WORK IN THE RUINS STOPS.

THE VOLUNTEERS QUIT TO MAKE ROOM FOR MEN EMPLOYED BY THE STATE.

There will be Only 200 or 300 at First to Take the Place of the Big Force that was Clearing Away the Johnstown Wreck—Gov. Beaver's Plan of Relief Criticised in Western Pennsylvania—22,000 Persons Still in Need of Food—Danger from Malarial Affections—More Hoisting Engines at Work on the Raft.

JOHNSTOWN, June 11.—To-day, the twelfth since the waters of Conemaugh Lake turned fifteen miles of smiling, prosperous valley into a desert of death, the work of the volunteers who sprang from hundreds of miles around to the relief of the stricken people ended, and the desolate valley and its inhabitants were handed over to the State of Pennsylvania, represented by Adjt.-Gen. Hastings. The volunteers, from those near by who risked their lives in rescuing the living from the heap of burning buildings above the railroad bridge to those from more distant places who arrived only in time to dig the dead from the miserable graves with which the calamity had furnished them, have worked tirelessly and even nobly. The thousands of workmen from western Pennsylvania and from Ohio and other adjacent States who left their homes to work in the ruins at Johnstown have given to the cause of humanity mites as creditable to them as the thousands of dollars and train loads of supplies that others differently situated have contributed for the aid of the survivors. To-day their work ended, and they are going home as rapidly as the trains will take them. Scores of others, clerks and business men, who have taken charge of the distribution of food and clothing for the flood sufferers, also ended their duties to-day, but many of them are staying to assist the Adjutant-General's staff in organizing the commissary department that will hereafter look after the hungry among the sufferers.

This work is greater than is generally supposed. The official estimate is that for the present 22,000 persons must be provided with food, medicine, medical attendance, and other necessaries. The food alone would cost $3,500 a day if it had to be purchased. The supply of clothing on hand is ample for all present and prospective demands, but clothing is about the only necessary of life that would not run short in Johnstown were the railroads to break down for a day. The number of destitute persons will decrease as fast as the mills get to work and the stores are started at which provisions can be purchased, but it will be several weeks yet before the great body of the survivors can become self-supporting.

Meantime the work of clearing up the town has come practically to a standstill upon the transfer of the job from the Relief Committee to the State. Most of the hired men have gone home along with the volunteers, and the State authorities say that they expect to start in with only 200 or 300 men to-morrow and gradually to increase the number until they get a full force. While the State is thus taking its easy way, half of the site of Johnstown will be covered with reeking mud and filthy heaps of debris, steaming under the hot sun and frequent rains, with dreadful vapors and nameless odors. It would fittingly complete the record of Gov. Beaver in this matter if he were to order the distribution of supplies suspended also until the Commissary Department gets all its arrangements completed. It would be just as kind to starve the people to death as to condemn them to draw in pestilence with every breath and quaff typhoid in every glass of water.

In spite of the reassuring proclamations of the Board of Health the Red Cross doctors report several cases of malignant diphtheria, and are apprehensive that the disease will become epidemic. As a commentary upon the Board of Health announcement that the water is all right comes the fact that Adjt.-Gen. Hastings's staff was thrown into a panic to-day by the discovery that what the doctors called "the pure mountain spring" that furnished them with water came from an old coal mine and apparently received the drainage from a graveyard.

The bodies were found to-day even more frequently than usual. The big raft is yielding a more dreadful harvest the further it is cut into. A brother and sister in each other's arms were among the finds of the day. Identification is still made of about half of the bodies recovered, but of a very doubtful sort. Yesterday the Rev. Mr. Beale and a few friends were shedding tears over what they supposed was the body of a Mr. Austin, when Mr. Austin himself came up to see them. Such cases are frequent. Very often, on the other hand, the finding of a person's body is the first that is known of his death. Many persons who were in the town on business on the fatal afternoon were caught and carried down, without friends or relatives in other places even knowing that they were in Johnstown.

A few over 1,500 bodies have now passed through the morgues in Johnstown and the suburbs. Many were buried without going to a morgue, many bodies are still in the debris, and the majority of those lost were carried down the river. Over a thousand, as nearly as can be ascertained, have been recovered lower down in the river and buried. Others are being picked up every day even as far down as Cincinnati. Five thousand is not an excessive estimate of the number of the dead, but owing to the lack of any effort to keep records of the bodies found, or of the missing, the truth will never be known.

More hoisting engines arrived this morning, and enough are on the way to make twenty-four in all. They will be used about the edges of the raft above the bridge to drag the logs out upon the banks, where they can be rolled into fires. Dynamite, hoisting engines, and an army of men with pike poles are pegging away at that raft, and last night, whether purposely or by accident, fire was set to it about the banks, where the lowering water has left it dry.

The fact that, with all this, after ten days of continuous work, the impression made upon the raft is insignificant, is a startling evidence of the terrible power of the mighty whirlpool that ground into bits four square miles of Johnstown, people, buildings, and all, and packed the wreck into a solid mass against the strong stone bridge.

The consumption of whiskey and quinine in Johnstown now would alone make the fortune of a druggist, if there were any druggist to sell it. Malarial affections are all but universal, both among citizens and visitors. Besides that, the sale of whiskey being practically prohibited, men go to hospital tents and take the quinine for the sake of the whiskey that goes with it.

Within a few days the Wood, Morrell & Co. general store will reopen, and other dealers in staples are making arrangements to start as soon as they can obtain buildings. Pittsburgh wholesalers are encouraging this by offering to let old bills stand and to give plenty of credit for new stock. When the stores are open again there will be much less demand upon the relief stores, for many people are living upon charity now simply because there is no place where they can buy provisions for themselves.

There will be an opening for iron workers and steel mill men in the new Johnstown. Fifteen hundred of the old employees of the Cambria Company are missing.

NEW MEN TO TAKE HOLD.

The State Authorities Will Assume the Task of Restoring Johnstown To-day.

By the Associated Press.

JOHNSTOWN, June 11.—The impending transfer of the control of affairs in Johnstown to the State authorities, the exodus of workmen and survivors of the flood, and the steady rain, combined to make Johnstown quieter to-day than at any time since the flood of twelve days ago. At all the headquarters work has been narrowed down to the limits of necessity, and a good many faithful men are getting the rest they had long needed. James B. Scott resigned control to-night, and to-morrow Adjt.-Gen. Hastings will begin the biggest task he has ever undertaken. At least $100,000 will be paid out to workmen to-morrow morning, and most of it will leave the town with the men who earned it. They are unwilling, after having received $2 a day, to work for the $1.50, which is all Adjt.-Gen. Hastings will promise them. Booth & Flynn will keep a large number of men at work at $1.50 per day, but there will be very few Americans among them. The new men in control say they will introduce plans by which the work of clearing up the wreckage and caring for the survivors will be systematized and simplified.

Dynamite was used in the river below the bridge to-day, but Gen. Hastings expects to get along without it hereafter. Good progress was made in cleaning out the channel of the Conemaugh above the bridge. A number of stationary engines and long cables were effectively used to pull out the heavy timbers. The morgues are about to be abolished on account of the bad condition of the bodies recovered. Identification is almost impossible unless by personal effects found upon the bodies. The State Board of Health still issues encouraging bulletins, although isolated cases of pneumonia, diphtheria, and measles are reported, generally from the suburbs.

Everywhere in Johnstown to-day owners of property were hard at work cleaning out their cellars, drying carpets and bedding, and renovating generally. The women worked bravely, and, with the aid of brush and water, were soon able to see their floors for the first time in twelve days. The mud is caked all over the walls, and furniture and carpets generally are ruined.

At the general offices of the Cambria Iron Company every clerk and department manager was at work. The books, maps, deeds, land patents, and other valuable papers, which were thoroughly soaked in the flood, were spread out on tables and lines, and fires were built in the grates to aid in drying them. It will take about three weeks to finish this work, and then business in the offices will go on as formerly.

Adjt.-Gen. Hastings was the busiest man in Johnstown to-day, and even at the supper table he was interrupted not less than half a dozen times to read and reply to telegrams. He will be in charge of Johnstown from to-morrow morning, succeeding James B. Scott, who has directed the work here since the disaster. A Commission will be appointed by the Governor to supervise matters. All the workmen have been discharged, and will be paid to-morrow. This work will require a day, and it may be two or three days before the work of clearing away the ruins will be resumed. Gen. Hastings, in an interview this afternoon, said:

"The work of cleaning up the city will be done by contract, and negotiations will be opened at once with leading contractors. Several may be employed, but I cannot say now who will get the work. This matter will not be definitely settled until the Governor appoints the Commission. I have recommended to him the appointment of ex-Gov. Robert E. Pattison, James B. Scott of Pittsburgh, Col. Jennings of Harrisburg, and Thomas Cochrane of Philadelphia. Until the Commission is appointed Mr. Scott has volunteered his services, and will render me all the assistance in his power."

Col. J. M. Schoonmaker, the Pittsburgh coke operator, who is here on the Relief Committee, will probably continue his work under the direction of the State authorities.

This afternoon the body of Miss C. A. Christman, the foreign missionary from New Orleans who was on the day express when the flood swept it from the track, was found. On her person was a draft for $275, a gold watch, and a small amount of money. Her body was embalmed and placed in a coffin. It will be kept until her friends direct what disposition shall be made of it.

There is a demand for orphans here that cannot be satisfied. The city was thoroughly canvassed to-day, but with little success. A number of letters containing money to defray expenses of children cannot be satisfactorily answered, as the orphans are not to be found.

Quartermaster Baker started out four men to-day to canvass Johnstown proper, in order to classify those needing provisions. To-night the men turned in 1,187 names, and much of the town remains to be visited. Quartermaster Baker says clothing is needed very generally. A great many women were found whose families were really suffering who had failed through a sense of delicacy to apply for aid. The humiliation of seeking relief will be removed by the system now being introduced. It is believed that the food and clothing which have been going in large lots to undeserving persons will now go to those who need them more. Chief Gageby was stationed at the commissary supply house near headquarters to-day. He found whole families in the line of applicants each member bearing a capacious basket. There is no doubt that the provisions have been greatly misapplied in this way.

T. J. Oliver of Philadelphia represents the Pennsylvania Grocers' Association, and is in charge of the storehouse established in the German Catholic church. Twenty car loads of provisions and clothing were unloaded there to-day. "There can be no further scarcity of supplies," said Mr. Oliver. "Enough clothing is arriving in Johnstown to supply the city for twenty years."

The Philadelphia Society of the Grocers' Association sent nine car loads of provisions and contributed $2,800 in money.

Thirty-eight bodies were recovered to-day, all in an advanced state of decomposition.

The health bulletin issued to-day is, with few modifications, a repetition of yesterday's. There were no new cases admitted to the hospitals and all patients are reported to be convalescent. There are no cases of contagious disease except the two cases of diphtheria already reported. Simple sore throat, bronchial irritation, and malarial fevers are the principal complaints requiring the attention of the medical corps. The sanitary committees are pushing their work with all possible expedition.

AID FROM TWO NEWSPAPERS.

It was a Close Race, for Both Expeditions Got There in the Same Car.

JOHNSTOWN, June 11.—One of the few humorous things about the disaster was the arrival here last night of the "relief trains" of two rival New York papers. There had been a great effort on the part of each paper to get its "relief" on the scene ahead of the "relief" of the other paper. Each supposed that it had a special arrangement with the railroads by which its supplies would get here first. The correspondents of each paper—dubbed "Commissioners" for the work—were instructed by telegraph to be on hand the moment the supplies arrived, and hustle them out among the sufferers.

The "Commissioners," after haunting the railroad stations for days, were informed last night that their supplies were about to arrive, and they stood at opposite ends of the platform and glanced jealously at each other as the train came in. Each had in his mind a column story describing how the supplies from his paper beat the supplies from the other paper, that was good to see if the beat was only by so much as a cow's length. But the ingenuity which devised these stories was clear waste, for when, after much searching, the train men found the supplies sent by the great New York papers to save John-town the contest as to which got in first had to be declared a tie. The whole business was in a single car. The "Commissioners," after the laugh was over, shook hands on an agreement to send no story of the great race of the rival "relief" trains across the country.

With the reorganization of the laboring force and the departure of most of the laborers, tents for the workmen will undoubtedly be removed from the low ground in the centre of the flat, where they have been located, and placed on higher ground upon the hills near by, where the drainage problem will not be an impossible one to solve.

Any one who gets a water-stained postal card from Johnstown now will have a relic of the flood for preservation. Part of the stock of them in the office at the time of the flood was saved in a slightly damaged condition, and they have been on sale ever since the office reopened.

The United States Engineer Corps' pontoon bridges are the only ones in the flooded region that can be crossed by horses and wagons, except a temporary one to give access from the Pennsylvania station to the flats.

Besides all the damage between Johnstown and South Fork, the Pennsylvania Railroad is still scrimpled between Pittsburgh and Johnstown that it cannot make the seventy-six miles with its passenger trains in less than from four to five hours, and any little accident will make the trips two or three hours longer.

THE DISASTER GETS INTO POLITICS.

Anti-Quay Men Opposed to Gov. Beaver's Plan for the Relief of Johnstown.

PITTSBURGH, June 11.—The Johnstown disaster is in politics already, and is likely within a few days to form an issue upon which the Quay and anti-Quay Republican factions will divide. The first horn has been blown by Chris Magee, the anti-Quay leader. The political side of the disaster comes about through Gov. Beaver's decision not to call an extra session of the Legislature to appropriate one million dollars for Johnstown's relief, but to appropriate the money himself, have it spent under his direction by a commission of his choosing, and trust to the Legislature to endorse the action afterward. The Governor's stated reasons for doing this, instead of calling the Legislature together now, is that a special session will cost $30,000, which will be saved to the State by his plan. The *Times* of this city, which passes for Chris Magee's organ, and which is a stalwart Republican paper, jumped upon the Governor the moment his plan for using the State's money was announced, and this morning it repeats the attack and denounces the plan as nothing better than a robbery of the State Treasury, for the personal glorification of Beaver. The taking of money from the public treasury upon the simple order of the Governor for any purpose whatever it declares to be a most dangerous violation of the Constitution, and it warns the Treasurer that he and his bondsmen will be held personally responsible if the Governor's warrant for such a purpose is honored. The indemnity bond signed by 200 citizens by which the Governor proposes to protect the Treasury in case the Legislature should refuse to endorse the Governor's use of the money, the *Times* declared, would certainly have to be paid by the signers unless they escaped by pleading the illegality of the obligations. The Legislature, it says, will never endorse the extraction of such a sum from the State Treasury for any purpose, on the mere order of a single State official. It ridicules the idea of the expense of an extra session standing in the way of the adoption of that means of receiving State aid for Johnstown, and offers to be one of a party of contributors to defray that expense, if the Governor insists upon its being saved to the State.

The secret of all this is that Beaver and Quay are working together, and that the anti-Quay people believe that the million-dollar Johnstown fund will be handled in a way to build up Quay's influence in the western part of the State, and to break down correspondingly the influence of Magee, whose home and chief strength is here.

There are hints that the war may be carried still further into Africa. During the whole of the last session of the Legislature a Democratic member was endeavoring to obtain consideration for a resolution to investigate the Stanley expedition. It was asserted that he was backed by ex-Gov. Robert Pattison. The Republican majority refused to let the resolution come up. It has been asserted that they were afraid of it, and even that the adjournment of the Legislature was hastened in order to stave off a treasury investigation.

IT WAS A CONTRACTOR'S DAM.

No Engineer Devised or Ever Inspected the Johnstown Dam.

The *Engineering News* will publish the results of a survey and examination of the Johnstown dam and of inquiries in Johnstown and Pittsburgh by which various facts not yet made public were ascertained.

The first break in the dam occurred in July, 1862, and was caused by a defect in the culvert through which two-feet discharge pipes were carried for letting out water from the bottom of the reservoir. This break did comparatively little damage. Enough of the dam remained to make a little pond about eight feet deep above the dam, which was unused until, in May, 1875, when the property, consisting of somewhat over 500 acres, was sold to Congressman John Reilly. The lake itself was 400 acres in size.

After holding the property until 1879, Mr. Reilly offered it to the late Col. B. F. Ruff, railroad and tunnel contractor, and the originator of the South Fork Fishing and Hunting Club, for $2,000. Col. Ruff interested two other Pittsburgh gentlemen in the project, and told them the dam could be reconstructed for $1,500, and that he would take a contract to do it for $1,700. On this basis the club was organized, and for some time these three gentlemen were the only persons in it. Not one of them is now connected with it. Col. Ruff's idea had been to reconstruct the dam much lower, only forty feet high, but it soon appeared that to cut down the spillway or waste wier, which is through rock, would cost more than to construct the dam to the original height, and by the time this had been done the total expenditure, as shown by the pay rolls, had been slightly over $10,000. There still remained the work of riprapping the slopes and other miscellaneous work, bringing the total cost up to $17,000.

At the time of the disaster, in the summer of 1889, The original dam was estimated to cost $188,000, and actually cost nearly $240,000.

Col. Ruff engaged as foreman and superintendent for this work Edward Pierson, "the best man in the country," but after he was employed in the local freight department of the Pennsylvania Railroad at Pittsburgh. Our information is positive that at no time during the process of rebuilding the dam was any engineer, young or old, good or bad, known or unknown, employed or consulted as to the work, a fact that will be hailed by engineers everywhere with satisfaction as relieving them as a body from a heavy burden of suspicion and reproach. The precautions taken against failure were only such as an old railroad contractor with knowledge of hydraulic engineering indicated were admissible without further increasing a contemplated investment of $3,700, which had to be increased at last by over $10,000.

The work of reconstruction was done with the slight care which these facts make probable. The old material, which had caved in, was left untouched, the top of the dam was worked down on to it, the old pipes and culvert, which still remained in a somewhat injured condition, were covered over with earth and generously riprapped, a waste weir of rough plank sheet piling being driven across the old channels. The water, during reconstruction, was carried across the dam in a board flume, which was raised from time to time as the work progressed. There was no careful rammed puddle layer, as is the case with all other committees which were last week at Point of Rocks and other places about Harper's Ferry, did not extend their investigations further up the Potomac.

A Young Girl Drowned on the Church Picnic.

Miss Mamie Hoy, 20 years old, of 122 Charlton street, while getting into a rowboat yesterday at Iona Island, where she had gone with an excursion of the Spring Street Presbyterian church, fell overboard and was drowned. Her body was recovered.

Senator Fields Shot by His Stepson.

CHATTANOOGA, June 11.—At Dalton, Ga., this morning, State Senator R. F. Fields was shot and killed by his stepson, Dennis Taylor. Fields was trying to chastise Taylor. Taylor was arrested.

THE ATLANTIC YACHT RACE.

IT'S IS SPOILED BY A PLENTIFUL LACK OF WIND.

The Shamrock Gets What Glory There Is—Leading at Nightfall, but With Little Prospect of Finishing Within the Time.

For lack of wind the races of the Atlantic Yacht Club were a failure yesterday. The Shamrock when left by the judges' steamer at 7 P. M. was close to Scotland Lightship.

She had outsailed the Titania up to that point about half a mile. The catboat Bijou, and three other yachts, arrived at Bay Ridge at 11 P. M. They had been unable to stem the tide, and were towed in.

Their crews said that none of the yachts had completed the course within the time limit of ten hours. The races will be sailed at an early date.

After a wait of nearly three hours for a breeze, during which a couple of rain squalls and some thunder and lightning came along and made the fleet at anchor lower away everything, the preparatory signal was given—a gun from the club house on shore—at 12:36:45. There was just wind enough for the yachts to stem the strong ebb tide and to get into place to the northward of the imaginary line, between the judges' steamer, Fred B. Dalzell, and a stakeboat anchored a couple of cable lengths to the westward of the club basin. What wind there was came from the southwest, and two minutes before the starting gun, the Katrina and Titania on the starboard tack, with sheets lifted, were coming down from the north'ard, the Grayling, close to the line, set her big jibtopsail and staysail, and just 56 seconds after the second gun the Titania crossed the line, leading the fleet. Twenty-five seconds afterward came the beautiful white schooner Grayling, with Commodore A. Cass Canfield's steel schooner Sea Fox close in her wake, the sloop Gracie under her lee, the Shamrock still further to leeward, and the Katrina between the latter and the Gracie. These four crossed the line within a minute. Then came the schooner Fearless, sloop Fanny, schooner Azalea, Anaconda (sloop), Clara (cutter), sloops Daisy and Boamer, the Commodore's schooner Calandar, setting her staysail and jibtopsail, as she crossed, then the sloops Hypatia, Nomad, Banshee, Ideran, Stella, the cats Marjorie and Tarpon, sloops Mabelle, Wona, Aran, Fredie, Kathleen, the cat yawl Empress, cat Movette, and the sloop Mistral, in the order named.

They drifted down to Owl's Head. The Shamrock, drifting faster than the rest, got the first of a southerly breeze and was out to Fort Lafayette before the others felt it. The sloop Anaconda ran her nose ashore under Owl's Head and was pulled off by a tug and the schooner Fearless fouled the sloop Kathleen near Stapleton, Staten Island, carrying away the bowsprit of the latter and one of her men who was on it, throwing her out of the race. The man was rescued.

About 2 P. M. it was done in that light wind nobody seemed to know, but at 2 o'clock the Shamrock on the starboard tack had fetched out by Coney Island Point and had Swinburne Island on her weather quarter and the Titania half a mile in her wake. She tacked at 2:05, and stood to the S. W., and the Titania came around a minute later, and the Katrina a minute later. As good luck with the breeze as the others, but he wasn't losing any time. He put the black sloop about at 2:04, just clear of Coney Island Point, and, standing to the S. W., began his chase to windward after his class rivals.

The Shamrock gently a ripple on the water, and the wind was rather flukey. It canted to the westward at 2:10, when the Shamrock was nearly across the channel to the double bell buoy on the west bank. Capt. Maxwell put her about at once, and on the starboard tack he came up on her course for the Southwest Spit. With the last of the ebb tide helping them along the craft went down the bay in pretty lively style, in spite of the light breeze, and there was some hope that the race could be sailed to a finish within the time limit.

It seemed to be a Shamrock race, for in the light breeze she pointed better than the Titania, and slipped through the water very fast. Her mainsail, said to be a new one, lent since her last races, fitted splendidly and set like a board, and she was admirably sailed. At 2:20 she tacked to the southwest again at 2:23 she lofted well up south of Buoy 9, and the Titania was over a quarter mile dead to leeward of her.

At 2:40 the schooner Sea Fox, the Katrina, and the cutter Clara were all in a bunch at the double bell buoy off the lower hospital island. The Grayling still held her lead on Commodore Canfield's schooner. When within half a mile of Buoy 10 Capt. Maxwell took in the Shamrock's small jibtopsail and set the big one. She fanned along slowly but surely for the mark. The wind was all into, and for six or eight feet above the water a thick haze began to shut in the hulls of the yachts, while their sails were still visible. For an hour there wasn't wind enough to fill the yachts' sails decently, and it was 4:15 before the Shamrock was able to round Buoy 10. She took it close, and came for it on the starboard tack with sheets lifted a trifle, while the Titania a mile down to leeward, was coming out on the other tack.

Here are the times taken at Buoys 10 and 5:

	Buoy 10.	Buoy 5.
	H. M. S.	H. M. S.
Shamrock	4 28 20	4 48 30
Titania	4 43 25	5 18 30
Grayling	5 12 20	6 00 00
Fearless	5 20 30	
Fanny	5 23 00	

At 5:45 a big black rain squall came out of the northeast that made nearly all hands douse all canvas but their jibs. It lasted half an hour, but did no damage, and left a flat calm behind it. The Shamrock and Titania ran before it, under jibs and stay-sails only. At 6:40 the judges' steamer Dalzell ran alongside the Shamrock, and Mr. Beebe asked Mr. Maxwell, the owner of the yacht, what he intended to do. The yacht was then rolling about in a dead calm within a quarter of a mile of Scotland Lightship.

"We intend to go on," said Maxwell, coming out of the companion way, hatless and clad in an oilskin suit. "All right," said Beebe. "You'll find a stakeboat at Buoy 15 until midnight, but 11:15 is your time limit."

Maxwell then asked where the Katrina was, and when told she had given up he seemed much pleased. The tug then started for Buoy 15, and on the way in through a fog about twenty feet high the Titania was passed, about half a mile from the Shamrock. The Anaconda at 6:55 had just passed Buoy 5, and was heading to the southwest close hauled on the port tack. Her rival, the cutter Clara, had only reached the stakeboat off Buoy 5. The Grayling had passed Buoy 5, 56s., and the sloops Ianthes, Ideran, and the schooner Fearless were all on the port tack heading in shore.

Queer Drift and Lots of it in the Chesapeake.

BALTIMORE, June 11.—Col. Wm. H. Legg of Kent Island says that the mass of logs and lumber around the island from the broken Susquehanna booms is remarkable in extent, and that an estimate of their value puts the figures at double the assessed value of the island with its property. All sorts of goods lie with the logs, including groceries, store merchandise, and household utensils. Horses hitched to carriages and some haltered to mangers have come ashore. Queenstown Creek, he says, was packed with valuable logs and lumber, and much of the latter is being carried inland.

Mary Donovan Frightened to Death.

Mary Donovan, 15 years old, of 203 Erie street, Jersey City, died yesterday of nervous prostration, the result, it is alleged, of fright. She was recovering from a long illness. Yesterday morning she was sitting on the stoop in front of her home, when a drunken woman came along, and, stopping in front of her, began to swear at her. She made a motion to strike her, but did not do it, and then wandered on down the street. When she had gone the girl went into hysterics. Doctors could do nothing with her, and she died a few hours later. The police are looking for the drunken woman.

Luttgen's Fall from an Elevated Railroad.

John W. Luttgen, the proprietor of a smoke house at 237 First street, Hoboken, attended a picnic at Schutzen Park, Union Hill, yesterday. On the way home he was very despondent. When he got off the elevated railroad train at Henderson street he walked over to the guard rail of the station and leaned over it. A moment afterward he fell over the rail and struck the ground head first, thirty feet below. His skull was fractured, and he died in fifteen minutes. It would be almost impossible for a man to fall over the rail accidentally, and it is believed that Luttgen committed suicide. No motive is known. He was married and had two children.

Shepherdstown Wants Help.

BALTIMORE, June 11.—Mayor Latrobe today received a letter from Dr. Butler of Shepherdstown, W. Va., saying that great destitution exists in that neighborhood among the canal boatmen on account of the recent floods. The writer expressed much regret that the relief committees which were last week at Point of Rocks and other places about Harper's Ferry, did not extend their investigations further up the Potomac.

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Miss Mamie Hoy, 20 years old, of 122 Charlton street, while getting into a rowboat yesterday at Iona Island, where she had gone with an excursion of the Spring Street Presbyterian church, fell overboard and was drowned. Her body was recovered.

Senator Fields Shot by His Stepson.

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LIVE WASHINGTON TOPICS.

The President's Plans for the Summer—Appointments of Postmasters.

WASHINGTON, June 11.—The President will leave Washington the latter part of this month for Deer Park, where a cottage has been prepared for him. The length of his visit has not been settled. Mrs. Harrison and her grandchildren will leave Washington this week for Cape May, where they will remain until the President is ready to go to Deer Park. The President will make short visits to Cape May during Mrs. Harrison's sojourn there.

In accordance with the findings of the court martial, the Secretary of War has prescribed the limits within which Capt. Armes is to be confined for five years as within a radius of fifty miles of the District of Columbia.

The following named fourth-class Postmasters were appointed to-day:

New Jersey—L. J. Mowerson, Oakland; George C. Agear, Wood Glen.

New York—Jesse C. Green, Andover; George Harralson, Au Sable Chasm; George R. Hemenway, Bristol Springs; Morris Pratt, Buskirk's Bridge; James Hopkins, Cadyville; H. K. Fisher, Chili Station; G. H. Fowler, Naughanock Falls; Myron Doty, Fosterville; E. J. Rusk, Lansingville; W. F. Page, Kasterkill; H. Priddie, Little Genesee; George S. Hayden, Lipander; E. N. Barrett, Moose River; C. P. Worthy, Naples; Lansing S. W. Valentine, Oneovila; Walter Peak, Peakville; James H. Keider, Samsonville; George B. Hilsdorf, St. Remy; R. J. Weyer, Schuylers Falls; D. W. Spracue, Sprageville; Benson Smith, Starkey; Eli M. Shaw, Stockholm Depot; A. S. Vandusen, West Stony Creek; A. B. Noble, Weertown.

Connecticut—Albert Howard, South Lyme; Mrs. E. Brown, Westchester.

The President to-day appointed the following-named Postmasters:

David Dixon, Lonaconing, Md.; Frank L. Slade, Norfolk; Henry E. Beardsley, Montrose, Pa.; James F. Whitcomb, Athol Centre, Mass.; Seth G. Hancock, Ilion, N. Y.; Joshua M. Williams, Phenix, N. Y.; Hugh R. Neal, Sidney, Ohio; George H. Remington, Bangor, Mich.; Hans O. Hankness, Albert Lea, Minn.; David C. Hilton, Salisbury, Mo.; Hamilton E. Baker, Delta, Mo.; Robert Anderson, Pratt, Kan.; Columbus Roth, Oberlin, Kan.; George W. Knapp, Clyde, Kan.; Samuel C. Beeles, Broken Bow, Neb.; John Tweedy, Aurora, Neb.; James T. Stephens, Hickman, Ky.; W. F. McDaniel, South Pittsburg, Tenn.; John R. Cullen, Humboldt, Tenn.; George W. Morrison, Perrazo, Wyo.; Percy L. Smith, Rawlins, Wyo.; Daniel Locke, Bellevue, Idaho; Ellis Patten, National City, Cal.

EMMA BOND MARRIED.

The Pretty Schoolma'am Who Was Terribly Abused by Ruffians Some Years Ago.

NEVADA, Mo., June 11.—In 1882 the country was startled by the terrible treatment received by Miss Emma Bond, an Illinois school teacher, at the hands of a gang of ruffians in a schoolhouse near Taylorville, Ill. The girl was an invalid for several years after, and her case won the sympathy of the whole people.

About a year ago, while visiting friends here, she met C. F. Gantz, a young merchant of Hepler, Kas. They fell in love, and their engagement in St. Louis last October and were secretly married at the First Christian Church. Miss Bond returned to her home near Taylorville, and remained there until this week, when she announced her marriage to her family and left to join her husband, who met her in St. Louis. They arrived to-day, and will go to Kansas in the morning.

HAS A STEAMER FOUNDERED?

Wreckage and Dead Cattle Found Off the Nova Scotia Coast.

HALIFAX, June 11.—A special to the *Echo* from Locke Port says it is reported there that on Saturday a ship's house, attached to part of a deck, was picked up off the coast and towed into Port Lebear, and that two gold watches and other effects were found in the cabin.

The floor of the cabin was probably the main deck, and was intact. It is reported that a number of dead cattle have been washed ashore near Lebear. Two fishermen, while fishing off Locke Port, saw a carcass float by.

Says he Killed Dr. Cronin.

"I was told to come here and deliver myself up. I am Dr. Cronin's murderer," said Frank McLaughlin, a young and ruddy-faced man, to Sergeant Lynch, at the Twentieth street station, at 10 o'clock last night.

"What did you say?" asked the Sergeant, thinking that he had not heard it right.

"It was me that killed the Doctor," repeated McLaughlin.

The man was partially drunk. He was detained as a prisoner on the charge of intoxication. He said that he was a roofer and worked for a man named Morrissey in West Fifteenth street.

O'Connor Beats Lee.

SALT LAKE CITY, June 11.—O'Connor, in the presence of 3,000 spectators, pulled over a three-mile course last night in 23:44¾, beating Lee one minute. The water was exceptionally rough, or the time would have been greatly reduced. The racing at Garfield Beach was a failure owing to the high wind and heavy sea. O'Connor and Lee pulled a good two-mile with turn race, O'Connor winning in 11:58, with Lee twenty seconds behind. Peterson expects to remain in salt Lake for good. Harmon returns to San Francisco and the other two are on their way to Europe.

A Show of Ostriches Out West.

SPRINGFIELD, Ill., June 11.—The Illinois State Board of Agriculture has secured a flock of African ostriches as a novelty for the coming fair. The flock will consist of seven birds, full grown, and will be on exhibition during the week of the fair. The expense of securing this attraction was too great for one State Board to incur, and it could only be done by pooling the expense and escaping the ostriches for the month of September by the Boards of Agriculture of Iowa, Nebraska, Kansas, and Illinois.

Fast Canadian Steamers.

OTTAWA, Ont., June 11.—W. R. Anderson, steamship owner, of London, England, had a conference to-day with Hon. Messrs. Thompson, Foster, and Haggart of the Dominion Government respecting the proposed fast transatlantic steamship service. It is understood that a definite contract was agreed upon. The details will be announced shortly. It was originally intended to provide a twenty-knot service, but it has been decided to reduce the rate of speed.

Fighting the Jesuit Bill.

OTTAWA, June 11.—Some one has at last had the courage to test the validity of the Jesuit Estate act. Yesterday Hugh Graham and Messrs. McGibbon and McMaster, Queen's counsel, arrived in this city, and filed a petition with the Government as residents of Quebec, praying that the constitutionality of the Jesuit Estates Bill be tested before the Supreme Court, and depositing $500 to meet the costs of litigation. This move has created great excitement in Catholic and Orange circles.

Trying to Annul Deacon Richardson's Charter.

ROSPORT, June 11.—The Attorney-General has asked permission of the Supreme Court at Kingston to bring suit to annul the charter of the Atlantic Avenue Horse Railroad in Brooklyn. The alleged cause is failure to run cars while the company's employees were on strike in February last.

Signing the Sioux Treaty.

ROSEBUD, Dak., June 11, via Valentine, Neb.—At 4 P. M. to day 1025 Indians have signed. Intelligence from other agencies indicate that the success here probably insures a favorable result at all the others. There seems to be a general impression that practically the only opposition will be made at Standing Rock.

Mr. Squier's Diamond Lost and Found.

Albert C. Squier of Squier & Whipple, builders, was thrown out of his light wagon in Central Park yesterday and severely bruised. Mr. Squier on regaining his feet discovered that his solitaire diamond ring, valued at $500, had been pulled off his finger by the rein and was lost. Last evening Park Officer Fanning found the diamond in the grass.

Drop a Dime For the Johnstown Sufferers.

The Opera Glass Supply Company, who have over 5,000 boxes attached to the backs of chairs in the various theatres in this city, for the automatic renting of opera glasses, have expressed their willingness to devote whatever money may be received for their use at the benefits to be given for the relief of the Johnstown sufferers during this week.

Drawing the Line in Literary Tolerance.

From Life.

Miss Bitts—Aren't you fond of dialect poetry, Mr. Dresthesph?

Mr. Dresthesph (of the Chicago Browning Society)—Well, James Whitcomb Riley and Eugene Field do very well, but I came across some poems by a fellow named Chaucer the other day, and he carries it too far.

His Secure Retreat.

From the Detroit Free Press.

"Have you any particular object in loafing around here?" asked the contractor of a new building of an idler who was in the way.

"Yes, sir," was the prompt reply.

"Well, what is it?"

"I want to dodge my creditors, and they will never look for me where there is any work going on."

SPARKS FROM THE TELEGRAPH.

Emperor Francis Joseph has gone to Munich.

The Montenegrin army will be reorganized and put in readiness for service at the shortest notice.

Three hundred and fifty-four thousand persons visited the Paris Exposition on Monday. Of this number 86,000 made the ascent of the Eiffel Tower.

The last of the idle collieries about Pittston, Pa., the Exeter, operated by the Lehigh Valley Company and employing 300 men, resumed work yesterday after an idleness of six months.

William Harrison, alias "Bill Kent," was arrested at Scranton yesterday charged with manufacturing and circulating spurious coin. The counterfeits in his store the dates 1888 and 1889, and are very clever imitations.

Isaac S. Cooper has applied in Baltimore for the appointment of a receiver for the Baltimore and Ohio Relief Association. Cooper was a member of the association for several years, but when the Legislature refused to renew its charter in 1886 he declined to join another quasi association, and claims that he was discharged from the employ of the railroad for that reason. The bill asserts that the assets of the relief association exceed $750,000, and that its funds have been misappropriated.

Hood's Sarsaparilla 100 Doses One Dollar

A Good Appetite is essential to good health. Hood's Sarsaparilla is a wonderful medicine for creating an appetite, toning the digestion, and giving strength to the whole system. Be sure to get Hood's Sarsaparilla. Prepared only by C. I. Hood & Co., Apothecaries, Lowell, Mass.

THE MALAY BISONS.

A Terrible Battle of the Great Beasts in the Sultan's Kraal.

From the London Field.

PAHANG, April 26.—His Highness the Sultan of Pahang, in the Malay Peninsula, can claim to have introduced a decidedly novel feature into Oriental sport, since he has just brought his great bison kraal to a successful issue. The bison of the Malay Peninsula, called s'adang by the Malays, corresponds almost exactly with the Indian gaur, but it has never been decided by naturalists whether it is the true Gavous gaurus or not, as it is seldom shot or caught, and the few trophies existing are imperfect, and do not afford conclusive evidence. They are magnificent beasts, of great size, but shy in the extreme, and exceedingly fierce; they usually go about in herds of from half a dozen to a score, sometimes singly, and occasionally in couples, in the steep, densely wooded hills, and rarely issuing from their seclusion except at night.

The Sultan, who usually resides at Pekan, the capital of Pahang, removed to Pulan Tawer in the end of February, accompanied by about 1,000 men, and immediately set them to work to erect a strong fence along the edge of the river, so as to enclose the entire promontory, except that part in connection with the mainland which was to be left undisturbed until the herd was found to have entered of their own accord, which they were expected to do about the end of April. However, there was consternation and confusion in the camp when at daybreak on April 6 it was discovered that a large herd of bisons had found their way on to the promontory during the night, and still remained there. Only about a mile of the barricade had been completed, and there remained another mile and a half to be done before the beasts could be surrounded.

The whole force of men, which had been steadily increasing in numbers, and now amounted to over