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HAYTI'S CAPITAL TAKEN!

LEGITIME ABDICATES AND HYPPOLITE'S ARMY TRIUMPHS.

Its Leader Cables that He Has Proclaimed Himself Provisional President—The North Wins After Eight Months of War.

LONDON, May 31.—A cable despatch has been received in this city from Gen. Hyppolite, the insurgent leader in Hayti, saying that he has defeated President Légitime, captured Port-au-Prince, the capital of that country, and proclaimed himself provisional President.

The despatch from London was partly corroborated by a cablegram received direct from Port-au-Prince, by way of St. Thomas, by a firm in this city that has large interests in the Haytian capital. They say their correspond-

FLORVILLE HYPPOLITE.

ent is to be relied on absolutely. The despatch states that Légitime has voluntarily withdrawn from the Presidency, but at last accounts was still in the capital, though no one knew exactly where. There was no word of an attempt to occupy Port-au-Prince by Hyppolite's forces, though these forces at last accounts were just outside the city, which is without proper fortifications and was completely at the mercy of the army of the north. According to these gentlemen, who are in constant communication with Port-au-Prince, and who have heretofore given out no information on the situation, Légitime's life is in no immediate danger, as his measures have been ordinarily mild and humane. The northerners are principally enraged at the bombardment of the coast cities of the north and at Thélemaque's death. Légitime, however, is not held responsible for these bombardments, and the feeling for revenge for Thélemaque's death has in a measure died out. One great hope for Légitime's safety lies in the fact that though he captured Gen. Alfred Williams, one of Hyppolite's Ministers, he did not shoot him down, as Salamon would have done, but kept him in prison, and even allowed him to write letters to his friends. It is known that Hyppolite has always disclaimed any desire to be President of Hayti, and it is thought that either Boisgrand Canal, Gen. Montpoint, or even some southern candidate may succeed Légitime when the next election comes.

The latest war, or more properly speaking the last factional strife in Hayti, had its origin in the troubled state of affairs that immediately followed the flight of President Salomon, who, foreseeing his approaching downfall, got together all the money he could and fled from the uneasy blacks over whom he had held the reins of government for a remarkably long period from a Haytian point of view. On the question of Salomon's removal from office, for once the whole of Hayti was united. Not only was the south up in arms against him, but when he fled on August 16, 1888, the northern General, Thélemaque, was at the very gates of Port-au-Prince with an army of 10,000 men.

With Salomon gone, a new election became necessary, and the two candidates in the field were Gen. Seide Thélemaque, who had the support of the north, the northwest, and the department of Artibonite, and Gen. Francois Denis Légitime, who was backed by the rest of the country. Before any election had taken place came the trouble that for the past eight months has torn up the island of Hayti, has kept in a ferment the merchants in this city actively interested in the Haytian trade, and on more than one occasion has required the intervention of United States cruisers and of the State and Navy Departments as well. On the night of the 28th of September last the smothered feeling of hatred between the followers of the candidates of the north and south burst into flame in the shape of a riot between some of Thélemaque's soldiers and the citizens of Port-au-Prince within the very walls of the city. Throughout the night the fighting continued, and when the morning of the 29th dawned the northern troops were overpowed and Thélemaque lay dead on the street with a bullet from a Gatling gun through him. The news spread through the Departments, which supported Thélemaque, and the northerners did not hesitate to say that their leader had been assassinated. Then, amid cries for vengeance, the north demanded that Légitime withdraw from his candidacy for the Presidency.

Instead of doing so, Légitime got together the deputies chosen to represent the south, had himself declared elected provisional President of Hayti, and proceeded to appoint his Ministers. Next he turned his attention to putting down the uprising against him. Here he met with more trouble. Several southern cities were kept from open revolt with difficulty and some of the troops he sent to the north went over to the enemy. Still Légitime was strong. He had money, arms, and the whole Haytian navy.

The north saw where it was weak and sent emissaries to this country to buy arms, ammunition, and vessels that would do for ships of war. Among the first to arrive was Gen. Papillon, who reached New York on the Clyde steamer Ozama on Oct. 24. He attended to his mission faithfully, and on Nov. 5 the Saginaw sailed with M. Papillon's purchases, and was chased out to sea by the revenue cutter Chandler in consequence. The Saginaw got away, of course, and landed Papillon and his munitions of war all right at Monte Cristi, a Dominican port near the Haytian frontier.

Later on the navy of the north was augmented by the addition of the Caronde et from New York and the Novelty from Boston. The Madrid also was sent from New York, but was lost with all on board. No naval battles have been fought, and the Admiral of Légitime's navy, Mr. Patterson, spent Decoration Day in New York.

While the Haytians of the north were making preparations to fight on land, Légitime was trying to maintain a blockade of the northern ports, and succeeded in getting himself into trouble with the United States over the seizure of the Haytien Republic.

The northern armies had found a new leader in Gen. Florville Hyppolite, a full-blooded negro of 55, who had the confidence of the whole north, and who had the advantage of being in command of Thélemaque's veterans. Hyppolite has made his headquarters at St. Marc, and while Légitime was pursuing his Fabian policy, Hyppolite was steadily pushing his troops southward.

Lately Légitime's forces have been driven back by floods, and the latest despatches announced that Gen. Picuant, the southern Commander-in-chief, had deserted the positions occupied by him and fled to Santiago de Cuba. When this news was received it was generally admitted that Légitime could not last much longer.

Johannes Haustedt of the firm of Jimenes, Haustedt & Co., 5 South William street, who is Hyppolite's agent in this city, said last night that he had received no news of the capture of Port-au-Prince. He has no direct communication with that city, but receives his despatches from Hypolet's headquarters, Cape Haytien, or by way of Kingston. Mr. Haustedt said that the friends of Hyppolite here have been expecting some such termination of the war, as Hyppolite had obtained possession of the entire country in the exception of Port-au-Prince, and had kept Légitime shut up in that city for the past two weeks.

On Thursday Mr. Haustedt received a despatch from Kingston, saying that Légitime had made four attempts to escape from Port-au-Prince, but each time had been prevented by his followers.

Mr. Haustedt says that Hyppolite was proclaimed "provisional President" at the outset of the insurrection. He makes no claim to being the actual President of Hayti. A new election will be ordered by the Provisional Government. Mr. Haustedt does not think that Gen. Hyppolite will stand as a candidate for the Presidency.

The steamer Dorian arrived yesterday afternoon from Kingston, Jamaica. It was surmised that Légitime might be aboard, but he was not.

THEY UPSET AND DROWNED HIM.

Queer Doings of Two Men in a Rowboat with Cornelius Carr, Number Three.

Patrick Fitzgerald, who keeps boats to hire at the foot of East Eighty-ninth street, opposite Hell Gate, stood under his shed just before 1 o'clock yesterday afternoon watching three men who had come up the East River in a rowboat. The stiff breeze had roughened the water, but one of the three men sat in the stern with his hands on the gunwales aiding the rocking motion of the boat by swaying his body from side to side. The man at the oars, too, was apparently trying to capsize the boat or see how much tipping it would stand without actually going over. Finally he lost his hat. He pulled up close to it, but before he could get it the boat went over, spilling its occupants into the river about 100 feet off shore.

Fitzgerald shouted to Alonzo Jeroloman, who was on a float near by, and Jeroloman and another man put off in a boat to rescue the three men. Two of them had struck out for the shore after clinging to the capsized boat for a few moments. The third was drifting down stream. He was the man who had sat quietly in the boat. His head appeared above the surface two or three times and then he disappeared. Jeroloman and his companion picked up the man who had sat in the stern of the capsized boat, and the other was rescued by some men in another rowboat. The rescued men were landed at the foot of Eighty-ninth street, and Fitzgerald and Jeroloman stood guard over them while another man went to the Eighty-eighth street station for a policeman.

At the station the two men said their companion who had floated down the river was Cornelius Carr, 19 years old, of 240 North Seventh street, Williamsburgh. The man who had rowed the boat up the river said he was Osborn Mackay of 24 Broome street. The other gave the name of Peter Linden, and said he lived at 142 North Third street, Williamsburgh. At first the prisoners would say nothing more about themselves or the overturning of the boat. The statements of Fitzgerald and others inclined Sergeant Haughey to believe that the prisoners had intended to capsize the boat, so he entered a charge of homicide against them and sent them up to the Harlem Court, where Justice Murray remanded them until this morning.

When they got back to the station Mackay and Linden told a reporter that they and Carr had worked in Some & Fleming's oil works in Astoria, and that, being laid off for the day, all three had gone for a sail, after having drunk a good deal of whiskey. They were really trying to steady the boat, they said, when people on shore supposed they were trying to tip it over. Sergeant Haughey said the prisoners were not drunk when they were brought to the station. Carr's body was not recovered.

At 24 Broome street last night Mrs. Mackay said that she had never heard of Carr or Linden before, and did not know where her husband was until she heard of his arrest. He is a stevedore, she said. He is the employ of the Standard Oil Company at Greenpoint. Peter Linden does not live at 142 North Third street, Williamsburg. The number 240 North Seventh street, Williamsburg, is a vacant lot. Residents in the neighborhood had never heard of Cornelius Carr.

NEW YORK'S TAX RAISED; KINGS' CUT.

Whatever the State Assessors Said the Alleged Equalizers Agreed to.

Ex-Judge Edwin Countryman of Albany, the referee appointed by the Supreme Court in the suit of the State against Comptroller Myers for $323,000, claimed to be due from the city for unpaid State taxes of 1887, took further testimony yesterday in the Tax Commissioner's office. The city holds that the amount was unjustly levied. Deputy Attorney-General Post represented the State, and Mr. J. W. M. Nowlin of Philadelphia and George S. Coleman the city. The two important witnesses for the day were Mayor Chapin of Brooklyn, formerly State Comptroller, and ex-Attorney-General Denis O'Brien, both of whom were parties to raising the tax levy. The county, Mr. Nowlin said, made a return showing on its own assessment an indebtedness to the State for the taxes of 1887 of nearly $3,700,000. The State assessors reported to the State Board of Equalization, composed of themselves and the State officers, that the ratio of the assessed value of property in New York city was only 59 per cent. of the true value, and that the average in the rest of the State was 65 per cent. of the true value, and so they recommended that New York city be raised from 59 to 65 per cent., thereby adding $119,000,000 of taxable values, the tax upon which is the $323,000 in dispute. The county holds that the Board acted arbitrarily and without due information, such as the law requires the assessors to collect. The taxes in the counties in which these officials live were reduced in every case, with the exception of Dutchess county.

In Kings, where Mayor Chapin lives, they were reduced $22,909,788; in Monroe, Secretary Cook's home, $26,828,186; in Broome, Lieut.-Gov. Jones' county, $9,029,648; in Cattaraugus, represented by Assessor Wood, $7,011,818, and in Jefferson county, the home of Attorney-General O'Brien and State Assessor Ellis, $7,725,998.

When Mayor Chapin took the stand Mr. Nowlin asked him to explain how this happened. Mr. Nowlin said he wanted to know how New York county was discriminated against in this fashion.

"The ratio of assessment in Brooklyn," replied Mayor Chapin, "was higher than in New York." Mayor Chapin admitted that the State officers, as a Board, never revised the proposed table of equalization submitted to them by the State Assessors. Attorney-General O'Brien admitted the same thing. Mr. Nowlin then made the point that this was contrary to law, because the State officers did not exercise an independent judgment of their own, but simply took the figures submitted by the State Board of Assessors without knowing whether they produced a just or an unjust result.

The hearing will be continued this morning, when the State Assessors will be recalled, and Tax Commissioner Coleman will also give his testimony.

MAY FIGHT A DUEL YET.

Editor Hilderbrand Wants Editor Jacobson and Mrs. Jacobson Arrested.

A war of words, which it is feared may yet lead to the clashing of sabres, has broken out between two fiery German editors in Brooklyn—Major Paul Hilderbrand of the *Freie Presse* and Dr. A. D. Jacobson of the *Zeitung*. The papers are warm political opponents, the *Freie Presse* being Republican through and through, and the *Zeitung* pronounced in its advocacy of straight Democracy. Although only in existence a couple of years the *Zeitung* has succeeded in capturing the *Freie Presse's* share in the corporation advertising patronage, and the editors of the rival papers have been for some months saying very bitter things about each other. An unusually bitter assault against Dr. Jacobson appeared in the *Freie Presse* a few days ago, and not only the Doctor himself, but his wife, who is said to be a high-spirited woman, took offence in pointing language in communications with Major Hilderbrand, and, as alleged, threatening him with a public horsewhipping unless he retracted some of the charges he had made.

A meeting took place between the rival editors in this city on Tuesday, and it is said that bloodshed was averted only by the interference of mutual friends. It is said that Dr. Jacobson was willing to have the controversy settled on the field of honor either with swords or pistols. The Major applied to Justice Walsh for a warrant for the arrest of Dr. Jacobson. Justice Walsh refused to issue a warrant on the ground that the alleged offence was committed in New York. Major Hilderbrand was then angallant enough to swear out a warrant for the arrest of Mrs. Jacobson for at ering alleged threats against him. He took occasion to explain at length in his journal that he did not desire to have Mrs. Jacobson pound her, his only anxiety being to have her husband placed on the witness stand so that he could have his past history inquired into. The case is to come before Justice Walsh on Monday, but there is some apprehension that the two editors may meanwhile fight a duel.

Funeral of Peleg W. Chandler.

BOSTON, May 31.—The funeral of the late Peleg W. Chandler was held to-day from the New Jerusalem Church and was attended by a large number of friends. Among those present were the Hon. Thomas B. Reed of Maine, Mayor Hart, the Hon. John W. Candler, Gen. W. W. Blackmer, the Hon. J. F. Andrew, ex-Mayor Green, Prof. Thayer of Harvard, Wm. H. Colman, the Hon. George D. Hale, Gen. J. L. Chamberlain, the Hon. John C. Baker, and the Hon. J. Q. Adams. The services were very simple, but impressive. The interment was at Forest Hills Cemetery.

Does the buyer paying an enormous price get enough satisfaction from the thought that he is dealing with an ancient (relative) aggregation of bank note capacity to compensate for what he might save by a bid from the young, vigorous, and capable New York Bank Note Company?—Adv.

CAPT. BELKNAP'S ARREST.

COL. KOPPER ORDERED IT JUST BEFORE THURSDAY'S PARADE.

The Story of the Trouble in Company B of the Seventy-first Regiment That Will Be Inquired Into by Court Martial.

It is no secret that for some time past there has been trouble in Company B, Seventy-first Regiment, National Guard. The nature of the trouble was a very serious disagreement between the members of the company and their Captain, A. W. Belknap, or, as Capt. Belknap affirms, between a few malcontents and himself. The trouble culminated at the armory of the regiment just before the parade on Decoration Day, in the suspension from duty and arrest of Capt. Belknap by order of Col. Kopper. Col. Kopper made the following statement in regard to the affair last night.

"For months the men of Company B have complained of Capt. Belknap's conduct both as an officer and otherwise. Frequently in the meetings of the members, which are of a civilian character and governed by the usual parliamentary rules of procedure and by-laws approved by the Adjutant-General, Capt. Belknap has done such things as to refuse to put motions which he did not like, and has threatened to reduce to the ranks men whose votes in these meetings did not please him. As an officer the men have complained that Capt. Belknap was extremely inefficient. Recently at a battalion drill he showed such ignorance of the tactics that he had to be almost reprimanded by a regimental officer. There were many spectators present, and the men in the company became highly disgusted. Of course knowledge of this feeling got around in the regiment and was talked of a great deal. I finally wrote to Capt. Belknap suggesting that the matter be smoothed over in some way before there was a public outbreak.

"On May 14 Capt. Belknap called a meeting of his men, and said he wanted a frank, open statement of their grievances, and said that he would waive for the purpose all his privileges as a commanding officer. He requested a vote of confidence in himself, and this was negatived, forty-two out of the sixty members of the company voting against the resolution. Later, to refute the charge that they had been "led" in their action by one or two ringleaders, these forty-two members and some others signed a statement of their views in the case, and handed this to Capt. Belknap. The Captain, though he had requested it all, but eleven non-commissioned officers who signed the call under arrest, and reported to me that there was a state of insubordination in the company that he could not cope with. I decided to order a court martial of the arrested officers for obvious reasons, and I thought it wise that Capt. Belknap should leave the company for a while. I accordingly made him Inspector of Rifle Practice in place of Capt. Hoyt, which did not degrade him in rank at all.

"On May 21 Capt. Belknap appealed to brigade headquarters for help in subduing the insubordination. Gen. Fitzgerald referred the matter to me for a report, and I reported the facts in the case as I have stated them. The next day, just as we were forming in the armory for the parade, Capt. Belknap came to me and said that he 'declined' my detail of him to duty as Inspector of Rifle Practice, and proposed to take command of his company. I had ordered in command of Company B First Lieutenant Smith. I told Capt. Belknap that he must obey orders. He repeated what he had said before, and I told him he must beware of the consequences. Then he went down stairs, ordered the Sergeants of Company B to obey only orders coming from himself, and deposed First Lieutenant Smith from the command. This was reported to me, and I at once ordered him under arrest. He came to my room, and offered me his sword, but I told him to keep it, and said that I would not detain him in the armory. But, of course, being under arrest, he could not parade with the regiment. I shall now have to prefer charges against Capt. Belknap and the Adjutant-General will probably order a court martial.

"I am sorry for all this, but I cannot see how I could have acted differently. Capt. Belknap gave me no alternative but to order his arrest."

Capt. Belknap keeps a drug store at 227 West 125th street. He said last night:

"This whole trouble started from a few men. These men are non-commissioned officers, whom I have had to discipline severely for neglect of duty. They have complained so frequently that he would stand by me in trouble with them, but when the trouble comes he backs out. These men dragooned the others into this faction against me; that I know. Now, I do not complain of what occurred at this meeting I called. But afterward—days afterward—they forced me to make a formal tender of resignation. If that is not insubordination I don't know what is. I then referred the matter to Col. Kopper, and finally to Gen. Fitzgerald. I know I shall get justice from Gen. Fitzgerald, for he is a soldier and a gentleman.

"I refused to give up my command because Col. Kopper had ordered me to remove it and detail me to the place he did. My commission is from the Governor of the State. Col. Kopper proposed to make a staff officer of me. I am an officer of the line, and as the line outranks the staff, Col. Kopper proposed to degrade me. That is the fact about the case, no matter what they say. Col. Kopper must prefer charges against me within eight days, and then the whole matter will be settled in a just way."

CAPT. WITTHAUS'S FUNERAL.

His Friends have No Doubt that He Was Insane When He Shot Himself.

The many friends of Capt. G. Henry Witthaus, who died by his own hand in the uniform of the Ninth Regiment on Thursday, were pretty generally agreed yesterday that he was suffering from temporary insanity when he shot himself. Capt. Witthaus was a stoutly built man, who took little exercise. He could stand anything better than long exposure to the sun, and had suffered at Creedmoor while on duty as inspector of rifle practice. He had been relieved of the duty of inspector, and made assistant inspector at his own request, on account of a physical disability. He was not well on the morning of Decoration Day, and his comrades noticed it. On a halt in the parade his brother, Edwin J. Witthaus, said to him: "Why, you look as though you were boiling!"

"Yes, I am very warm," was the reply.

It is supposed that the fatigue of the parade helped to upset his nerves.

Capt. Witthaus was widely known in the Masonic order, and was a popular member of Palestine Commandery. His sister Annie and her husband, Oscar Zollikofer, arrived at the house at 27 East Seventy-fifth street last night, and it was settled that the funeral should be held to-morrow afternoon in the house. It will be private. The only ceremony will be a few words spoken by the Rev. Dr. Krotel of the Twenty-first street Lutheran Church, which Capt. Witthaus used to attend.

WILL THE SALOONS NAME THEM?

How Report Now Proposes to Fill Up the List of Excise Inspectors.

Thomas Duncan, an Eighteenth district Tammany man and the brother-in-law of James P. Keating, leader of that district, was yesterday appointed chief inspector by the Excise Commissioners. It is a $3,000 place, but one of more importance than is indicated by this figure. Further appointments must be awaited before it can be seen to what extent the liquor dealers are to be recognized in the make-up of the staff of the office. The story now goes that the liquor dealers' organizations in the Assembly districts will have the selection of the excise inspectors, who will be recommended through the Tammany leaders in those districts. A complication has arisen in some districts where the liquor dealers in control, though Grant men last fall, are affiliated with the County Democracy. The candidates they wish to name are thus distasteful to the Tammany leaders, but it is believed that an agreement will be reached that will be satisfactory to both sides.

Senator Voorhees Sends Money to the Strikers.

BRAZIL, Ind., May 31.—Senator Voorhees, writing from Hot Springs, Ark., encloses $20 for the relief of the striking block-coal miners here. The letter is addressed to the Chairman of the Democratic Central Committee, by whom it is published to-day. After referring to the strike as being against an unjust reduction of wages, Senator Voorhees says:

"The condition of things, occurring under the highest protective tariff ever known in American history, and repeated more than a hundred times over in every state in the Union, makes its own conclusive argument to every intelligent working man and working woman. If others will give as I have done, according to their means, the miners and their wives and children will not suffer."

Out to-day. All Newsdealers.
The new and extraordinary novel "Harlan Naturin," given away with *Once a Week*.
48 pages. 10 cents. 48 pages.—Adv.

STORMS OVER A VAST AREA.

Rain, Snow, and High Winds in the West—A Tornado in the Valley of the Potomac.

CHICAGO, May 31.—Yesterday and last night a fierce gale raged over Lakes Ontario and Erie and portions of Lakes Huron and Michigan. All around the lakes vessels are reported wind bound and driven ashore. At Chicago the wind reached a velocity of forty miles an hour, and a number of vessels were forced to anchor outside. At Port Huron the white caps were driven before a gale of forty-eight miles, and across the river at Sarnia a fleet of big boats were bound up, afraid to move. The propeller E. S. Pease went ashore north of Port Hope, and has not yet got off. The lifeboat from station No. 2 lost her rudder, broached, and capsized in going to the Pease, but all on board got ashore safely.

At 7 o'clock last night a north wind was blowing at the following ports with the velocities indicated: Chicago, 40 miles an hour; Milwaukee, 42 miles; Green Bay, 38 miles; Port Huron, 48 miles; Detroit, 35 miles; Toledo, 35; Sandusky, 36.

In this city a cold drizzling rain began falling yesterday morning and continued to-day. A fierce gale blew last night. It is so cold that furnace fires have been generally relighted. The storm is moving off eastward.

CORYDON, Ind., May 31.—While Ephraim Kessner was returning from Leavenworth to his home in this county on Wednesday evening lightning struck his wagon, killing his wife and so severely shocking a lady named Cline that she has become insane. Kessner and the three other occupants of the wagon were injured. The wagon was shattered, and one of the horses was killed.

WABASH, Ind., May 31.—The heaviest rains in years in this vicinity have fallen in the last two days.

AT Benton Harbor, Mich., snow fell to the depth of six inches.

MICHIGAN CITY, Ind., May 31.—A northeaster prevails, the fiercest storm that has occurred here in years. Snow fell here yesterday to the depth of about an inch.

WASHAW, Ind., May 31.—Rain has fallen without ceasing for forty-eight hours. For a brief time yesterday it changed to snow. There has been nearly twenty-two inches of rainfall in the two days, and much damage will be done by floods.

GALENA, Ill., May 31.—There was a heavy white frost here yesterday morning. Corn on low ground and all kinds of tender fruit were killed.

CHARLESTON, W. Va., May 31.—A heavy rain began falling here at noon yesterday, and continued until late last night, causing a flood in the tributaries of the Kanawha River. The Chesapeake and Ohio Railroad Bridge over Cabin Creek floated off, and booms in the Elk and Coal Rivers, and millions of dollars worth of lumber and railroad ties were swept away. It is feared that a portion of the city will be submerged. The rivers are still rising.

CHARLESTON, W. Va., May 31.—Heavy rain here last night and yesterday afternoon caused an unexpected flood. The Chesapeake and Ohio Railroad bridge across Cabin Creek was carried away early this morning, and the boom on Coal River was taken out by the flood. There is a great loss of logs and other timber. It is feared that the lower part of the city will be flooded. Kanawha and Elk Rivers are rising rapidly. The Bradford boom on Elk River above the city broke, and is letting out thousands of logs, ties, and a large quantity of other timber.

HARRISONBURG, Va., May 31.—There was a great storm in this region last night. The wind blew a perfect hurricane. Wheat was blown down, trees uprooted, houses unroofed, and fences laid low. The damage is great.

STAUNTON, Va., May 31.—The storm of Tuesday in the Northwest reached here on Thursday and continued until this morning. For fifteen consecutive hours rain fairly poured down accompanied by a strong wind. Much wheat has been blown down and damaged.

HAGERSTOWN, Md., May 31.—A terrible storm passed over the Potomac River district of Washington county this afternoon. It seemed to follow the course of the river, leaving destruction in its tracks and blowing down buildings, trees, and fences, and ruining growing crops. Telegraph and telephone wires are down, and it is impossible to obtain particulars.

PIEDMONT, W. Va., May 31.—The entire valley of the north branch of the Potomac is inundated, and the destruction of property is unprecedented. Both the Baltimore and West Virginia Central Railroads have suffered greatly through the destruction of bridges and trestles washed by landslides. The former road may resume to-morrow, but the Central cannot move a wheel for days. The track of this road is from five to eight feet under water. There are many rumors of loss of life, but only one case, that of a child, has been verified. The child of Mr. Walter Walker of Westernport was caught on a small island by the flood, and is in imminent peril, all efforts to reach him by boats having failed. The destruction of private property is very heavy.

CARLISLE, Pa., May 31.—A heavy rain and wind storm passed over the Cumberland valley to-day, accompanied with a heavy cloudburst. This afternoon, without a sign of lightning or thunder in the clear sky, a terrific report was heard. The bolt struck near the Presbyterian Church. It was thought to be a ball of fire rolling from the church roof. It struck with terrible force with a terrible crash and tore it up as though it was hit by a cannon ball or exploding shell, and pieces of brick were thrown in every direction. Little injury was done to the church. When the bolt or ball struck flashes of fire were seen all along the pavement. Mrs. Kelly of Springfield was slightly injured, and an unknown colored woman was thrown upon the ground and lay as though dead for some time. Ed Kramer and others were severely burned. The rain has been constant for nearly one week, and the streams are high.

WYTHEVILLE, Va., May 31.—There has been an incessant downpour of rain for the last thirty hours, accompanied by high winds. The wheat crop is badly damaged. All the water courses are impassable.

SHAMOKIN, Pa., May 31.—The heavy rain of the past thirty-six hours has caused great damage. Many mines have been forced to suspend, and many are drowned out. No trains have arrived on the Lehigh Valley Railroad since noon on account of a bridge west of here being swept away. Advices from points on the Reading Road and branches show great damage. The trains are all late. The damage will aggregate $50,000.

MARTINSBURG, W. Va., May 31.—A tornado visited the country five miles east of here yesterday afternoon, and after demolishing a vast amount of property it passed down the Potomac River, uprooting trees and overturning small vessels and buildings near the banks of the stream. The storm traversed a path ten miles wide, and then passed out to sea. Very few trees were left standing along the water front.

The house of Martin Porlen, which stood directly in the tornado's path, was lifted from its foundations. Two women who were in the little frame kitchen were hurled twenty feet and seriously injured.

A barn in which George Vogel and J. Powell had taken refuge was blown down, and the two men were killed.

HARRISBURG, Pa., May 31.—A great landslide is reported at Lilly's station. The water is said to be ten feet deep on the Pennsylvania Railroad tracks.

PIEDMONT, W. Va., May 31.—The West Virginia Central Railroad, owned principally by ex Senator H. G. Davis, Stephen B. Elkins, and James G. Blaine, was damaged to-day by the rise in the Potomac to such an extent that traffic will be suspended for several weeks. Five iron bridges, many trestles, and several miles of road bed were washed away. The damage will exceed $100,000. One-third of the track between here and Cumberland is submerged. Earth and stones cover the Baltimore and Ohio tracks in many places, and trains on the road are about twenty hours late.

JOHN GILBERT DYING.

The Veteran Actor Suffering from Pneumonia in Boston.

BOSTON, May 31.—John Gilbert, the veteran actor, is dying in this city, pneumonia and kidney troubles being the causes of his illness. He came to Boston about two weeks ago en route for his summer home in Manchester-by-the-Sea. He felt unwell and consulted his physician, Dr. Jernegan, who advised him to remain here a few days before continuing his journey. He and his wife went to the home of the latter's sister at the South End, and the next day he was obliged to take to his bed. Pneumonia was developed from the cold which troubled him and his right lung was seriously affected. An old kidney trouble was also developed, and Dr. Jernegan, who was again called, saw that the great actor was dangerously ill. On account of his advanced age he has not rallied as well as had been hoped, and his family fear the worst. On Thursday and this morning he was quite comfortable, but to-night he is restless and much weaker. Dr. Jernegan does not give up hope of his patient's recovery, but that he considers Mr. Gilbert a dangerously sick man is shown by the fact that he has cancelled a vacation trip which had been planned for to-day. Mr. Gilbert's last appearance in Boston was in December, 1888, when he appeared with Joe Jefferson in "The Rivals."

OVER 200 LIVES LOST.

Appalling Disaster at Johnstown, Pa.

A DAM BURSTS ABOVE THE CITY.

The Torrent Sweeping Away Houses and their Occupants.

Railroad Officials Assert that Over 200 Bodies Have Been Counted Floating Down the Stream—The Town Literally Wiped Out—Houses by the Dozens Swept Down the River with their Occupants Clinging to Them—Other Villages Submerged and Many Bridges Carried Away—Through Traffic on the Pennsylvania Railroad Stopped—Disastrous Floods in the Susquehanna and Juniata Rivers.

PITTSBURGH, May 31.—A sudden freshet is reported in the North Fork River, east of Johnstown, Pa., in the Allegheny Mountains. The flood has resulted in an awful catastrophe. The North Fork reservoir, above the town, broke at about 5 o'clock this evening, and the immense volume of water rushed down to the city, carrying with it death and destruction.

Houses with their occupants were swept away, and scores, probably hundreds, of people were drowned. There is no communication with Johnstown, but a telegraph operator in the Pennsylvania Railroad tower at Sang Hollow, twelves miles this side of Johnstown, says at least seventy-five dead bodies have floated past. The wires are all down, and no trains are running east of Blairsville, which is about twenty-five miles west of Johnstown.

Johnstown is the most populous town in Cambria county. It is on the Conemaugh River and on the Pennsylvania Railroad, thirty-nine miles from Altoona and seventy-eight miles from Pittsburgh, and is the eastern terminus of the western division of the Pennsylvania Canal. The extensive works of the Cambria Iron Company, which employ about 1,600 men in the manufacture of iron and steel rails for railroads, are located in the town.

A special from Greensburg, Pa., says: Johnstown is completely submerged and the loss of life is inestimable. Houses are going down the river by the dozen, and people can be seen clinging to the roofs. At Caketown, a village of several hundred inhabitants, the houses are almost entirely covered, and a great many dwellings at Blairsville are submerged. Scarcely a dwelling in the vicinity of Sang Hollow can be seen.

The bridges at Bolivar and Nineva, it is reported, have given way, and that at Saltsburg, it is feared, will be carried away. People here who have friends in the flooded district are eagerly waiting for news at the telegraph office. Great uneasiness prevails. The river at Livermore is rising, and great destruction will follow.

At a point near New Florence, eighty-five persons have been seen floating down the river on driftwood. One report comes that only two roofs of the houses in Johnstown can be seen. The Covetown and the New Florence bridges have been washed away, and all the buildings along the Conemaugh River between New Florence and Johnstown have been carried away. The railroad towers have been abandoned by the operators.

The latest information received from Johnstown comes through Pennsylvania Railroad officials, who aver that over 200 dead bodies have been counted floating down stream at Johnstown alone, while along the line many additional lives have been lost. It is asserted that there are only two houses in Johnstown proper entirely above the water line.

A special train bearing Pennsylvania road officials and a large number of new-paper men has left this city for the scene. Telegraphic communication is entirely cut off and until telegraph repairmen and operators, with necessary instruments, open at the nearest point, but little trustworthy information can be obtained.

A despatch from Latrobe says that the train, from present appearances will not be able to run nearer than six to eight miles of that part of Johnstown where the flood was worst.

BRADDOCK'S, Pa., May 31—En route to scene of disaster.—The telegraph wires being down absolutely for six or seven miles below the immediate scene of the disaster, and being in unworkable shape for three or four miles' distance, it was at least 7½ P.M. before an accurate outline of the effect of the disaster could be learned. The chief officials of the Pittsburgh end of the main line of the Pennsylvania road received most of their first information from the signal tower at Sang Hollow, six miles west of Johnstown. At a quarter of 8 o'clock a boy was rescued by men in the signal tower of the railroad company. His name is unknown, but he said that with his father, mother, brother, and two sisters he was swept away in the light frame house which was their home. He was washed away from the building, but said the other members of the family were in it when it was swept over the breast of the new stone railroad bridge at Johnstown; that it capsized a few seconds later, and they were all drowned so far as he could tell.

The railroad operator officially reports that before dark they were able to count 119 persons clinging to buildings, wreckage, or drowned and floating in the current. It this information is to be credited the damage in the town proper must be in the nature of a clean sweep. As early as 1 o'clock the alarm was sent to Johnstown that there was danger from the dam.

The railroad officials were notified and in a very short time began to carry people from the town to places of safety on regular trains and hastily improvised rescuing trains. Superintendent Pitcairn of the Western division of the Pennsylvania Railroad was on his way to South Fork and was notified of the impending trouble.

He promptly took charge of the railroad end of the work, and began the double duty of clearing tracks and sending all possible aid to those in danger. His prompt word and intelligent comprehension of the danger and his strenuous efforts to spread the alarm no doubt saved many lives.

To understand the nature of this calamity it is necessary to describe the respective locations of the reservoir and Johnstown. The reservoir lies about two and a half miles northeast of Johnstown, and is the site of the old reservoir which was one of the feeders of the Pennsylvania Canal. It is the property of a number of wealthy gentlemen in Pittsburg, who formed themselves into the corporation, the title of which is the South Fork Fishing and Hunting Club. This sheet of water was formerly known as Conemaugh Lake. It is from 200 to 300 feet above the level of Johnstown, going in the mountains. It is about three and one-half miles long and from a mile to a mile and one-quarter in width, and in some places it is 100 feet in depth. It holds more water than any other reservoir, natural or artificial, in the United States. The lake has been quadrupled in size by artificial means, and was held in check by a dam from 700 to 1,000 feet wide. It is 90 feet in thickness at the base, and the height is 110 feet. The top has a breadth of over 20 feet.

Recognizing the menace which the lake had to the region below the South Fork Club had the dam inspected once a month by the Pennsylvania Railroad engineer, and their investigation showed that nothing less than some convulsion of nature would tear the barrier away and loosen the weapon of death. The steady rains of the past forty-eight hours increased the volume of water in all the small mountain streams, which were already swelled by the lesser rains earlier in the week. From the best information obtained at this time it is evident that something in the nature of a cloudburst must have been the culmination of the struggle of the water against the embankment.

THE PENNSYLVANIA RAILROAD CUT IN TWO.

PHILADELPHIA, May 31.—At the office of the general manager of the Pennsylvania Railroad it was stated to-night that all the wires of that company west of Wilmore, a station on the Pittsburgh division twenty-five miles west of Altoona, had been down since 8 A. M., and that consequently the information in regard to the break west of that place is very meagre. Enough has been learned, however, to indicate that the rush of water is the worst ever known in that section. At Broad street station the following bulletin for the information of travellers was posted about 8 o'clock:

"On account of the unprecedented storm prevailing in the western part of this State, the lines west of Altoona have been damaged, but to what extent cannot be ascertained until the water subsides. The storm is still raging, and it is thought no trains will be passed until Sunday."

The Chicago limited express, which left New York at 9 o'clock this morning, the fast line, leaving there at the same hour, and the train leaving that city at 8 o'clock last night, are all laid up at Altoona. At 10:30 to-night a despatch was received by General Manager Pugh, dated Wilmore, from the conductor o the eastbound New York and Chicago limited, which left Pittsburg at 7 o'clock this morning, saying the train was safe and that all were well on board. Mr. Pugh inferred from this that the limited was laid up somewhere west of Lilly's. The conductor reported that the bridge at South Fork was washed away, and expressed the opinion that all the bridges between South Fork and Johnstown would be swept away. The Chicago and New York day express, and all other east-bound trains are supposed to be laid up between Cresson and Pittsburgh. When Mr. Pugh was shown a copy of the press despatch from Pittsburgh announcing the breaking of the dam near Johnstown, he said that this report confirmed a despatch received from Wilmore to-night, which said that a man had reported to the Pennsylvania Railroad operator there that the South Fork dam had broken and the waterhad carried away the "coal tipple" and telegraph tower at South Fork station, and also a portion of an east-bound freight train. The person operator who was in the tower managed to escape, but several of the train hands are reported to have been drowned.

The reservoir or dam at South Fork, which is said to have burst with such terrible results, is described by a gentleman acquainted with the locality in which it was situated to be an immense body of water, formerly used as a water supply for the old Pennsylvania Canal. It has been owned for several years by a number of Pittsburgh men who used it as a fishing ground. The man who gave this information said that if the report of the bursting of the dam was true he had no doubt that the damage and loss of life was fully as great as indicated in the despatches. The conductor of the east-bound limited express, who reported the safety of his train, also said that a report had reached him of the breaking of the dam.

General Manager Pugh was out early in the day and he said to-night that he could not under-stand what was meant when he received despatches announcing damage to the tracks at Lilly's. "Such a thing had never been heard of before," said he to