

FLOODS IN NEW JERSEY.

Many Cities and Villages Damaged by Raging Waters.

Seven Dams Burst and Sweep Away Houses and Bridges.

The flood gates were lifted during the late heavy rain in New Jersey, and since the Johnstown disaster was fresh in the minds of all, it would be hard to gauge the amount of terror that existed in some parts of that State for a few hours. The streams were already running full, and a succession of deluging showers in the afternoon and evening caused them to overflow. The rainfall was especially heavy on the Orange Mountains, and the result was that cities like Newark, Plainfield and Elizabeth on the low land which received the mountain's streams suffered from floods. Bridges, dams and houses were washed away, trains stalled, other damage done.

The greatest flood Plainfield, N. J., has ever known followed this heavy downpour of rain, and wash-outs and broken dams were the result. The result was that the large body of water thus freed carried away Coddington's icehouse and threatened the Green Valley Mills with destruction. The damage done to the result was that the water was heavy, for many barns and other buildings were washed away.

At 4:30 o'clock the great dam at Felville gave way, and the rush of the water down through the country of the town. This broke divides the two counties of Somerset and Union, and where it runs through the town is built entirely over. When the water, in a great torrent, rushed down the stream, it found its way blocked by buildings it turned into the street. Somerset street became a raging flood, and where the brook was bridged the street was washed away. Many small wood buildings were washed away and demolished.

Several houses situated along the brook were flooded and the inhabitants compelled to move in short order. French's mill and carriage factory were threatened with destruction. All the cellars and first floors of the stores in Somerset street were flooded and the damage to property was great. Most of the houses were washed away when the water came rushing down, and the greatest alarm prevailed among the occupants, who felt sure that the fate of the people of Johnstown was about to be repeated. The screams of the women could be heard above the noise of the torrents, and scenes such as have never been witnessed in that part of the country before were enacted.

So far as known, seven dams were carried away. The last one to go was that near Cadmus's mill below Plainfield. The mill was reported to be wrecked.

Bloomfield, N. J., especially its business center, is a water town. The second river dam at Fritz Mill, near the Delaware, Lackawanna and Western Railroad Depot, has given way and the land for two miles around has been flooded. The residences were flooded and thousands of dollars worth of property destroyed. John P. Scherff, druggist, lost \$3000 worth of drugs and other articles; Robert M. Stiles, feed merchant, is a total loss. The water came all on the north side of Glenwood avenue have lost from \$500 upward each. One or two lives were reported lost.

The breaking of the dam on Farrow Brook near Orange flooded and entirely destroyed Eppley's Park, which was recently laid out at a cost of \$40,000. The damage in Essex County will amount to over \$100,000. Reports from the Orange and South Orange towns indicate that the damage done there is even greater than has been done here.

The worst effects of the storm were felt in the Orange Mountains, however, and in the towns and villages lying at their eastern base. All the water which fell on the mountains contained more water than usual at this time of the year because of the unprecedented rains of the past few days. The water was so heavy that it was impossible to walk on the mountains and at one time early in the evening disasters were feared in Milburn, Milledale, Wyoming and South Orange, as the reservoir of the Orange Water Works was overflowing and the water was 300 feet above high water mark and about two miles and a half west of South Orange, the elevation of which is about 175 feet.

In South Orange several buildings, including the postoffice, were washed away. The 250 barrels of flour were washed out of one storehouse. In Orange Valley the water was up to the second-story windows, and great damage has been done to the stock in the numerous hat factories there. People were compelled to paddle around on rafts and to swim in order to reach places of safety on high ground.

Madison, N. J., was flooded badly and large portions of the prominent streets were washed out entirely.

Several prominent streets at Calistota, N. J., were turned into mill-races and will be almost impassable for some days. Large portions of the sidewalks were washed away. The water also came in for her share of the cloudburst.

At Hackensack many of the prominent thoroughfares were entirely washed out, and the impassable result of the cloudburst had risen considerably and many of the cellars in the lower portion of the town were flooded.

In a village of Ridgewood Park farmed hills. The finest streets in the town were totally ruined by the torrents. Cellars were flooded and great holes and ditches made in several private gardens. The storm, on the whole, was the heaviest that has visited those parts for twelve years.

Landslides and washouts occurred on nearly all the main railroads in New Jersey and the movement of trains was stopped.

TWO MURDERERS HANGED.

Dramatic Scenes On a Scaffold in the Louisville (Ky.) Jail.

Charles Dilger and Harry Smart, murderers, were hanged at 6:04 o'clock in the morning in the jail yard at Louisville, Ky.

At the conclusion of the religious service Smart and Dilger bade goodby to all the turnkeys. They then took positions on the trap. Smart laughed as he stepped upon the fatal platform. Dilger, however, was pale and his face was white. He looked directly at the men with leather and at 6:04 o'clock exactly, and both men stood down through the trap.

Smart turned round and probably died instantly, but Dilger slipped through the noose, the rope catching him over the chin at the lower throat.

He was seemingly unharmed and was drawn up by the rope until his shoulders came through the trap, when the deputies took him by the arms and pulled him upon the scaffold. A new rope was brought into service, and when the noose was adjusted Dilger asked: "What's the matter?" When he was told, he said: "This shows I should not die," and placed himself upon the trap the second time by making two hops. The drop was again sprung, and at 6:09 he was strangled to death.

STARVING ILLINOIS MINERS

Eighty Tons of Provisions and Supplies Sent From Chicago.

Mayor Crogier, Congressman Frank L. Latta and other members of the Chicago Relief Committee left with eighty tons of provisions and supplies for the starving lock-out coal miners of Springfield, Ill. There are about 2000 miners in the district, making with their families, about 6000 persons in need. The arrival of the train during the afternoon was greeted with great demonstrations of joy. Everywhere there were evidences of extreme poverty. Men, women and children were scantily clad in the cheapest materials, and there was a great deal of frost among them. Their pinched faces told unmistakably of hunger. The miners have been locked out nearly three months and were on the verge of starvation.

Washington.

The Secretary of the Navy has awarded the contract for furnishing 428 tons of steel for the new cruiser Maine to the Linden Steel Company of Pittsburgh for \$34,753.

The contract with the Union Iron Works of St. Paul, Cal., for the construction of a coast defense vessel has been signed by Secretary Tracy. The contract price is \$700,000.

Secretary Windom has received a letter from Mr. C. W. Arnold declining for private reasons to accept the office of Commissioner of Revenue for the district of Georgia, to which he was appointed a few days ago.

President Harrison has approved the changes in the civil service regulations applied to the railway mail service recommended by the Civil Service Commission. This count of the cash and securities in the United States Treasury, incident to the

THE NEWS EPITOMIZED.

Eastern and Middle States.

EX-UNITED STATES SENATOR STEPHEN W. DORSEY has been arrested in New York City at the last place of his New York agent, Francisco, Cal., because of his failure to pay a judgment of \$4525.08.

FIVE Paterson (N. J.) breweries, Katz Brothers, Hinchliffe Brothers, Braun Brothers, Sprattler & Monnett and James A. Grant, have sold to an English syndicate for \$2,388,000.

ASSISTANT ENGINEER CHARLES G. TALLCOTT, of the United States ship Atlanta, committed suicide in New York harbor, in the bathroom of the ship by shooting himself in the head. No cause for the suicide is known.

CHARLEMAGNE TOWER, who went to the Pennsylvania anthracite coal regions from New York years ago when a poor and unknown miner, died in New York City on his way to his summer home, at Waterville, N. Y., aged eighty-one years. He was worth \$300,000.

THE New York commission dry goods firm of Lewis Brothers & Co. has failed, with liabilities of \$4,200,000. The assets are said to be sufficient to cover all indebtedness. Cornelius N. Bliss is the assignee.

Mrs. WILLIAM IRWIN, of Washington, Penn., and her three-year-old son were killed by a train at Elwood's crossing.

THE Richmond Paper Company of East Providence, R. I., has failed for \$500,000.

REVENUE cutters are said to be trying to bring New York dry goods stores and Newark (N. J.) leather factories.

THE New Hamburg-American twin-screw steamer Columbia has arrived in New York harbor after sailing from the Needles, England, to Sandy Hook—3100 miles in 24 days, twenty-one hours and thirty-seven minutes. That is the best time ever made by an ocean steamship over that course.

GENERAL JOHN KILPATRICK, one of the most conspicuous figures in political circles in Pennsylvania, died at his home in Harbor Creek, Penn., at the age of sixty-eight. He stood almost eight feet high.

THE United States gunboat Yorktown returned to New York from a cruise at sea, undertaken to test the ship's strength and stability and the effectiveness of her main battery. The results were highly satisfactory.

A CYCLONE, followed almost immediately by a terrific rain storm, visited North Wilbraham, Massachusetts, doing considerable damage to the streets which were washed away. Many small wood buildings were washed away and demolished.

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South and West.

THE yield of spring wheat in Minnesota and Dakota is placed at 80,000,000 bushels, and the yield of corn at 100,000,000 bushels. The yield of wheat in Indiana, and then killed himself.

JOHN COOK and Sol Dorsey, two colored men of Trenton, La., quarreled after a church meeting and killed each other.

THE Ohio prohibitionists have nominated James C. Helwig, of Springfield, for Governor.

THE North Dakota Constitutional Convention decided to submit the prohibition question to popular vote, and the Constitutional Convention at Olympia, Washington, has adopted a resolution to prohibit private schools and charitable institutions.

TWO little sons of Fred Droncke were killed while playing on the railroad tracks at Elmhurst, Ill.

JAMES KELLY, (colored), who assaulted Mrs. Peter Crow, wife of a section boss, was hanged and hung to a bridge at Paris, Ky., by a mob.

W. T. DAVIS, who for three years has been the Secretary of the Tennessee State Wheel, a farmers' organization, mysteriously left his postoffice in Chattanooga, Tenn., and was found dead in a manhole, murdered. His colored servant has confessed to the murder.

A WORLD'S FAIR IN 1892.

Four-hundredth Anniversary of the Discovery of America.

Important Action Taken by the Citizens of New York City.

Successful meetings of the Chamber of Commerce, the Mayor's committee and the Spanish-American Association took action in New York City to formulate plans for holding a World's Fair there in 1892 to celebrate the four-hundredth anniversary of the discovery of America.

At 9:15 o'clock the gentlemen who had been invited to confer with the Mayor began to assemble in the Governor's room, and by 3:20 there was hardly standing room. Chairs to the number of 110 had been provided, but these were inadequate to accommodate all those present.

It was a big gathering, and it was unanimously in favor of having the biggest fair the world has ever seen in 1892 in New York. All the banks were represented by their Presidents and directors. Railroad Presidents were as abundant as at a meeting of the Chamber of Commerce were present to answer to their names. There were workmen representing as many trades and industries as a national convention of the laborer or the American Association of Labor. There were representatives of all the industries, professions, businesses and trades of New York City.

They were all there, the heads of firms, the men whose names were on the list of the Chamber of Commerce and San Francisco as they are in New York. Billions of dollars of capital were present in the men who control the railroads, the steamboats, the real estate, the hotels, the manufactures and the city. The assemblage proved the unanimity and enthusiasm of all the citizens of New York about the World's Fair which is to be held in 1892.

It was the discussion on the subject of the proposed quadri-centennial in 1892, said:

"I have invited you to this meeting in order that you, as representative citizens of the city, should consider the desirability of commemorating the discovery of this continent by holding an international exposition in this city, to be held in 1892. The Hemisphere of the discovery of a new world. Its importance is not to be measured by a mere addition to the sum of geographical knowledge. It is the discovery of a nation which has maintained free institutions while it has acquired boundless wealth, and in the general improvement which the success of the enterprise has wrought in the condition of mankind throughout the world.

"The city of New York is the capital of this new world, whose achievements are but a promise of a still more glorious future. It is the pride and joy of the people of the cities of America, I think it eminently desirable that we celebrate the triumph of Columbus by a World's Fair, which will celebrate the anniversary of the discovery of a new world, which will be a permanent Chairman and William M. Spear Secretary.

Mr. Charles G. Haven suggested that the matter of the appointment of committees was immediately taken up. Controller Myers offered the following:

"Resolved, That there should be a suitable recognition of the four-hundredth anniversary of the discovery of this continent, such anniversary occurring in 1892; and that the Government of this city should make the requirements of the occasion and afford a desirable opportunity for foreign countries to testify to good will in our national regard; and

"Resolved, That in its location, through which it holds the key to commerce, through its many and varied industries, through its resources of capital, through its unlimited facilities for the promotion of the arts and sciences, through its liberality in the promotion of all that constitutes national success, through its acknowledged supremacy as the metropolis of the Western Hemisphere, it is the duty of the proper city authorities to make such an international exposition should be held; therefore, be it

"Resolved, That it is the sense of this meeting that an international exposition shall be held in New York City in the year 1892 and that all present do pledge themselves to devote their best energies to the promotion of the success of such exposition; and

"Resolved, That a committee of twenty be appointed by the Mayor, whose duty shall be to formulate detailed plans for organization of such an exposition and report at a public meeting to be held by the Mayor on the subject of the fair, and that the committee shall be ready to report.

Charles S. Smith offered the following substitute for the closing resolution:

"Resolved, That the chairman appoint the following committees: Finance, one on legislation, one on permanent organization and one on site and buildings, each to consist of twenty-five members; and that the chairman be allowed to select and name such committees.

Mr. Smith's motion for the appointment of the four committees was carried unanimously. The Mayor then appointed the following: Finance, one on legislation, one on permanent organization and one on site and buildings, each to consist of twenty-five members; and that the chairman be allowed to select and name such committees.

THE Cincinnati, Hamilton and Dayton express, due in Cincinnati at 11 P. M., was wrecked near Oxford, Ohio, and twelve persons were reported killed.

NEGOTIATIONS were completed at Omaha, Neb., for the sale of all the breweries to a European syndicate for \$1,500,000.

WILLIAM L. ROSS, a note-teller of the Nevada Bank of San Francisco, Cal., robbed the institution of \$95,000 and fled to Victoria, British Columbia, where he was arrested.

THE Postoffice Department has received the resignation of Postmaster Paul, of Milwaukee, whose administration of the office was recently severely criticized by the Civil Service Commission.

EX-SENATOR ALBERT DAGGETT, of Brooklyn, N. Y., has received the contract for supplying the Government with postal cards during the next four years. The contract involves between \$700,000 and \$800,000.

SECRETARY TRACY has ordered a Government vessel to go to Arenas Key, Yucatan, to rescue three American sailors who were left there to care for the property of the company working the guano beds as their limited supply of provisions is by this time exhausted.

STR JOHN THOMPSON, Canadian Minister of Justice, signed the warrant for the extradition of Burke, the alleged murderer of Dr. Cronin. He was taken to Chicago for trial.

TWO deserters from the Mexican army were captured by mounted soldiers fifty miles from Ensenada, Mexico. The prisoners were compelled to follow their captors on foot at a rapid pace to Ensenada, where on their arrival both fell dead from exhaustion.

A MACHINE gun exploded on board the French training frigate Couronne at Hyeres, France. Eight persons were killed and seventeen injured.

THIRTY persons were killed and eighty injured by the recent earthquake on the island of Kin-Siu, Japan.

THE German squadron, escorted the Emperor William to England, sailing from Wilhelmshaven.

THE Italian war office has decided to try the mobilization of a hundred thousand men in the mountainous regions of Italy, which will be given up, and the whole country will be convulsed with this tremendous experiment, which will cost \$3,000,000. A large part of these troops will be taken from the militia, so as to test the country's readiness for war.

It is stated that both Germany and Austria have agreed to ask King Milan their desire that he return to Serbia and assume supreme power again as a check to Russian intrigue.

AN AMERICAN PRINCESS.

Miss Gwendoline Caldwell is Engaged to Prince Murat.

The recent report of the engagement in Paris of Miss Gwendoline Caldwell, of New York City, to Prince Murat, a grandson of Marshal Murat, who was one of the officers of Napoleon I., has been confirmed by a cable dispatch from Miss Caldwell.

Miss Caldwell is very well known in New York City as the daughter of the late Roman Catholic enterprise. She contributed

\$5000 toward the fund to build the proposed Catholic University of America, now being built in Washington. Her sister followed this gift up with a donation of \$50,000 for her share of the Caldwell estate.

The coming American Princess is petite in figure, but not noticeable in social gatherings as her sister, Miss Linda. She is fond of travel, and has spent a good deal of time in Europe. When in this country she lives during the summer at the Caldwell villa at Newport. She is at present in Paris with her sister and Miss Donnelly, a relative, who always accompanies them in their travels.

Miss Caldwell's mother was a Catholic. Her father was an English theatrical manager, who made a fortune in building gas houses in Chicago, St. Louis and Mobile.

A ROYAL WEDDING.

Earl Fife Married to the Princess of Wales's Eldest Daughter.

Earl Fife has been duly married to Princess Louise, the eldest daughter of the Prince of Wales. The ceremony took place in the private chapel of Buckingham Palace, London. This was the first marriage that ever took place in the chapel, which is small, and the number of guests was limited.

Notwithstanding the rain, the route to the palace was crowded with spectators. There was a vast concourse of people opposite the palace. The Prince of Wales was enthusiastically welcomed by the people.

Upon reaching the chapel the Queen was escorted to the seat prepared for her, while the other royal personages took seats on either side of the altar. The Earl of Fife and Princess Louise were seated at the altar rails and awaited the coming of his bride.

The Prince of Wales, with the bride and Princess Louise, were escorted to the altar by the Dean of Windsor, domestic chaplain to the Queen. The Rev. F. A. J. Hervey, domestic chaplain to the Prince of Wales and the Rev. Francis Parthenay, took his position at the altar rails and awaited the coming of his bride.

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A DELUGE IN CHICAGO.

The Most Terrible Storm That Ever Occurred There.

Nearly a Score of Lives Lost and Much Property Destroyed.

One of the fiercest storms of recent years burst over Chicago, Ill., at 6 o'clock in the evening. The day had been sultry, with scarcely any wind. Then the sun went down the sky became overcast with greenish clouds, and darkness came on with incredible speed. Shortly after 6 o'clock rain began falling in torrents. Great streams of water poured into the basements, driving hundreds of people into the streets and ruining an immense amount of property stored in the basements. Scores of objects were struck by lightning, and the roar of the thunder was deafening. Seven alarms of fire were rung within fifteen minutes. The water poured into the LaSalle street tunnel in such volume that passengers on the cable cars were compelled to stand upon the seats. In the southwestern portion of the city it is estimated that 1000 persons were driven from their homes. The Wisconsin Central tracks were submerged, the water being so deep on the tracks that it entered the fire boxes of the locomotives.

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