number of prominent generals in the United States Army who were endeavoring to secure General Wood's downfall. Rossini states that they attempted to obtain the stock books of the company from the watchman at the jail alai building. This was confirmed to-night by the manager of the jail alai concern.

The alleged newspaper correspondent will probably arrive in New-York to-day, and the suspicion here is that he will print a sensational story.

KILLS DEATH WATCH AND ESCAPES. Anacostia, Mont., June 7.—Word came from Glasgow, Mont., that a jail breaking took place there last night. William Hardee, a condemned murderer awaiting execution, killed Charles Williams, his death watch, with a rifle which was secured from the jail kitchen. Hardee and the only other prisoner in jail then took the keys and escaped. Both men were well armed. They swam the Missouri River and are now surrounded in a bend of that stream by a big posse. Hardee is expected to fight to the death, as he has no hope. The Supreme Court having refused him a new trial.

THE ST. LOUIS LIMITED. Via Pennsylvania Railroad. Rapid service combined with palatial appointments. Leaves New-York every day in the year.—Adv't.

THE GRADUATING CLASS OF VASSAR COLLEGE.



LAST DAYS AT VASSAR. COMMENCEMENT WEEK.

Two Hundred and Twenty-two Young Women to Graduate.

Poughkeepsie, N. Y., June 7 (Special).—Great preparations are being made at Vassar for the thirty-eighth annual commencement, which will be held on Wednesday. The puzzling examinations have been completed, and all seem to be putting forth their best efforts to make the week's exercises the most successful and most complete in the history of this well known educational institution. The commencement speakers will be:

Florence Mary Bennett, Nantucket, Mass. Gertrude Louisa Beese, Springfield, Mass. Emily Beekman Dunning, Brookline, Mass. Florence Hannah, Poughkeepsie, N. Y. Susannah Jane McMurphy, Jamaica, Wash. D. C. Anna Spicer, Providence, R. I.

The commencement exercises will be held in the chapel on Wednesday morning. In the afternoon there will be a meeting of the trustees, followed by their annual banquet.

Class day will be observed with the usual appropriate exercises on Tuesday. The committee in charge is composed of:

Helen Louise Whitmore, Brunswick, Me. Clara Liles, St. Louis. Jane Priscilla Sousa, New-York City. Louise Hoyt Merritt, Hamford, Conn. Caroline Estlin Benton, Chicago. Louise Chapin, Lake Forest, Ill. Marian Emma McCarthy, Auburn, N. Y.

The class historian will be Catharine Crystal Eastman of Elmira, N. Y.; the senior Spade orator, Mary Isabelle Starr, of Springfield, Mass., and the junior Spade orator will be Jeannette Stuart Taylor, of New-York City.

PRESIDENT TAYLOR'S BACCALAUREATE. President James M. Taylor of Vassar College preached the baccalaureate sermon before the graduating class to-day, speaking on the necessity of having a high ideal of life in this age of commercialism and pleasure seeking, and on the value of work for its effect on character. He considered first the proposition that society is in need of the moral equivalent of war and that the educated classes are so engaged in seeking for wealth as to lose sight of the higher ideals. He said:

While it is true that war lifts us above the unessential and rouses us to the highest pitch of enthusiasm, there are other forces equally great which move our modern society. The sense of the brotherhood of man and international unity was never so strong as now. Men are giving themselves also to educational and social work for the poor, and these activities often require heroism equal to that of the soldier. When we consider all these sources of moral motive power it is not necessary to find the equivalent of warfare, but we do need to find an ideal of life which will withstand the commercial and high thinking. There is a growth of luxury and idleness, but history shows that the real value of life comes from the growth of the soul. This is the testimony of the rich as well as the poor. No life is strong which does not grow in moral attainment. In this age, where idleness is likely to follow the acquirement of wealth, the gospel of work should be emphasized. Work makes one better and happier. The moral tonic needed is to come back to the simple, honest ideal of life that goodness is better than wealth.

In the charge to the graduates President Taylor urged them to give their minds to the things which are true and eternal, while regarding the artificial distinctions of society, to let their judgments penetrate through to the true foundations of life, to set their moral standard high, to give themselves to service liberally and happily wherever their spheres of activity, and, above all, to keep near to God.

There will be many class reunions Monday, Tuesday and Wednesday. The class of '01 is making extensive arrangements for its reunion, it being the first experience. It is expected that the reunions will bring hundreds of the old graduates back to the college.

THE DAISY CHAIN.

Another feature looked forward to with great interest is the "daisy chain." In selecting the eighteen or twenty young women who are to carry the monster chain of daisies, Caroline Sealy, of Galveston, Tex., the president of the sophomore class, has been called upon to exercise exceptional bravery, because there are 222 members of the class, and every one of them is good looking. After due deliberation, Miss Sealy announces that the following young women have been selected, not only as the daisy chain girls, but as the eighteen prettiest girls in the class:

Marion Howell Hamlin, East Bloomfield, N. Y. Agnes Boynton Bradshaw, Chicago. Lillian Madeline Bainton, San Francisco. Edith Marion Speer, East Orange, N. J. Ella Laura Hill, Danbury, Conn. Ruth Anne Merrill, Passaic, N. J. Kate Pierce Wheeler, Portland, Me. Ethel May McKisson, Toledo. Mildred McCloskey, Pittsburg. Historic Platt, New-York City. Evelyn Leonard, Grand Rapids. Grace Virginia McCarthy, Chicago. Sara Young Selmer, Troy. Gertrude Ina Ballard, Peralta, Cal. Mary De Le Barre, Columbus, Ohio. Lillian Wiles Atkins, Indianapolis. Sylvia Durfee Buffington, Fall River, Mass. The marshal will be Martha Henning, of Saratoga Springs.

THE SENIOR CLASS.

The officers and members of this year's graduating class are: President—Elizabeth Burd Thompson, of Allegheny, Penn.

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The historic Hudson to West Point, Newburgh or Poughkeepsie. One-day trip via Day Line steamers. Music. See steamboat adv't.—Adv't.

ENDS FIFTY-TWO DAYS' DROUGHT

RAIN CHECKS FOREST FIRES IN ADIRONDACKS—PROMISED TO-DAY HERE AND IN NEW-ENGLAND.

Long Island and Jersey Woods and Garden Crops Saved—Situation in Maine at Its Worst.

Rain fell practically all over New-York State and New-Jersey Saturday night and yesterday, ending the drought which has prevailed for fifty-two days. It descended on the forest fires in the heart of the Adirondacks, checking the sweep of the flames, and also extinguished what remained of the forest fires on Long Island and in New-Jersey. Farmers and fruit growers generally believed that their important crops had been saved. In Maine the forest fire situation was at its worst, but rain predicted for New-York and New-England to-day was expected to halt the danger there and put the Adirondacks beyond further menace.

SHOWERS ALL DAY LONG. RAIN IN NORTH WOODS.

Rainfall Up to 8 o'Clock Sixteen-One-Hundredths of an Inch. Fire Fighters Greatly Helped by Showers and Gathering Moisture.

Paul Smith's, N. Y., June 7.—A steady wind which has been blowing from the south all day blew up a rain this afternoon. This cleared the atmosphere and wet down the forest fires in many places. While the rain, which gives promise of holding out throughout the night, may not entirely extinguish the fires smouldering in the duff, it will at least wet the leaves of the trees and the surface of the ground and aid the forest fire fighters materially.

Owing to illness, Benjamin Muncie, fire warden for this district, has been compelled to retire. His place has been taken temporarily by Colonel Jacob C. R. Peabody, of Boston, who is occupying his camp, on the upper St. Regis Lake. Colonel Peabody gathers up the guides and woodsmen along the lakes in his launch and carries them to the point of intersection with the trail up St. Regis Mountain. On the mountain side he places his men to the best advantage and works with them. Colonel Peabody will lead the forest fire fighters again to-morrow, beginning early in the day. Frederick W. Vanderbilt has been at his camp, on the Upper St. Regis Lake, several days attending to the construction of several Japanese buildings and watching the forest fire condition. He returned to New-York to-night. William G. Rockefeller is at Bay Pond, on the Rockefeller Park, directing the work of the fire fighters.

THE BLAZING WOODS OF MAINE were passed by, and there the situation is at its worst. The rest of the land, practically, that has suffered from the long drought is saved from the grave situation that confronted it on Saturday. In this city the rainfall up to 8 o'clock measured 16-100ths of an inch.

The rainfall, beginning on Saturday night, extended from Central New-York west to Michigan and southwest to the lower Ohio Valley; from Southern New-York south to the Southern States and eastward to Long Island and New-Jersey.

More copious rains are expected by the Weather Bureau to fall to-day, and all signs point to the dissipation of the drought conditions. For Eastern and Western New-York and New-England the predictions for to-day are showers, with Tuesday fair.

In the last two days rain has fallen along the Atlantic Coast as far up as Boston and in the lower lake regions, and yesterday extended to interior stations, Pittsburg, Cincinnati, Atlanta, Ga.; Lynchburg, Va., and Washington, D. C. Detroit, Mich., reported that in the last twenty-four hours 3.04 inches of rain had fallen, and Lynchburg, Va., reported 1.94 inches since 8 a. m. Saturday morning.

There was a clearer atmosphere in this city yesterday part of the day, as the dense smoke which has prevailed for several days in a measure disappeared. There was a light fog, however, from 6 a. m. to 1 p. m. During the night .04 inch of rain fell to 8 a. m., and there were light showers during the day. From 8 a. m. till 4:45 p. m. .07 inch of rain fell. From April 16 to 4:45 p. m. yesterday, .44 inch of rain had fallen. A trace of rain, less than .01 inch, fell on May 28 and May 30.

The wind was southeast most of the day. The temperature at 8 a. m. was 64 degrees, at 2 p. m. it was 67 degrees and at 5 p. m., 64 degrees. The humidity reached 94 at 8 a. m. Seldom have black, lowering clouds appeared more cheerful in aspect to New-Yorkers who looked up to a leaden sky on arising yesterday and, thrusting their heads from open windows, saw the rain falling and felt the dampness of the atmosphere, these clouds gave satisfaction that no full splendor of sun could have engendered.

A most satisfying rain it was—fine, steady and businesslike. None of your bursts of fitful temper, gusty and savage for a few moments, frothy and vicious in a hissing downpour, soon to beam in good nature and, with smile, dry up the wetness ere it had time to seep into sun browned earth and heat withered foliage. It came down slowly, complacently, with

Continued on second page.

THE CONNECTING LINE between the East and West is the New-York Central. Eight trains a day to Chicago, five to St. Louis, and Cincinnati; eight to Cleveland, seven to Detroit, and four to Niagara Falls, nine to Toronto, and four to Montreal.—Adv't.

YELLOWSTONE PARK. Improved service via Chicago, Milwaukee & St. Paul Railway. Choice of routes. 381 Broadway.—Adv't.

HIGHEST SINCE 1858.

MANY LIVES IN DANGER.

Futile Efforts at Rescue from Flood at St. Louis.

St. Louis, June 7.—Like a millrace the swollen Mississippi is surging past this city with a stage of 39.5 feet to-night, making a rise of one and one-half feet in the last six hours. The government forecast is that the rise will continue rapidly until after midnight, and then for the next two days the stage will creep up slowly, probably reach thirty-eight feet, and begin to recede. The flood stage to-night has broken all high water records here since May 19, 1858, when the high water mark was 37.5 feet. The highest mark known here was reached by the great flood of June 27, 1844, when 41.4 feet was attained.

No word was received to-day from the two hundred people imprisoned at Black Walnut, twenty-five miles northwest of here, and in peril of their lives from the rising waters of the Missouri. Word was received last night that the rescue must be effected immediately or they probably would be swept away by morning. The river has spread out around the island with a swift current, and, though every effort has been made to reach them, nothing has been accomplished to-day and there has been no means of communicating with them. The Spread Eagle, moored at Alton, Ill., was hurriedly manned and started for the imperiled colony late last night, but was forced to turn back at Bellefontaine bridge.

A private yacht here was manned by a company of policemen to-day and started for Black Walnut, as the craft sat low in the water to pack all bridges, but the swift current had to be reckoned with. All steam was turned on, but the boat made no headway against the current, and after vainly stemming the flood for several hours without making a hundred yards, returned to shore and the venture was abandoned.

Black Walnut is in a broad and fertile valley of the Missouri, and the land surrounding it is said to be the richest wheat land in the State. Aside from loss of life, if this occurs, the property loss will be very heavy, as the entire valley is under water and homes have been washed away, farms depleted and stock drowned.

Just below here and in the vicinity of the River Des Peres, in the little fishermen's settlement of Happy Hollow, the dense live in flatboats for the most part, and until to-day had been beyond the ravages of the flood. But the advancing water invaded the tract to-day, and the inhabitants had hurriedly to move out.

Martial law has been proclaimed in East St. Louis. Men with guns are patrolling the levees, and have orders to shoot thieves and levee breakers.

Word was received to-night that the village of West Alton is now completely inundated, and the Missouri River appears to be shifting its channel to the principal streets of the village. The current is very strong and increasing in strength, and it is feared that by morning many houses will be floating toward the Gulf.

GREAT RAILROAD DAMAGE

Loss in Freight Flooded May Reach \$3,000,000.

Kansas City, June 7.—Gangs of men were at work clearing away the debris of the flood all to-day, and there will be quite a general resumption on all lines of business to-morrow. The packing plants will start up in a measure and all will be in full blast before the week ends. Both the Missouri and the Kaw rivers have fallen fully three feet during the last twenty-four hours. This has made it possible for a dozen more railroads to use the Union Station. The railway situation is greatly improved.

The extent of the flood damage to the railroads here can scarcely be estimated. Besides the very considerable damage to freight in cars and buildings, nearly all lines out of here suffered severely in washed out track and destroyed bridges. The loss in freight flooded, burned or lost down the river may amount to two or three million dollars. The Burlington lost eighteen loaded cars by fire in Harlem and nearly three times that number were burned in the West Bottom.

Besides the hundreds of cars whose contents were ruined by flood or fire, the freight houses of the St. Louis and San Francisco, the Chicago and Alton, the Burlington, the Santa Fe, the Rock Island, the Missouri Pacific, the Washash, the Kansas City Southern, the St. Joseph and Grand Island, the Chicago Great Western, the Union Pacific and one or two others were flooded, with the consequent loss of thousands of dollars to each line from this cause alone. The Burlington estimates its loss in its freight house alone at \$500,000. Each of the roads lost as much.

FLOOD LOSS \$17,100,000.

Kansas the Heaviest Sufferer of the Western States.

Kansas City, June 7.—Kansas has suffered as a result of the recent floods more than any other State. No exact figures of the loss sustained can be given, but those who have an intimate knowledge of the sections submerged and the extent and force of the floods have been making estimates, and their conclusions may be considered fairly reliable. The damage done in the

Continued on Second Page.

FAST TRAINS TO THE WEST. Improved service via Pennsylvania Railroad. The "Three Limiteds" leave daily for Chicago and St. Louis. Finely equipped trains; rapid schedule.—Adv't.

SCORES DROWNED.

THE LOSS MILLIONS.

Great Devastation Wrought by the Flood in South Carolina.

[BY TELEGRAPH TO THE TRIBUNE.]

Columbia, S. C., June 7.—Between fifty and eighty lives were lost in the Pacolet River yesterday, most of them in Clifton. A dozen men who stood on the hill at Clifton say that they saw numbers of people washed down the stream in the first rush of the flood. They were on planks, timbers and sections of houses, and it is believed impossible that any escaped. There are more than a hundred persons missing, but many of these are believed to be wandering in the country, having fled in fright from the river.

The waters of the flood were red with sand from the hills, and this has settled over the submerged country inches, and in some places feet, deep. There were six counties directly affected by the flood, but Spartanburg bore the entire loss of life and probably three-fourths of the property loss. The property damage in Spartanburg will aggregate \$4,000,000, divided about as follows: Glendale mills, warehouses and cotton, \$400,000; Clifton mills, \$1,850,000; Pacolet mills and cotton, \$1,000,000; bridges, railroad and county, \$350,000; mill houses and other structures at Pacolet, Clifton and in the valley of the Pacolet River, \$200,000; Arkwright and Whitney mills, \$150,000; roadbeds, telegraph and telephone lines, \$75,000. The Newry mills, at Seneca, in Pickens County, are under water, and have lost all their cotton and goods, but seem to be standing the flood.

The railroads have sustained a terrible blow, and traffic is paralyzed in upper Carolina. Spartanburg, with five railroads, is cut off from the world. Four of these lines belong to the Southern system. The Southern's bridges over the Broad River at Shelton, and over the North Tyger, the Middle Tyger, the Seneca and Pacolet rivers have gone, and their bridges over the Congaree here and the Broad at Alston are threatened. The Charleston and Western Carolina Railway bridge over the Enoree River is a wreck. The Carolina and Northern (Seaboard system) has lost two bridges over the Broad and Pacolet rivers. All the Southern's interstate trains are running through here, the bridge at this point being the sole dependence of the system.

The Congaree River here has reached its record mark to-night, and is expected to rise four feet higher. Because of the heavy timbers and debris coming down from wrecked bridges and factories there is much apprehension for the city's five bridges. The upper bridge is a large closed affair and, should it be lifted off by a current running twelve miles an hour, would be a immense battering ram against the lower steel bridges.

Thousands of people watched the rushing waters here till after dark to-night. Many bales of cotton and cotton goods were rescued from the flood, but \$200,000 worth of cotton has gone on to the sea. Communication is cut off from Pickens to-night, and there are several mills in the country that have not been heard from. The water from Sapphire Lake, whose dam broke yesterday, has rushed through that country, but so far no reports of loss of life have come.

Months ago the people living in the valley through which the water from this lake would flow made complaint of the danger. The lake is held in by an immense dam built in the mountains by a Western hotel syndicate. It was nearly ten miles long. Fortunately, the dam did not give way at once, the water being permitted to escape gradually. Had the dam collapsed the destruction to life would have been appalling.

All the State to-day contributed to the relief of the stricken people of Pacolet and Clifton. The condition of the sufferers is pitiful in the extreme. The leaders and the preachers are working nobly to reassure them, but it is difficult. Ignorant and dependent, they are utterly unnerved by a calamity that takes from them their means of making a living. There are seven thousand destitute in Spartanburg County, and to-day they were uncontrolled in their grief and lamentations. Their preachers held open air services. The bodies recovered were buried and God was asked to give the people the strength to say "Thy will be done."

"For God's sake help us, and help us now," was the message brought to Spartanburg from Clifton. The Spartanburg people responded promptly. At a public meeting \$3,500 was raised. Other towns are also contributing. Offerings were made in the churches here to-day and prayers were said. Representative Johnson, in whose district Spartanburg is, walked ten miles to-day and crossed a river to take a train to Washington, where he will ask aid.

There is no way of sending supplies into Spartanburg, and it is not known how long the town can stand the drain on its resources. Money can be forwarded by telegraph, but every railroad leading into the stricken district is washed out, and, as important bridges have been washed away on all of them, it may be a week before supplies can reach that section.

The loss to railroads in the State will probably be \$500,000. The counties affected will lose an equal amount on bridges and roads. While the amount cannot be estimated accurately, the farmers have lost in the millions. Tremendous washing rains have driven crops out of the ground, and all farms on bottom lands are ruined.

All in all, this devastation is considered a worse blow than the Charleston earthquake. The Pacolet mills stock was quoted at 200 before the flood. It is believed that all the mills will be rebuilt.

EVERY MAN WANTS MAP OF MANCHURIA. Greener, Commercial Agent of the United States at Vladivostok, says: "The best map of Manchuria is published by the New York Tribune." A copy will be mailed on receipt of five cents in stamps by G. H. Daniels, G. P. A. New York.—Adv't.

New-York for luncheon, Chicago for breakfast, after a delightful ride, 200 miles in 20 hours, on the train of the century—New-York Central's "20th Century Limited."—Adv't.