DEADLY WATERS.

APPALLING DISASTER TO THE CITY OF JOHNSTOWN.

Eight Thousand Lives Lost in the Flood—Several Hundred Perish in the Flames.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

PITTSBURG, June 1st.—In this city to-day there was but one topic of conversation, and that was the Johnstown deluge. Crowds of eager watchers all day long besieged the newspaper bulletin-boards, and rendered the streets impassable. Many of them had friends or relatives in the stricken district, and "Names, names!" was their cry. But there were no names. The storm which had perhaps swept away the lives of their loved ones had also carried away all means of communication, and their vigil was unrewarded.

To show the state to which the telegraph is reduced it is sufficient to state that it is not known whether the operator at Johnstown is dead or alive.

ORDERS FOR COFFINS.

The nearest point to that city which can be reached to-night is New Florence, and one wire there is used almost constantly by orders for coffins, embalming fluid, and preparing special cars to carry the recovered dead to their homes. Along the banks of the now turbulent Allegheny were placed watchers for dead bodies, and all wreckage was carefully scanned for dead. The result of this vigilance was the recovery of one body, that of a woman. Seven other bodies have been seen, but could not be reached owing to the swift moving wreckage by which they were surrounded. Measures for relief were promptly taken. The Mayors of both Pittsburg and Allegheny issued calls for mass meetings, which were responded to by throngs of Pittsburg's wealthiest men, and at 1 P. M. $60,000 was in the committee's hands, and at 5 the sum was swelled to $100,000.

NEW FLORENCE, June 1st.—Sang Hollow is the nearest point to Johnstown that can be reached this morning. It is impossible to secure any definite information, but there seems to be no doubt that Johnstown is inundated, and that fully 1,000 lives were lost there.

The water is now receding here as rapidly as it rose last night. As the banks uncover the dead are showing up. Already nine dead bodies, among them five women, have been picked up within the limits of this borough since daylight. None as yet have been recognized.

MOTHER AND INFANT.

One beautiful woman about 25 years old, had clasped in her arms a babe six months old.

The dead body of a young man was discovered in the branches of a huge tree which had been carried down stream.

All the orchard crops and shrubbery along the banks of the river are destroyed.

The body of another woman has just been discovered in the river here. Her foot was found above the surface of the water. A rope was fastened about it, and is now tied to a tree waiting assistance to land the body.

RESCUED FROM THE ROOF.

John L. Webber and wife, an old couple, were rescued near here this morning by Mike Metzger and John Forney. They had been carried from their home in Cambria City on the roof of their house.

Seven others were on the roof of the house when it was carried off, but they were all drowned. They are unknown to Webber, they having drifted on to the roof from floating debris. Webber and wife were thoroughly drenched, and almost helpless from exposure. They were unable to walk when taken from the roof.

There does not seem to be any mitigation of the awful fears of last night.

HARD-WORKED REPORTERS.

Weary and overworked newspaper men, who have been without rest and food since yesterday afternoon, and telegraphers who handled the messages, even now are preparing for the work of another day.

Even here, so far from the washed-out towns, we have horror in our midst.

Seven bodies have been found on the shore near this town, men and women, where the tide carried them.

Country people are coming in in large numbers, telling stories of disaster along the river banks.

STREWN WITH DEAD.

NEW FLORENCE (Pa.), June 1st.—John McCartney, who lives in Johnstown, reached here at 4 o'clock. He left Johnstown at 4:30 yesterday, and says the scene was indescribable.

The people had been warned early in the morning to move to the highlands, but did not heed the warning, although repeated a number of times up to 1 o'clock, when the water poured into Cinder street several feet deep.

Then the houses began rocking to and fro, and finally the force of the current carried buildings across the streets into vacant lots, and dashed them against each other, breaking them into fragments.

THEY LAUGHED AT DANGER.

These buildings were freighted with poor wretches who so shortly before laughed at the cry of danger.

McCartney says in some cases he counted fifteen persons clinging to buildings.

It was impossible to get to Johnstown proper to-day in any manner except by rowboat, and the only hope is to get within about three miles of Johnstown by special train or by handcar. This will be done by an Associated Press agent within the next hour.

HORRIFYING DISCOVERIES.

The banks on both sides of the river are crowded with anxious watchers, and with horrifying frequency their vigils are rewarded by the discovery of a dead body.

Within the last half hour three floating bodies have been recovered at this point.

Hundreds of people from Johnstown and upriver towns are hurrying here in search of friends and relatives who were swept away in last night's flood.

Intense excitement prevails. The street corners are crowded with pale and anxious people, who tell of the awful calamity with stilled breath.

PREPARATIONS FOR BURIAL.

Bodies are being prepared for burial, but will be held for identification.

Four boys have just come from the river bank above here. They say that on the opposite side a number of bodies can be seen lying in the mud. They found the body of a woman on this side.

R. B. Rogers, a Justice of the Peace at Ninevah, wired the Coroner at Greensburg that 100 dead bodies were found at that place. From this one can estimate that the loss of life will reach over 1,000—perhaps more.

No one knows, no one can guess the sickening sight that is expected to be met by the correspondents when they arrive at the scene.

A report has just been received that twenty persons are on an island near Ninevah, and a man and woman are on a partly submerged tree.

DEATH IN THE FLAMES.

NEW FLORENCE (Pa.), June 1st.—Report has just reached here that at least 100 people were consumed in the flames at Johnstown last night. It is said to have been an awful horror, but definite information cannot be obtained here. The air is filled with thrilling and almost incredible stories, but none of them as yet have been confirmed. The fire was the culmination of the horror.

The roasted will fully reach 100, and they died in the midst of the flood.

The first authentic news comes from W. N. Hays of the Pennsylvania Company, who reached New Florence at 9 o'clock.

Ruins of houses, outbuildings and other structures were swept against the railroad bridge at Johnstown, and from an overturned stove or some such cause, the upper part of the wreckage caught fire.

HORRORS OF FIRE AND FLOOD.

There were crowds of men, women and children on the wreck, and their screams soon added to the awful chorus of horrors. They were literally roasted in the flood.

Soon after the fire burned itself out others were thrown against the mass.

There were fifty people clinging to them when the ruins parted, broke up and swept under the bridge into the pitchy darkness.

The latest news from Johnstown is that but one or two houses could be seen in town. It is also said that only three houses remain in Cambria City.

HEROISM OF A FATHER.

NEW FLORENCE, June 1st.—At Boliver a man, woman and child were seen floating down on a lot of drift. The mass of debris commenced to part, and by desperate efforts the husband and father succeeded in getting his wife and little one on a floating tree. Just then the tree washed under the bridge and the rope was thrown out. It fell over the man's shoulders. He saw at a glance that he could not save his dear ones, so he threw means of safety to one side and grasped closer in his arms those who were with him. A moment later the tree struck a floating house. It turned over, and in a second the three persons were in the seething waters, being carried to their deaths.

A MOTHER'S SACRIFICE.

Another instance is that of a mother's love told at Belware. A woman and two children were floating down the stream. The mother caught a rope and tried to hold it and her babe. It was impossible, and, with a look of anguish, she relinquished her hold and sank with her two little ones clasped in the grasp that soon proved one of death.

EXPLANATION OF THE FLOOD.

A ride over the mountain road gives one a good idea of the cause of the waterspout. Every creek was a rushing river and every rivulet a raging torrent.

The ground is watersoaked, and when the immense mountain district that drains into the Conemaugh above the South Fork is taken into consideration, the terrible body of water that must have accumulated can be realized, and gathering as it did within a few minutes, it came against the breast of the South Fork dam with irresistible force.

The frightened natives along the Conemaugh describe the flood as something awful. The first came almost without warning, and the torrent came roaring down the mountain passes in one huge wave several feet in hight. After the first swell the water continued to rise at a fearful rate.

The first shock is over and all preparations are being made for the relief of the homeless and the recovery of the bodies of those who went down in the flood.

SOME OF THE VICTIMS.

NEW FLORENCE (Pa.), June 1st.—9 P. M.—It is now thought the property loss in the vicinity of Johnstown to be about $1,000,000. C. W. Hoppenstall of Lincoln avenue, in the east end of Pittsburg, distinguished himself by his bravery yesterday afternoon. He was messenger on the mail train which had to turn back at Sang Hollow. As the train passed a point where the water was full of struggling people, a woman and child floated in near the shore. The train was stopped and Hoppenstall jumped into the water and in two trips saved both the mother and child.

Of the dead nearly sixty have been identified, among whom were James McMillan, the Superintendent of the Cambria Iron Company's store, and his wife, four children and daughter-in-law. John P. Linton, a leading lawyer, his wife and five children. Mrs. Thomas Kirlen and two children. John Nolan and seven of his family. Dr. George Wagner, wife and three children. Frank P. Bowman, wife and two children. Mrs. Richard Worthington and seven children. Pearson Fisher, wife and six children.

HEARTRENDING SCENES.

Just before reaching Sang Hollow, the end of the main line of the Pennsylvania Railroad, is a signal tower, and the men in it told stories of what they saw so piteous that I could not listen to half of it. Here are some little odds and ends of the happenings they told me of: A beautiful girl came down on the roof of a building which was swung in near the tower. She screamed to the operators to save her, and one brave fellow walked as far into the river as he could and shouted to her to guide herself into shore with a bit of plank. She was a plucky girl and stood upon her frail support in evident obedience to the command of the operator. She made two or three bold strokes and actually stopped the course of the raft for an instant, then it swerved and went out from under her. She tried to swim ashore, but in a few seconds she was lost in the swirling water. Something hit her, for she lay quietly on her back, with her face pallid and expressionless.

BORNE ON THE WINGS OF DEATH.

Two men on a tiny raft shot by in the strongest part of the current. They crouched, stolidly looking at the shores, while between them, dressed in white and kneeling with her face turned heavenward, was a little girl 6 or 7 years old. When she came opposite the tower she turned her face to the operator and he was so close he could see the big tears on her cheeks and her pallor was deathlike. The helpless men on the shore shouted to her to keep up her courage, and she resumed her devout attitude and disappeared under trees of the projecting point a short distance below. "We could not see her come out again," said the operator, "and that was all of it."

"Do you see that fringe of trees?" said the operator, pointing to a place where the little girl had gone out of sight. "Well, we saw scores of children swept in there. I believe that when the time comes they will find almost 100 bodies of little children in there among those bushes."

ROBBING THE DEAD.

Men and women in dozens, in pairs and singly, children, boys, big and little, and wee babies were there, in among the awful confusion, drowning, grasping, struggling and fighting desperately for life.

Just above New Florence is the little town of Ninevah. It was here that I found the first charnel-house. Here were 109 dead, the larger portion of whom were women. Aere it was that the awful work of the freshet could be most forcibly realized. What had been fertile farms looked like worn out brickyards. Great trees had been twisted and torn like weeds, and the broken household goods of hundreds of houses line the shores for miles. Thieves, those who steal from the dead and unfortunate, have been busily at work robbing the trunks, boxes and articles of furniture, and there is nothing worth taking left except the lumber. Every now and then

GHASTLY OUTLINES

Could be seen in the water, being swept down stream. Two miles from this town is the tower of the Pennsylvania Railroad Company, and here it is that the greatest railroad in the world ends suddenly in the river. For more than 1,000 feet the entire track is wiped out. The rails, ties and even the ballast of the north track is entirely washed away.

This is the nearest telegraphic point to Johnstown, and the delay in getting off news dispatches has been fairly maddening. The Associated Press expedition was first in the field, and was ready with thousands of words of specials, but no wires could be had from 11 A. M. until almost 2 P. M.

No special trains could be hired, no locomotives were to be bought, and the situation can be appreciated.

PASSENGER TRAIN WRECKED AND LOST.

PITTSBURG, June 1st.—A Greensburg special says: The first section of the day express, which passed here at 9 o'clock, was laying between Sang Hollow and Johnstown yesterday afternoon when the waters came down. The flood cut one of the cars containing about fifty or sixty passengers loose and it was carried away and it is supposed the passengers perished. Few of the occupants of the other cars it is thought escaped, but it is doubtful. S. M. Bell of Latrobe was the conductor, and he escaped by assistance rendered him.

A special train was chartered by the newspapers to carry provisions, medicines and clothing to the nearest possible point to the Johnstown Railroad. The conductor who arrived in this city this morning said: "There is no telling how many lives were lost. We got as far as Bolivar, and I tell you

IT WAS A TERRIBLE SIGHT.

The body of a boy was picked up by some of us there, and there were seven bodies recovered altogether. I do not think any one got into Johnstown, and it is my opinion they will not get in very soon. No one who is not on the grounds has any idea of the damage done. It will be at least a week before the extent of this flood is known, and then I think many bodies will never be recovered."

A dispatch from Ninevah says: "There appears to be a large number of people lodged in the trees and rubbish along the line. Many are alive and rescuing parties should be organized at every station."

Another telegram from Ninevah said that up to noon 175 bodies had been taken from the river at that point. The state of the water in the Alleghany River this afternoon became so alarming that the residents living in the low districts began to move their household effects to the higher grade.

FLOATING DOWN THE OHIO.

PITTSBURG, June 1st.—Dead bodies from the scene of the disaster have begun to arrive here. The body of an old woman was taken from the river near this city at 10 o'clock this morning. Four other bodies were seen, but owing to the mass of wreckage coming down the river they could not be recovered, and were allowed to pass down the Ohio river. A citizens' meeting has been called to devise means to aid the sufferers of the Johnstown flood.

EIGHT THOUSAND LIVES LOST.

SANG HOLLOW (Pa.), June 1st.—The first reports of the loss of life were entirely too low. It is believed that at least 8,000 persons have perished. Of these 700 or 800 were burned in the fiery furnace at the viaduct. Two thousand coffins have been ordered for the bodies already rescued.

A HORRIBLE HOLOCUST.

JOHNSTONW (Pa.), June 1st.—10:40 P. M.—The most of the accumulation of buildings which were swept by the angry waters to the Pennsylvania Railroad bridge, piled up fully fifty feet high, have burned to the waters' edge. Before the buildings took fire many people, dead and alive, were taken from them, and in several instances the unfortunates were so wedged in that it was necessary to chop their legs off to release them. The Catholic Church was also destroyed by fire this morning. A number of people were on the roof when the structure took fire, and all of them were consumed in the flames. The damage is as yet unestimable, regardless of the great loss of life. The Pennsylvania Railroad's loss will be enormous.

THE LOSS AT YORK.

YORK (Pa.), June 1st.—A number of bridges in the county have been swept away, and the loss in the county, exclusive of the city, which is about $25,000, is estimated at $100,000. James McIlvaine was drowned this morning.

THE SUSQUEHANNA AT WILKESBARRE.

WILKESBARRE (Pa.), June 1st.—The Susquehanna river at this point began rising rapidly this afternoon and it is continuing at the rate of a foot an hour. Reports are coming in this evening from the country districts to the effect that the crops are badly injured by the tremendous wind and heavy rain.

Several washouts on the mountains have occurred and trains due here are delayed

CONDITION AT SHAMOKIN.

SHAMOKIN (Pa.), June 1st.—Seven bridges and twenty houses in this vicinity have been swept away. The damage to mining property cannot be estimated. A number of the collieries are flooded and many are completely wrecked. It will be two weeks before the mines can resume. The losses are estimated at $250,000. There were no fatalities.

DESTRUCTION IN CUMBERLAND VALLEY.

CARLISLE (Pa.), June 1st.—The heaviest flood ever known in the Cumberland valley is now in progress. There is a great loss of property along the line of the Gettysburg and Harrisburg Railroad. Several miles of track were swept away and on the line of the Harrisburg and Potomac Railroad there were many washouts, and bridges, telegraph wires and poles carried away.

At Williams Grove the great Granger picnic grounds is entirely flooded and several of the summer buildings swept away. All the bridges, perhaps ten or twenty, have been carried away. On one of them Henry W. Ellson and his wife sought shelter, and it is thought they went down with the bridge.

PARTLY SUBMERGED.

DUBOIS (Pa.), June 1st.—The heaviest floods in the history of Dubois occurred Thursday night and yesterday. The rain began falling at 11 P. M. and came down in torrents without intermission until yesterday noon. The low-lying parts of the First Ward were entirely submerged. The small outbuildings were lifted from their foundations, and in many cases floated away. The greatest excitement prevailed in the vicinity of Pentzrun, which separates the First and Second Wards of the city. At one time the buildings which face the stream were in danger of having their foundations undermined, but now all is safe. No casualties are reported.

RELIEF EXPEDITIONS.

HARRISBURG, June 1st.—The great rainstorm has entailed great loss here. In the east and south ends of the city the water rose above the banks of Paxton creek, swept away the bridges and reached the first stories of the houses.

Last night hundreds of families were in distress and forced to leave their homes. The Mayor conducted a relief expedition which utilized all the boats to be had, and while the rain came down in torrents he and his associates did good work. While thus engaged the Mayor and one of the officers narrowly escaped drowning.

THE SUSQUEHANNA RIVER

At this point is eighteen feet above low water-mark and rising every hour. Independence Island is completely covered. The tracks of the Pennsylvania south of here are covered by two feet of water.

Advices just received from points up the river say the beautiful fish-houses built by Harrisburgers, about ten miles from here, were washed away, as were the sheds and outhouses of every kind. Great embankments here have caved in, culverts and sewers demolished and great trees laid prone.

MORE DISASTERS.

PHILADELPHIA, June 1st.—A dispatch received at 5 P. M. from Pittsburg states that the Pennsylvania Railroad people succeeded in getting a temporary wire through from Sang Hollow to the western end of the railroad bridge, which is west of Johnstown. The debris, lodged against the bridge and piled up to a distance probably of forty feet, is stated to be still burning. Until the flames die out so as to admit of passage across the bridge nothing can be done toward repairing the heavy washout between the bridge and Johnstown Station. The dispatch also states that the Cambria Iron Company's plant on the north side of the Conemaugh River at Johnstown is

A COMPLETE WRECK.

Until this dispatch was received it was not thought here that this portion of the plant had been seriously injured. The plant is said to be valued at $5,000,000.

A dispatch received at the Pennsylvania Railroad office this afternoon says considerable damage had been sustained to the railroad property. It is feared the bridge crossing the west branch of the Susquehanna at Linden will go. This bridge was previously reported as being ballasted with a heavily loaded freight train. Additional information from the Philadelphia Erie branch is that the four-span

BRIDGE ACROSS THE JUNIATA RIVER

At Granville has been carried away. The water is still rising in the Juniata. Between Granville and Tuscarora, a distance of forty miles, nothing is known of the condition of the roadbed or the bridges. Of the twenty bridges south of Ralston on the Northern Central branch five are washed away and all the rest badly damaged.

The Cumberland Valley Railroad lost the new iron bridge crossing the Potomac river near Williamsport, Maryland. The bridge across Sennenahoning creek at Sennenahoning is also gone, and the bridge over the same stream at Keating is badly damaged.

THE ROARING SUSQUEHANNA.

The railroad yard and tracks at Emporium have been badly washed out.

At Williamsport the west branch of the Susquehanna is said to be thirty feet high. There is eight inches of water on the floor of the railroad station there. This would indicate that nearly the whole city was overflowed.

At Harrisburg the Susquehanna river is still rising.

At Steelton two and a half feet of water flows over the Pennsylvania Railroad tracks, and the steel plant at that place is also submerged.

WASHINGTON'S MONUMENT SURROUNDED.

WASHINGTON, June 1st.—The latest reports from Harper's Ferry say the Potomac and Shenandoah rivers are rising at the rate of one foot per hour. Cattle boats and other drift are running thick. The river is very high here and is rising. The water has reached B street and has put out the fire in the engine-house at the Washington Mounument and stopped the elevator. Cellars on the south side of Pennsylvania avenue are flooded.

Last night, after a fall of rain almost equivalent to a cloudburst, the lock gate at the end of the Chesapeake and Ohio Canal was carried away by the rising water and washed several canal boats into Rock creek, where they were destroyed. Since then the river has been rising rapidly and the flood waters from Harper's Ferry and the upper tributaries are swelling it every moment along B street north in the neighborhood of Center Market. The country producers were driven off early in the day and the street was turned into a lake.

FLOATING CHICKEN COOPS,

Market trucks and all sorts of odds and ends. The cellars were flooded and much damage to property resulted among the common houses.

Up in Georgetown the scene along the river front was exciting. The docks were under water and lumber, coal, cement and provisions, and all kinds of property has been carried away.

At Long Bridge the water at sunset was almost level with the bridge floor. Several barges have already struck and sunk here and railroad men are making every effort to prevent the accumulation of drift against the bridge. The water is still creeping up, however, and the bridge is in a precarious condition. If it is carried away to-night, which is by no means improbable, the result will be serious, and a long interruption to railroad traffic between the north and south.

The coffer dam at Long Bridge has been greatly injured and much of the work which has been done upon the Potomac flate at the expense of millions will be undone. It is not yet possible to estimate the losses suffered by the merchants and warehousemen, but one individual has lost $90,000 worth of coal on one dock.

IN VIRGINIA.

Much Damage Done to Railroads—Crops Ruined.

ALEXANDRIA (Va.), June 1st.—There is a rapid current in the Potomac, and lumber, canal boats, boat-houses and much debris washed away from points above has been passing down stream all day. Millraces and bridges are damaged, growing crops injured and much damage done to railroads leading from the city. Near Cherry Hill there is a big washout, and others are reported. Washouts are reported in the Richmond, Fredericksburg and Potomac road above and below Fredericksburg.

RAGING POTOMAC.

Great Inundation in Maryland and Destruction of Crops.

FREDERICK (Md.), June 1st.—The rain has poured incessantly since Thursday night. The wheat crop of this country has been damaged to an extent that cannot now be estimated, and the early fruit is destroyed. The Potomac at Point of Rocks and in that vicinity is rapidly overreaching its banks and the damage will be great. Advices from Westminster, Md., say the surrounding lands are inundated and many of the workmen unable to get to there homes.

Between New Winds and Linwood and between Linwood and the Union bridge the Western Maryland Railroad is coveredwith water to a depth of three feet by the waters of Little Pipe creek, and the track is washed away for a considerable distance and two feet of water flows over

THE BRIDGE AT HARPER'S FERRY,

Which is heavily loaded with locomotives and cars. The tracks on both sides of the river are submerged, as they are at Point of Rocks and St. John's Run, between Cumberland and Martinsburg. There are four small bridges undermined between Glen Cove and Hyndman. The Cambria branches leading to Johnstown and the Saulsbury branch are still blocked.

TELEGRAPH STATIONS ABANDONED.

BALTIMORE, June 1st.—The rain in this vicinity caused damage that it will take years to repair. A number of washouts on the Baltimore and Ohio stopped all traffic except the trains on the Washington branch. The Potomac is over its banks and many telegraph stations had to be abandoned as the water covered the tables. Many operators were compelled to send messages standing in the water up to their waists. Many wharves here are covered with water. The tide in the basin is the highest in many years.

HIGH WATER AT CUMBERLAND.

WESTMINSTER (Md.), June 1st.—The greatest rain experienced in Carroll county for many years has prevailed since Thursday. All the low lands bordering on streams are submerged. Many narrow escapes from drowning are reported from New Windsor to Linwood. The Western Morgland Railroad is inundated to a depth of from one to three feet. At Cumberland nearly 100 families were compelled to leave their homes by the rapidly rising water, in wagons and boats. No fatalities are reported.

ALL COMMUNICATION SHUT OFF.

ELLCOTT CITY (Md), June 1st.—Hundreds of people line the banks of the Patapaci to-day watching the rushing floods which have receded but a few inches since last night. Nothing since the flood of 1867 equals this. All communications further west by rail are cut off. Several buildings have been swept down stream. The only death reported is that of William Hudson, at Orange Grove.

IN NEW YORK.

Heavy Losses to Property—All Railroad Traffic Stopped.

ELMIRA (N. Y.), June 1st.—The damage done to property in this county by the flood up to this time is $300,000. The water is higher than it has ever been known to be. Traffic is totally suspended.

BUFFALO, June 1st.—But one train left this city to-day. All the depots are filled with anxious travelers bound in all directions, but the outlook is so threatening that the railroad authorities are afraid to start their trains.

A dispatch from Olean says: The supply pipe of the water-works in that place is broken and the city is without drinking water. The citizens are alarmed over their helpless condition in case a fire should break out. All the streams in Erie county are swollen beyond their banks and great damage is done in the counties of Catanags and Chatauqua. At Hornellsville, on the Erie road, the people are moving about in boats, though the water there is subsiding.

THE STORY NOT HALF TOLD,

A Probable Death List of Over Eight Thousand.

SANG HOLLOW (Pa.), June 1st.—1 A. M.—The first accounts sent out of the Johnstown disaster are far below the wildest estimates placed upon the extent of the calamity, and instead of 2,000 or 3,000, it is probable the

DEATH LIST WILL REACH EIGHT THOUSAND,

And many say 10,000. It is now known that two passenger trains, two sections of the day express on the Pennsylvania Railroad, have been thrown

INTO THE MADDENED TORRENT

And passengers drowned. These trains were held at Johnstown from Friday at 11 A. M., and were laying on the siding between Johnstown and Conemaugh stations. An awful torrent came down a narrow defile between the mountains, a distance of nine miles, and with

A FALL OF THREE HUNDRED FEET

In that distance, sweeping away the villages of South Fork, Mineral Point, Woodvale and Conemaugh, and leaving but one building standing—a woolen mill—where, but an hour before, had stood hundreds of buildings, and, dashing on with the

ROAR OF A CATARACT

And the speed of the wind upon the fair city at the foothills. The plane in which but yesterday sat Johnstown sits in the mountains like

A JEWEL IN A DIADEM.

The great Gautier Steel Works sat in this plane and the city below it, the railroad tracks bounding it at the base of the mountains on the north. Here is where the trains were standing when a tide of water

LIKE A CATAPULT

Came down on them with such resistless force that heavy trains, locomotives, and all else were overturned and swept down with the torrent and lodged against the great stone viaduct along with forty-one locomotives from the Johnstown roundhouse, the machinery and ponderous frame-work of the Gautier Mill, and the accumulated debris of

MORE THAN A THOUSAND HOUSES,

Furniture, bridges, lumber, drift, and human beings. The low arches of the viaduct choked up immediately, and the water rushed back over the entire level of the valley upon which the city stood, to a depth of what, from the water works, indicates about 38 feet.

In the great sea thus formed thousands of people were

STRUGGLING FOR LIFE.

The scene to-day is one of the most harrowing possible for the imagination of man to conceive. Accumulated drift gorged up at the viaduct to a hight of forty feet, and then took fire from the upsetting of stoves or lamps. Then were

STRONG MEN MADE SICK

At the sight, as the flames roared among the dry timber of the floating houses, and human bodies were soon pinioned among the house-roofs, locomotives, iron beams and the freight, passenger, Pullman and baggage cars, the greedy flames licking with haste their

DIET OF HUMAN FLESH.

The scene was horrible beyond description. Human beings, from infancy to withered old age, were

BURNED BEFORE THE EYES

Of the beholders, and no rescue from such a fate was possible. Strong men turned away with agonized expressions, and women shrieked at the horror of the scene. The

DEAD BODIES

Have been computed at not less than 8,000, and the number may even exceed this estimate. This seems incredible, but until the waters shall have abated and the work of removing the dead from this tremendous mass shall have been completed, it will be impossible to tell how many lives have been lost.

A HEART-BROKEN PARENT.

On boards stretched along the tops of pews were thirty bodies which had been snatched from the stream by Father Thos. Darlin and some of arisn hom he had impressed into service. While in the awful presence of the dead, the Associated Press representative saw Joseph Smith, a man of extraordinary size and strength, enter. He said not a word, but quietly went from corpse to corpse lifting the stained and mud-covered coverings of the dead. At last he came to the corpse of a child about 9 years old—his daughter. He looked at the swollen and bloody features a moment, and then, with a voice of most unutterably agony, cried:

"MY MAGGIE, MY LITTLE MAGGIE,"

At the same time pressing the inanimate form to his bosom and giving expression to alternate caressings and gesticulations of grief. The man took his child and went with it to what had been his home. He placed it beside those of his wife and two other children, all of whom had been drowned. It is impossible to narrate the many pathetic incidents that occur on all sides.

At Morrell forty-three bodies were laid out waiting to be identified. Eight of them were children, one that of a child which a physician said had been born while the mother was fighting for her life in the raging flood.

At Ninevah, nine miles down the stream, 106 bodies, mostly women and children, were laid out in a sawmill, and additions to the number were being made by wagon loads at a time, which were being picked up in the meadows over which the great tide had surged with the fury of a demon.

Many were found with their hands clinging tenaciously to branches of trees and shrubs. In one case a young couple were found

LOCKED IN EACH OTHER'S ARMS.

In another case a mother was found with a child clasped in each arm and held closely to her bosom. There is no possibility of telling just who has been lost as thousands are missing. The survivors, many of them tell of the most thrilling escapes from the collection of debris, house roofs, car doors and planks, seek the banks and gaze with a stupor born of paralyzation of their mental faculties from the fright and horror they had been subjected to.

MORE SICKENING DETAILS.

Panicstricken Passengers Jump Into the Raging Current.

PHILADELPHIA, June 1st.—Information was received here about 11 o'clock to-night at the office of the Pennsylvania Railroad of frightful disasters to two of the through trains from Pittsburg, which had been supposed to be safe at Conemaugh. Assistant Superintendent Trump telegraphed from Blairsville Junction that the east-bound train from Chicago to New York, and the mail train from Pittsburg, bound East, were put on back tracks in the yard in Conemaugh, when the flooded condition of the main tracks made it apparently unsafe to proceed further. When the rise of water made danger apparent, the frightened passengers fled from the trains to the hills near by. Many in their excitement threw themselves

INTO THE RAGING CURRENT

And were drowned. When Superintendent Trump reached Conemaugh he immediately gathered together the remaining passengers of the two trains and had them conveyed to Ebensburg by wagon, a distance of about ten miles. The survivors are now at that place. The conductors of the trains went with the passengers to Ebensburg, and the Pullman conductor, who is supposed to have a list of those under his charge, is there also. It was impossible to give the names of any of those who lost their lives.

Superintendent Trump fully confirms the reports sent out of the terrible disaster in and near Johnstown. He says

IT WILL NEVER BE KNOWN

Exactly how many lives are lost, but the number will reach among the thousands. He describes the devastation wrought by the resistles flood at Johnstown as being something awful to behold.

HORRIBLE DEVELOPMENTS.

An Associated Press correspondent was the first man to cross to Johnstown proper, which he did by means of a basket suspended from a cable. Once over, he found the scenes magnified in their horror. Here were the residences of the little city's most wealthy and intelligent people. Here were found bodies of many of the most prominent citizens and those of their entire families. Cinder, Market, Main, Locust, and Washington streets had been swept clean and bare of all buildings of whatever character, and their inhabitants seemed to have fled into the streets at the first warning of danger and

RUSHED TO THEIR DEATH,

For those who remained in their houses had an opportunity to flee to the upper stories. In cases where houses were frame they were floated from their foundations and many were saved. The Hotel Hulbert, brick structure, had had sixty-five guests, and sixty-three of them were killed by the falling in of floors and walls.

Morell Library, the school-house, Alms Hall, general stores and offices and one other brick building are all of probably 2,000 buildings that have not been floated from their foundations or caved in

The stone viaduct is forty feet high from the river bed at low water, and over this the water

RUSHED IN A RESISTLESS FLOOD.

On this, or the west side, is the Bessemer Steel Rail Mills of the Cambridge Iron Company. Although warned to flee to the hillsides many of the men, resting in fancied security, loitered about the mills and were

ENGULPHED IN AN INSTANT.

To-day their bodies are strewn along the Conemaugh, Riskiminitas and Alleghany rivers, and are being caught as far down the Ohio river as Rochester.

Below the mills is Cambria a sub-borough in which reside probably 2,000 people. The scenes here are but a repetition of those in other parts of the flood-wasted city.

In St. Columbia's Church, a new structure, which has been flooded to the depth of six feet in the auditorium, the water has receded, and the floor was covered with slimy ooze to the depth of seven or eight inches.

The number of people who are visible from the banks are so few in contrast with the population of the various little burgs which constitute the city, that the question: "Where are the people?" is asked on all sides. The impression is gaining ground that the disclosures yet to come where the gorge collected, and which is now burning over an area of several acres, is yet more ghastly than language can depict. No idea can be given either of the area of desolation or extent of the damage. The people of Johnstown

ARE ACTUALLY STARVING.

Men who were yesterday worth half a million of dollars are to-day actually penniless and suffering for the necessaries o life. A loud cry of distress is being sen up from the entire city, and the doleful want should meet with prompt response.

Millions cannot repair the damage and the desolation covers miles of territory. The number of bodies thus far recovered is about 500. How many lie beneath the great bed of fire underswept by the raging torrent the uncovering of therr bodies can alone determine, but from all appearances there are thousands

The agonized cries and lamentations of friends who have not been able to learn any tidings of their loved ones is the most pitiful and pathetic. When a form is seen to drop down deeper into the flames from the burning way of supports shrieks pierce the air like

A WAIL FROM A LOST SOUL.

The condition of the streets is one of unparalleled desolation. The five thoroughfares in the most densely populated parts of the town are denuded of the shops which once were the pride of their inhabitants. Trees have been denuded of their branches, their trunks standing bare and broken or are uprooted and swept away.

It is not an exaggeration to say that not a single structure is now left within the confines of the city that is safe as a place of habitation, and all must be torn down and rebuilt.

The gorge has so obstructed the sluiceways of the viaduct that the water does not recede as fast as it otherwise would.

Growth of Electric Lighting.

The growth of electric lighting is something wonderful. At the convention of the National Electric Light Association President Duncan said that one year ago there were 4,000 plants in the United States; these now number nearly 6,000. One year ago there were 175,000 arc lamps in use; there are now 219,924. One year ago there were 1,750,000 incandescent lamps in use; at the present time there are over 2,500,000—49 per cent. increase. The growth in electric railways is quite as startling. The country is committed to an electric age. Steam and gas, which have headed civilization, are being displaced. One more quarter of a century and every township, as well as city, will be illuminated by electric lighting.

EASTERN EVENTS.

NO NEW DEVELOPMENTS IN THE CRONIN MYSTERY.

The Clan-Na-Gael Will Try to Purge Itself of Odium—Railroad Officials in Trouble.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

NATIONAL SYMPATHY.

The News of the Disaster at Washington—The Dead and Homeless.

WASHINGTON, June 1st.—As fuller news of the terrible flood at Johnstown, Penn., reaches the city the most intense excitement and sympathy prevail. The President this morning received a private telegram from there announcing 1,500 dead bodies lying on the hills and 30,000 people homeless, and asking for tents, etc. He at once sent for the Acting Secretary of War to have tents sent at once. The President will also send a telegram of sympathy and condolence to the Mayor of Johnstown. Private Secretary Halford's wife and daughter are on the train in the neighborhood of them. They should have reached here last night.

The Acting Secretary of War has telegraphed the Governor of Pennsylvania asking him to ascertain the number of tents needed and if he could not furnish them from those used by the National Guard in that State. The tents belonging to the Government are nearly all in use.

THE CRONIN MURDER.

No New Developments in the Case—The Clan-na-Gael.

CHICAGO, June 1st—The many assertion that evidence relating to the Cronin murder and to the alleged huge defalcation in the Irish National funds had been discovered by Mortimer Scanlon in the books of the defunct Traders' Bank of this city while he was in charge as Court officer were denied to-night by Scanlon himself, who in a written statement over his own signature said all such statements are absolutely false, and attaches a letter from Sheriff Mattson stating that he (Scanlon) was never a Deputy Sheriff, and was never a custodian of nor in any way connected with the effects of the Traders' Bank.

Upon the truth of the Traders' Bank story has rested many of the sensational reports that have recently appeared as to the supposed motive for the murder of Cronin.

Aside from this statement of Mr. Scanlon there has been no important developments in the case to-day. Chief Hubbard said to-night that the police are pursuing the investigation with all the vigor possible, but that the progress is slow.

Mr. J. F. Beggs, a young attorney, is reputed to be "Senior Guardian" of the Columbia Club Camp 96 of the Clan-Na-Gael. It was by this camp, rumor has it, that Dr. Cronin was tried for treason in star chamber proceedings. The police, it is said, have been for some time laboring to collect evidence to connect this camp with the removal of Cronin.

Mr. Beggs was seen by a reporter this afternoon and questioned as to his connection with the Clan-Na-Gael, etc. He said the oath of the order prohibited him from giving any information about its members or as to the position occupied by himself.

Referring to the statement made by Luke Dillon of Philadelphia that the chief executive of the order would be asked to remove the pledge of secrecy from the members of that organization so it might clear itself of the charges which had been made against it in connection with the case, Mr. Beggs said he hoped the oath would be suspended, and added: "If the Clan-Na-Gael does not acquit itself in connection with this crime, it would be wrecked, and the Irish cause in America will perish with it. If the oath of secrecy should be suspended, he is confident the Order will instantly be acquitted of complicity in the crime, as its members and books would make it so plain that the Clan-Na-Gael, as an Order, had nothing to do with the murder that such a thing would never be thought of again."

CANADIAN VIEWS

On the Behring Sea Controversy—They Claim That Peace is Endangered.

NEW YORK, June 1st—The *Herald* this morning publishes a three-column dispatch from Ottawa giving the history of the seal fishery troubles between the United States and Canada. It is held that this Government now claims a right which she long ago denied to Russia before the Alaska purchase, and which Russia was forced to surrender. When the United States bought the territory from Russia we could acquire no greater right than Russia had. The ground taken is that this change of base is due to the Alaska Commercial Company. War may come. The British commander's orders are not known, but if like former orders he may use force to protect Canadian sealers. But if there is no chance of a collision between the squadrons of the two powers there is more than the possibility of blood being shed in an encounter between the sealers and the crews of the revenue cutters. The people interested in the sealing industry in British Columbia have determined to prosecute their calling at all hazards, and if they are interfered with they will treat the intermeddler as a pirate. The *Herald* concludes: "Of one thing the people of the United States may be assured, peace between the two great English-speaking people is endangered not in the true interests of the people of the republic, but in the interests of the Alaska Commercial Company."

FRENCH INTERFERENCE.

Admiral Gherardi Presents His Views on Haytian Affairs.

WASHINGTON, June 1st.—Admiral Gherardi of the South Atlantic Squdron, who has just returned from Hayti in the United States steamer Galena, was at the Navy Department yesterday in conference with Secretary Tracy. In speaking