WIPED OUT BY WATER

that this is the death-knell of the place. The Cambria Iron Company people are such heavy losers that they may remove their immense plant to a better location. If the company should do this, it would seal the fate of the flooded city. The Cambria Iron Company has always been the mainstay of the place.

Tom Henderson, a railroad brakeman, is missing, and it is feared he will be numbered among the dead.

Gus McHugh and four children were drowned. Mrs. McHugh happened to be visiting at the time and escaped.

The people are starving. Every train going out is loaded down with provisions.

ISRAEL.

FOUR THOUSAND LOST.

That is the Estimate Made by Parties at New Florence--Some of the Dead Identified--Startling Deeds of Heroism.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW FLORENCE, June 1.—The estimate of the disaster from the latest advices received here is that 4,000 lives have been lost and $11,000,000 worth of property destroyed.

Among the identified dead are: James McMillan, Sperintendent Cambria Iron Company's store, wife, four children and daughter-in-law; John P. Linton, leading lawyer, wife and five children; Mrs. Thomas Kirler and two children; —— Nolan and seven of family; Mrs. Wissinger, Mrs. Sarah Palmer, Dr. George Wagner, wife and three children; Frank P. Bowman, wife and two children; Mrs. Richard Worthington and seven children; Wm. Howells, Mrs. Ann Howells, Mrs. John Reese, Cora, Lizzie and Alva Reese, Rachel Reese, mother of John Reese; Pearson Fisher, wife and six children; Mrs. Eckstein.

The First Passenger Train.

Oh, the horror and infinite pity of it all. What a journey has been that of the last half hour. Swollen corpses lay here and there on piles of crossties or on the river bank among the tangled shrubbery. It was about 9 o'clock when the first passenger train since Friday came to the New Florence depot with its load of eager passengers. They were no idle travelers, but each had a mission.

Here and there men were staring out the windows with red eyes, and among them were Hungarians and Italians, who had lost friends near Nineveh, while women were weeping on all sides.

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. Here are some odds and ends of 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 big, brawny brave fellow walked as far into the river as he could, and shouted to her to try to guide herself into shore with a bit of plank. She was

A Plucky Girl,

full of nerve and energy, 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 face pallid and expressionless. Men and women in dozens, in pairs and singly, children, boys, big and little, wee babies were there, in among the awful confusion of water, drowning, gasping, struggling and fighting desperately for life. Two men on a tiny raft shot into the swiftest 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 girl 6 or 7 years old. She seemed stricken with paralysis until she came opposite the tower and then she turned her face to the operators. She was so close they could see big tears on her cheeks and her pallor was as death.

The Helpless Men on Shore

shouted to her to keep up her courage, and she resumed her devout attitude and disappeared under the trees of a 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 the 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 a hundred bodies of children in there among those bushes."

Just above New Florence is the little town of Nineveh. It was here that I found the first charnel house. One hundred and nine dead were here, the larger porportion of whom were women. Here it was that the awful work of the freshet could be realized. What have been fertile farms look like worn out brick yards. Great trees have been twisted and torn like weeds, and the broken household goods of hundreds of houses line the shores for miles.

Thieves of the Vilest Sort,

those who steal from the dead and, the unfortunate, have been busily at work robbing the trunks, boxes, articles of furniture, and there is nothing worth taking left except lumber. Every now and then ghastly outlines could be seen in the water being swept down stream.

Two miles from the town is the "SX" 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 a thousand feet the entire track is wiped out, rails, ties and even ballast. The north track is entirely washed away.

This is the nearest telegraphic point to Johnstown on this side, and the delay in getting off news dispatches has been fairly maddening.

RECOVERING THE BODIES.

Sights Which While Saddening Finally Led to Apathy--A Ghostly Row at Nineveh.

[FROM A STAFF CORRESPONDENT.]

NINEVEH, June 1.—Midnight.—The recovery of the bodies of the victims of the flood was commenced even before the water began to recede, but it was prosecuted with greater vigor yesterday. How many persons were lost can never be known, but it is known that over 400 bodies were recovered yesterday.

At Nineveh, about 14 miles below Johnstown, the greatest number was found. By 5 o'clock last evening 84 bodies, chiefly those of women and children, had been placed in the Nineveh planing mill, which had been turned into a temporary morgue. Of these J. H. Moorhead, with a wagon pulled by four horses, had recovered 53.

Across the river from Nineveh 75 more bodies were taken out. At New Florence 30 were recovered. At Morrellville, just below Cambria City, 41 dead bodies were placed side by side as they were recovered from the sand.

Laying Out the Dead.

In St. John's Church, in Lower Cambria, 30 bodies were lying at 3 o'clock yesterday afternoon, and at John Cuthbert's, higher up, 22 awaited identification.

Other bodies were recovered at Bolivar, at Cambria City and at intermediate points, making the total number recovered up to 5 o'clock in the evening 408.

The rapidly receding waters gave up ghastly secrets. After the recovery of the first bodies, most of which were washed ashore, there were few found lying entirely exposed. As a rule their presence was indicated by a hand or foot sticking up through the wet sand.

So rapid was the work at Nineveh during the afternoon that the driver of the four-horse wagon sometimes forgot how many he had in a load. At one time he drove up with 11 bodies and thought he had counted 12 as they were loaded in.

Very Hard to Recognize.

The identification of the bodies was very slow. Ninety out of every 100 of the corpses were badly bruised about the head and face, evidently from contact with the enormous masses of debris in the river. At Nineveh only 7 out of the 84 bodies had been identified last evening, and of the 7 only 3 bore the necessary cards of identification. These were Joseph Jackson, a repairman on the Pennsylvania Railroad, Mrs. McNarry, of Johnstown, and Hulbert Bryan, of Johnstown, a boy about 10 years old.

It was not at all remarkable that apathy took the place of grief on the part of many relatives, as well as the onlookers. The sight of so many dead bodies had a benumbing effect and caused many bereaved persons to treat their loss lightly. One man, who had lost his wife and three children, talked as cheerfully as a person who had lost no one, and a man who had only lost his mother spoke about it in a smiling manner.

FORCE OF A TITAN.

Steel Rails Bent or Broken Like Straws—Massive Buildings Rendered Mere Ruins—Pitiful Mementoes.

[FROM A STAFF CORRESPONDENT.]

NEW FLORENCE, June 1—8 P. M.—The tremendous force exerted by the flood can only be appreciated by those who have seen its effects. A mere description conveys but a sight idea. At Sang Hollow, four and a half miles below Cambria City, is the eastern limit of the Pennsylvania Railroad now.

When the first train eastward bound left the Union station yesterday morning the conductor had instructions to go as far as he could. At the ticket office purchasers were notified that they could pay their fare only to Bolivar, and it went on until the tower station one mile below Nineveh was reached. There it waited for orders, which came in the shape of instructions to the conductor and engineer to use

Their Own Judgment.

They used it, and on the train went to Sang Hollow. It might have gone a couple of hundred feet further, but no more.

The passengers walked. First there came great piles of lumber, left on the tracks by the receding flood. Then came not even a vestige of a track. For a long stretch there was only a portion of the original embankment, and such portions of ballast as the waters kindly left. There were double tracks piled upon top of each other, broken every once in a while by the steel rails bent around so as to almost make the ends meet, or broken short off where flexibility had not been a component part of the metal.

In other places whole sections of track had been twisted and left in a vertical position, the upright cross-ties resembling a fence.

The Pitiful Evidences.

And all along the track and the embankments to the river's edge there were pitiful evidences of the ravages of the destroying element. The willows bore strange flowers of garments and bedding and other evidences of household life. Silk handkerchiefs and towels hung side by side, while at the base of the cluster lay pillows and mattresses.

Astonishing masses of debris lined the shores, in which could be discovered wrecked pianos, cradles, children's chairs and other like material.

Frame houses, singularly saved from destruction, yet as singularly placed on new foundations, were not infrequent. One two-story structure was placed fairly and squarely across the railroad track on the Westside.

Dead horses and mules, but no human bodies, could be seen among the debris, which often was of vast extent.

DAWSON.

THE DEAD AT NINEVEH.

The Town Transformed Into a Morgue—Sad Scenes Everywhere—150 Bodies Found—Another Story of the Conflagration.

[FROM A STAFF CORRESPONDENT.]

NEW FLORENCE, June 1.—Up to the present 150 bodies have been found at Nineveh. The work train is out now collecting the bodies. Two were picked up at Coketon within the past few hours; one at Bolivar; two at Lockport; a woman and a baby at Blairsville Intersection and two more at Lacolle. One boy was taken out alive at Cokeport. A large woman, supposed to be Mrs. John Alexander, was found at Bolivar. She had an ugly gash in her forehead and her face and body were horribly bloated. This is generally true of most of the bodies. Decomposition has commenced already.

Every nour bodies are being found. Many of them, it is believed, will never be found. The chances are that some of the bodies have been carried to the Ohio. Many of the bodies taken out at Nineveh were handsomely dressed. Their shoes were fine and what shreds of garments hung about their persons were of the best and finest quality. The poor women suffered most from the effects of the flood. The incidents connected with gathering the bodies are truly pathetic. The men use long stretchers and stow the bodies away in the cars. Little children lie side by side with grown persons on temporary shelves. They have practically transferred Nineveh into a morgue.

Another eyewitness of the burning at Johnstown states there must have been 1,000 people in the houses. Many of them were burned up alive held by the timbers. Reliable persons estimate the loss from 5,000 to 6,000 people. The bodies are nearly all bloated and some of them cannot be recognized.

ISRAEL.

TWO EYE-WITNESSES.

They Saw the Water Rush Down the Hill—The First Men Who Speak From Experience—Their Stories Told.

Messrs. Harry and Joe Lauffer, two well known Pittsburgers, are the first men who being present at the time the awful disaster that came over Johnstown, have safely returned from the place of death and devastation. They both came into this office last night and told the following story about their experiences:

"We went to Johnstown on Thursday to attend the wedding of Mr. Josef Horner's daughter. The wedding took place on Thursday night, and the festivities lasted more or less until next morning. Then we made up our minds to return to Pittsburg. It had been raining all night and the rivers had risen and were still rising enormously.

The Country Was Flooded.

"From Johnstown we found that we had to go to Cambria to get a train for the West. But even then we failed to reach the depot and we went on to Woodville. Here we were picked up by a special train which was on its way to Johnstown en route for the West. We both boarded the train and started off. There were a of number passengers on board.

"Just before we reached Johnstown, however, the train stopped. Then the whistle blew and we all began to look at each other, because we did not know what was the matter. Before anyone had recovered from the fright which the whistling had given us, a conductor came in and shouted: 'For God's sake, people,

Fly for Your Lives,

he reservoir has burst and the water is rushing down the hill!' I tell you, it did not take us long to get out. There on the hill we saw the water rush down like a big bowlder. We all escaped to the hill, but before we left we saw the water descend on Johnstown. The most of us escaped to Ebensburg, from whence we got over the mountains to Blairsville and over the West Penn Railroad home.

"I have read the papers to-day, but I can assure they have not given half the facts. From the suddenness with which the water rushed down the hill, I am sure that the people were taken by surprise and that at least 8,000 were drowned. All the smaller towns around Johnstown are swept away. Never in my life have I experienced anything like it and I hope I never will again."

RECEDING AT FREEPORT.

The Waters are Going, But the Debris Still Comes.

[SPECIAL TELEGRAM TO THE DISPATCH.]

FREEPORT, June 1.—The water is receding here now, having reached 21 feet in the channel, but is running full of logs of all dimensions from the Clarion river. Half a million have passed here to-day, and a gentleman just arrived from Red Bank says a million will pass here to-night. That stream is swept clear of logs, all sawed lumber and their saw mills. This morning the river was full of everything from Johnstown and vicinity. S. J. Eckman got a barrel of whisky, household furniture of all kinds and a bureau out at Bagdad. In the drawer was a gold watch and chain. Engraved on the watch is, "George C. Schoff, from his parents, on his 21st birthday, 1889." In the drawer with the watch was a deed for several thousand dollars of property and notes for a large amount of money.

Pianos, organs, trunks, chests, bedding, beer, lard, oil and ale barrels, soda fountains, etc., came down.

A CAR TORN LOOSE

And 50 or 60 Passengers Go Down to a Watery Grave.

[SPECIAL TELEGRAM TO THE DISPATCH.]

GREENSBURG, June 1.—The first section of the day express, which passed here at 9 o'clock, was lying between Sang Hollow and Johnstown, yesterday afternoon, when the waters came down. The flood cut one of the cars, containing about 50 or 60 passengers, loose and it was carried away, and it is supposed the passengers have perished.

A few of the occupants, it is thought, escaped, but it is doubtful. S. M. Bell, of Latrobe, was the conductor and escaped by assistance rendered him.

BEAVER FALLS THERE.

A Comfortable Sum Raised for the Benefit of the Homeless.

[SPECIAL TELEGRAM TO THE DISPATCH.]

BEAVER FALLS, June 1.—At a large and sympathetic meeting held in the Opera House to-night, with H. W. Hartman as President, $1,070 were subscribed in a few minutes for the relief of the Johnstown sufferers. Different relief committees were appointed and collections will be taken up in all the churches to-morrow. The citizens of this place have relatives who are victims in the stricken district. Many are leaving for the scene.

CARPENTER SHOP AT NINEVEH USED AS A MORGUE—ABOUT 84 BODIES HERE.

APPEAL TO KNIGHTS OF PYTHIAS.

The Grand Chancellor Asks the Order to Aid the Sufferers.

The following strong appeal for aid to the sufferers was issued last night:

OFFICE OF THE GRAND CHANCELLOR, K. OF P., WHEATLAND, June 1, 1889.

To the Members of the Order, Greeting:

BRETHREN—The dire calamity which has befallen the city of Johnstown, in our State, has appalled the entire country by its fearful loss of life. The suffering which it will entail upon the people of that stricken city calls forth our most earnest and heartfelt sympathy. The members of our order in that city have suffered, and in many cases have lost their all. They need relief, and at once. Therefore, as Grand Chancellor, I call upon the brotherhood throughout the State to act promptly. Let your contributions be liberal, and the responses show that we have not forgotten the teachings enjoined upon us by our order.

Let all contributions be forwarded to Brother George Hawkes, G. K. of R. S., who will acknowledge the receipt of the same. I leave for the scene of the calamity to-night to ascertain what will be necessary for our future action. At present our brethren and their families need our help, and let us extend it.

GEORGE HAWKES, G. K. of R. S. THOMAS PERRY, Grand Chancellor.

THE RAGING SUSQUEHANNA.

York County is Devastated With Damage to Life and Property.

YORK, PA., June 1.—The flood in the Susquehanna river here reached its greatest height about 6 o'clock this morning, when all bridges save one were under water. Business places and residences were flooded. The damage in this city alone will amount to $250,000.

A number of bridges in the county have been swept away, and the loss to the county, exclusive of the city, is estimated at $100,000. James McIlvain was drowned this morning.

FROM STEUBENVILLE.

Aid is Being Rapidly Gathered For the Starving and Homeless.

[SPECIAL TELEGRAM TO THE DISPATCH.]

STEUBENVILLE, O., June 1—A preliminary meeting was held in the Mayor's office this afternoon, and a public one will take place to-night, for raising funds and supplies in aid of the Johnstown sufferers. It is proposed to canvass the town thoroughly Sunday, in addition to what can be done to-day. Railroad authorities will transport everything free of charge and with the utmost possible speed.

HIGHEST FOR 24 YEARS.

The Susquehanna River Above the High Water Mark of 1865.

[SPECIAL TELEGRAM TO THE DISPATCH.]

HARRISBURG, June 1.—The railroad tracks on the Harrisburg side of the Cumberland Valley Railroad bridge were cut at midnight to prevent them from being carried with the first span of the bridge in case the latter was dislodged. The logs are beating against the bridge with terrific force, the noise being heard a mile away.

At midnight the water was over a foot above the high water mark of 1865, and still rising.

ALLEGHENY'S GRIEF.

She Feels the Calamity and Gives Relief—The West Penn Damaged to the Extent of $300,000—How a Brakeman Died.

Although dependent, in a measure, upon the sister city for bulletined news of the disaster, Allegheny City exhibited a keen interest in the great casualty of the Conemaugh. Mayor Pearson was informed at an early hour yesterday morning as to the extent of the disaster and the imminent need for aid from the citizens of Allegheny county, and decided to direct the attention of Alleghenians to the Old City Hall mass meeting. This was done by means of a number of placards lettered by one of Boggs & Buhl's attaches. These were hung at central parts of the city and the attendance of numerous citizens and their liberal donations attested the popular interest.

For the benefit of those who may desire to make their contributions in Allegheny Mayor Pearson requested the First National Bank, on Federal street, to take charge of any cash contributions on that side of the river. At the hour the bank closed, however, no money had been offered, but the Cashier, Mr. Kramer, stated that any contributions made on Monday or thereafter would be cheerfully taken care of by the banker.

How They Showed It.

One of the curious concomitants of the casuality became manifest at an early hour in the tender solicitude exhibited in regard to the wreckage by the denizens of lower Allegheny. A gang of men rescued a barrel of "Golden Wedding" whisky from the river, and were just making preperations to place themselves beyond the pale of prohibitory laws when a policeman swooped down upon them, and the barrel of liquor was carried in triumph to the Mayor's office where it awaits an owner. A telephone message was sent to the Mayor's office, begging the police to come to Lindsay's rolling mill, as a crowd of men had found a barrel of whiskey and were carrying it away by the bucket. When the officers arrived the barrel only remained with a fragrant memory of its contents. Policeman John Sillenberger found a huge trunk with patent locks and clasps, floating in the river, and towed it ashore. It is heavy enough to be full of bullion and it awaits an owner. Barrels of oil, beadsteads, logs, lumber, furniture and other articles of blotsam and jetsam were pulled ashore by the members of the self-constituted salvage corps. James McClure was arrested at noon for being drunk, and loudly protested that a man had a right to get drunk on liquor found floating in the river.

A Human Hand and Leg.

William Timee, foreman of the lower Allegheny patrol wagon, saw a ghastly sight for a brief moment. He was standing on the river bank at the lower end of Beaver avenue just as a large pile of rubbish floating rapidly by struck an objection and careened over, bringing into view a human hand and leg extended rigidly upward. The swirling flood bore them under the surface again before a chance of rescue was afforded.

Clerk Hunnershagen, of the Mayor's office, was busy all morning mailing special requests to all the Allegheny City ministers asking that special collections be taken up in all the churches to-day for the benefit of the sufferers. It is believed that the responses will be hearty and productive of a large sum. An immense business was done at the toll-bridges, the whole available population seeming bound for Pittsburg and the freshest news of the disaster.

Big Losses on the West Penn.

Superintendent Kirtland started for Blairsville on a train at 3:15 P. M. for the purpose of directing the large force of men concentrated at that end of the road. Before he left he assured a DISPATCH reporter that the actual loss to the West Penn Railroad would approximate $300,000, without taking into account the damage done to a large extent of roadbed, at that time entirely submerged, or the losses resulting from the stoppage of traffic. At that hour trains were being run only as far as Tunnelton. The fullest information was given by the official of the road in charge of Mr. Kirtland's office. It seems that the double bridge, having in its center a short tunnel, has been swept away, thus preventing access by rail or wire to Blairsville. Telegraphic communication with the latter place was secured by wire from Allegheny to Hill Junction, thence relayed by an engine to Anderson, and thence by wire to the terminus.

Based on West Penn Dispatches.

"Our idea of the flood," said the official, "is based on dispatches from our operators all along the line. The great flood of water followed the bed of the Conemaugh river from the reservoir 2½ miles above South Fork to Johnstown. Just below Johnstown a second flood simultaneously came down Stony creek, caused by the breaking of a boom. The irresistible body of water swept along the Conemaugh river till it reached Saltsburg, where the name of the stream is changed to Kiskiminetas. This river then flows to Allegheny Junction, on the West Penn road, where it joins the Allegheny river. At Blairsville ten cars of coal had been run out on the bridge to steady it against the flood; but the torrent swept the bridge away like a feather."

How John Stitt Died.

"John Stitt, a young brakeman of the road, son of the oldest engineer on the line, was on the bridge when it went down. Here is a dispatch just received from the Blairsville operator, stating that Stitt was heard calling for help by people at Livermore, four miles below Blairsville. But it is pretty certain that he became exhausted and met his death. We have telegraphed all along the line, but have been unable to hear of him. Stitt's sister started East on the day express from Blairsville on Friday, and is supposed to have been in Johnstown at the time of the disaster. Nothing can be learned of her either."

Losses in Detail.

It is learned that the Blairsville bridge was a Howe truss affair, 450 long, with 200 feet of trestle approaches. Not a vestige of it remains and the loss is estimated at $35,000. The Tunnelton bridge was 750 feet long with a tunnel in the center. It is also a total loss and $50,000 is estimated as the cost of rebuilding. The large bridge at West Leechburg was severely shaken by the torrent of water, but remains standing. The track between Bolivar and Blairsville is entirely submerged and presumably washed away.

Two dispatches of terrible significance reached the West Penn office together at 5 P. M. One read: "Blairsville, Pa.: 100 bodies have been recovered from the river at Coketown, opposite Blairsville, and await identification."

The other was over a private wire via Somerset, Pa., and came from a reliable man in Johnstown. It was to the effect that the lowest intelligent estimate he was able to make of the death loss at Johnstown was at least 5,000 souls.

FIRE AND WATER.

A Strange Panorama to be Seen at Cambria City Yesterday.

[FROM A STAFF CORRESPONDENT.]

CAMBRIA CITY, June 1.—A sight which will not be witnessed again by any of those who have seen it, and which no one wishes to see again, horrible yet grand, was that which was presented at Cambria City today. The Conemaugh river had cut for itself a new channel, and whirled and foamed beyond the west pier of the railroad bridge. Its tossing waves were almost as vicious and as noisy as the whirlpool rapids of the Niagara.

The sharp head of the old channel of the river at the junction with Stony creek, threw the debris brought down with the mighty flood to the east bank, and lodged it against the piers of the railroad bridge. As it accumulated the flow of water through the stone viaducts was impeded, and the west embaukment was swept away by the terrific current. The bridge remained intact, but it was useless, because it no longer bridged the stream.

But it was in the great mass of debris that interest centered to-day. Stretching up from the bridge piers almost to Stony creek was a tangled mass of rafters, beams and broken boards, acres in extent. In the midst of this were many houses, apparently intact.

As the buildings were brought crashing against the immovable bridge piers on Friday night, an overturned stove, in all probability, set fire to one of them. That fire continued and spread all night and to-day. Slowly, yet surely, one great element pitted itself against another, and sought to render complete the ruin and destruction.

A grander panorama could not be conceived. There was the roaring, turbid torrent, the bright flames and glowing embers, canopied by a cloud of smoke, and a great lake of water surrounding houses which looked strange in their isolation.

Over the yet unburned portions of the wreckage could be seen men wandering about, some seeking plunder and others the living or dead bodies of the inmates of the flood-beaten houses.

Several dead bodies were rescued from the flames, but no living mortals. And it is certain that wreckers found much treasure which they appropriated to their own uses.

DAWSON.

THE TELEGRAPH HEROINE DROWNED

A Youngstown Man Saw the Brave Lady Operator Swept Away.

[SPECIAL TELEGRAM TO THE DISPATCH.]

YOUNGSTOWN, June 1.—Henry L. Moyer, traveling salesman for Iams, Frank & Co., New York, was in the Johnstown disaster and reached here to-night. Moyer said: "I was in the Hulbert Hotel, and the water rose so rapidly that we had to climb to the top story, where a boatman took myself and two other guests in a boat and rowed us to land. I walked to Greensburg and there secured a train for Youngstown. I saw the lady operator who sent the last message over the wires swept away in the flood and drowned. The scene was terrible and I'll never forget last night as long as I live."

A message to-night from Johnstown states that Mrs. James Jenkins, of this city, who went there to attend her mother, had been drowned. She leaves a husband and six children here.

SHARON'S SYMPATHY.

Some of Her Citizens Are Missing, but Money is Plenty.

[SPECIAL TELEGRAM TO THE DISPATCH.]

SHARON, June 1.—A relief meeting, called by Burgess Willis to raise money for the Johnstown sufferers, is now in progress at the Sharon Rink and subscriptions in large and small amounts are pouring in. The total amount will aggregate, all told, nearly $1,000. The Western Union Telegraph office has been a center of interest all day to many people who have friends in the ill-fated city.

Several Sharon citizens, who had relatives and families in Johnstown, left tonight for Pittsburg in hope of getting through to ascertain the fate of friends. B. F. Watkins, of the Sharon Steel Casting Company, was in Johnstown with his family and no word has been received from him. From reports it is believed that a daughter of Mrs. John Hilands, with her husband, has been drowned.

PRESIDENTAL SYMPATHY.

The Secretary of War Will Try to Afford Means of Relief.

WASHINGTON, June 1.—The President has sent a telegram to the Mayor of Johnstown, expressing his sympathy for the people of that city in their recent calamity, and saying that the Secretary of War is considering means for their relief. He also made a contribution to the relief fund.

Greensburg People Who Are Missing.

[SPECIAL TELEGRAM TO THE DISPATCH.]

GREENSBURG, June 1.—Alexander Kilgore, formerly of this place, and who has a great many relatives in this section, was lost in the flood. Rev. Waguer, wife and three daughters, who were at Johnstown, perished, and a son and daughter of Jesse Paden, of this place, were drowned. A. J. Jackson, a Western Union lineman, stationed at Derry, was found drowned this evening.

The Flood at the National Capital.

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

Mourning for Friends at Scottdale.

SCOTTDALE, June 1.—The excitement at this place over the Johnstown calamity is intense, as many of our citizens have relatives at that place. Burgess Porter has called a meeting for to-morrow afternoon, and a committee is out gathering supplies for the sufferers at Johnstown. Drs. Weddell and Clifford were called to Johnstown to assist in caring for the suffering.

Kittanning Will Contribute.

[SPECIAL TELEGRAM TO THE DISPATCH.]

KITTANNING, June 1.—A meeting was held at the Reynold's House at 2 o'clock this afternoon in response to a call signed by Burgess Marshall in behalf of the Johnstown sufferers, at which over $200 was subscribed in a short time, and a committee appointed to solicit subscriptions from the citizens.

Bedford to the Rescue.

[SPECIAL TELEGRAM TO THE DISPATCH.]

BEDFORD, June 1.—Subscriptions papers are being circulated through the town for the benefit of the Johnstown sufferers; $200 have already been subscribed. Persons are leaving here in all kinds of vehicles in search of friends who are thought to be among the lost.

ELMIRA UNDER WATER.

Half the Pretty City Submerged--Great Damage to Property--People Hungry and Suffering--The Worst Flood for Many Years.

[SPECIAL TELEGRAM TO THE DISPATCH.]

ELMIRA, N. Y., June 1.—Elmira is half under water, having the greatest flood known in its history. The freshet commenced at 7 A. M., and continued rising until 8 in the evening, when it began to subside. The rain, which fell from Thursday until this morning, filled to overflowing the streams and tributaries of the Chemung, flooding the whole valley. The larger part of the Fifth ward and nearly all of the lower part of the city have been inundated since 4 o'clock, the water being from 5 to 8 feet deep.

All the cellars in the business part of the city are full of water, to the great damage of goods stored therein. The dyke protecting Riverside Park, which is owned by Colonel D. C. Robinson, broke about 2 o'clock, entirely submerging that beautiful resort. The flood swept on, entirely surrounding the residence of ex-Governor Lucius Robinson and covering the Maple Avenue Driving Park. Workmen, trying to reach home after their day's labor, have found themselves cut off from their families by the vast flood. Some even had the hardihood to wade up to their armpits long distances to reach their homes and carry provisions to the suffering ones there.

Many families went without food this evening and can find no relief. Boats have been called into service and exorbitant prices are being charged to ferry the people through the streets. When the flood broke into Water street and rose 20 inches higher than the first floor of the Rathbun House, Lawyer Jacob Senwartz was at the clerk's desk conversing with a guest. He jumped upon a chair and telephoned for a boat, which was rowed into the hotel and took the legal gentleman to his office.

This is one of many similar incidents. A hasty estimate puts the entire damages to houses, furniture, stores, merchandise, streets and public and private grounds at not less than $15,000. Immense damage has also been done in Big Flats, Corning and other places in the Chemung valley. Houses and barns have been swept away by the score, bridges demolished, thousands of acres of grown crops annihilated, while business has been suspended.

The only other flood that approaches this in magnitude was that of March 17, 1865, when ice gorges on the Chemung and Newtown creek blocked the waters until dams were carried away and a serious flood resulted.

It is Rising at Wilkesbarre.

WILKSBARRE, June 1.—The Susquehanna river at this point began rising rapidly at 3 o'clock this afternoon and continues at the rate of a foot an hour. Reports are coming in this evening from the country districts to the effect that the crops have been very much injured by the tremendous wind and heavy rain.

MARYLAND'S FLOOD.

Risen Rivers Are Creating Havoc in That State—As Yet No Loss of Life is Reported—The Suspension of Travel is Complete.

BALTIMORE, June 1.—On the Baltimore and Ohio, at Gaithersburg, the water is said to be 9 feet in depth. A message was received from the Pennsylvania Railroad Company requesting the Baltimore and Ohio to allow it to bring the Pennsylvania trains that are shut up in Wheeling, W. Va., over the Baltimore & Ohio's line. The Baltimore and Ohio would be glad to grant this request, but the road is not able to bring its own trains to Baltimore, owing to the damage on the road.

An Ellicott City special says: Hundreds of people line the banks of the Patapsco today watching the rushing flood, which has receded but a few inches since last night. Nothing since the flood of '68 equals this. All communications further west by rail are cut off. Half the bridges that spanned the river at Gray's station have been carried away. The contents of dwellings were removed. Several buildings have been swept down the stream. The only death reported is that of William Hudson, a flour packer at Orange Grove, below Ilchester. Last night as he was returning across the suspension bridge it was struck by a huge log and broken. Both man and bridge were swept away.

A special from Frederick says: The rain has poured incessantly since Thursday night. The wheat crop in this county has been damaged to an extent that cannot now be estimated, and early fruit has been destroyed. The Potomac, at Point of Rocks and in Virginia, is rapidly overreaching its banks and the damage there will be great. Advices from Westminster say surrounding lands are inundated, and many of the workmen are unable to get to their homes. Between New Windsor and Linwood and between Linwood and Union bridge the Western Maryland Railroad is covered with water to the depth of one to three feet by the waters of Little Pipe creek and the track is washed away for a considerable distance. The extent of the damage cannot be ascertained until the flood subsides.

RESCUED IN BOATS.

Harrisburg Also Was Treated to a Taste of the Flood—Eastern Journalists Who Are Sidetracked Somewhere—Condition of the Railroad Tracks.

HARRISBURG, June 1.—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 bridges and reached the first stories of houses. Last night hundreds of families were in distress and feared to leave their homes. Mayor Fritchy conducted the relief expedition, which utilized all the boats to be had, and while the rain came down in torrents he and his assistants did good work.

While thus engaged the Mayor and one of his officers narrowly escaped drowning. The Susquehanna river at this point is 18 feet above low water mark and rising every hour. Independence Island is completely covered. The tracks of the Pennsylvania Railroad south of here are covered by about two feet of water. Trains from the East stop here, and the probability is that it will be several hours before traffic to the West will be resumed. Advices just received from points up the river say that the beautiful fish houses of Harrisburgers, about ten miles from here, were washed away, as were sheds and outhouses of every kind.

Great embankments here caved in, culverts and sewers are demolished and great trees laid prone. A party of newspaper men, representing New York and Philadelphia journals, came here early this morning with the expectation of reaching Johnstown. Finding travel at a standstill from this point, some of them went down the Cumberland valley with the intention of boarding a Baltimore and Ohio train and going to the West by a circuitous route.

WILLIAMSPORT CUT OFF.

No Communication to be Had, and the Town is in Danger.

HARRISBURG, June 1.—The wires to Williamsport are still down. A dispatch received from that city by way of East Reading says the lumber boom had broken at 9 A. M., and the water was rushing through the upper end of the town. About 2 o'clock this morning word was received at Williamsport that the boom at Lock Haven had broken and that the place was overflowed.

Since then no news has been received as to the condition of affairs, as the wires between Williamsport and Lock Haven went down immediately after the sending of the dispatch, and communication has not been restored.

AN APPEAL FOR HELP.

Hooversville Must Have Aid or the People Will Perish.

[SPECIAL TELEGRAM TO THE DISPATCH.]

HOOVERSVILLE, June 1.—Please notify the country that our bankers have been appointed a committee to receive subscriptions. They should be sent to C. D. Lewis, chairman. We sorely need food, clothing and money. We are putting ourselves together and will not ask for help too long, but must have some now or many will starve. Words cannot depict the truth of the disaster.

A Subscription Started at Troy.

[SPECIAL TELEGRAM TO THE DISPATCH.]

TROY, N. Y., June 1.—Great interest is taken here in the Johnstown disaster, there being so many Troy men there. A subscription list has been started here for the sufferers, and it is being rapidly filled.

Finding Bodies at Apollo.

[SPECIAL TELEGRAM TO THE DISPATCH.]

APOLLO, June 1.—Three bodies have been found in the debris at Anderson Junction, two women and one child. The Burgess has called a citizens' meeting to-night to raise funds for the sufferers.

Seventeen Houses Gone at Mifflin.

[SPECIAL TELEGRAM TO THE DISPATCH.]

HARRISBURG, June 1.—Late information from Mifflin says 18 houses were swept away.

CARNEGIE IN PARIS.

He is Busy Looking Over the South American Exhibits.

[BY CABLE TO THE DISPATCH.]

LONDON, June 1.—[Copyright.]—Andrew Carnegie is trotting about the Paris Exhibition. I saw him there in the Argentine Republic department with his wife and boys two days ago. He is coming back here on June 18, to give a dinner to Mr. Gladstone. Mrs. McClellan, widow of General McClellan, and her daughter, are in London for the season, and Mrs. General Logan started from Paris this morning and will arrive here to-night, bringing with her Miss Florence Pullman, to spend the rest of the season in London.

Mr. Michael P. Grace, whose eldest daughter, Eliza, was presented to the Queen on Wednesday, is in London engaged industriously in giving dinners to English friends and organizing grand South American financial schemes.

DRIFT COVERING THE TRACK AT SHERIDAN STATION.

A CLAN-NA-GAEL DENIAL.

One of the Officers Repudiates All Idea of the Order's Connection With the Cronin Murder—The Seal of Secrecy May be Removed.

CHICAGO, June 1.—Mr. J. F. Beggs, a young Dearborn street attorney, is the reputed senior guardian of the "Columbian Club," or Camp 96 of the Clan-na-Gael. It was by this camp, as the story goes, that Dr. Cronin was tried for treason, in star chamber proceedings, and sentenced to death. The police have for some days had their eyes ugon Mr. Beggs, and have been zealously laboring to collect evidence enough to connect the young Irish enthusiast, with his camp, with removal of Dr. Cronin. Mr. Beggs was seen this afternoon and does not look at all like a criminal or assassin. He appears to be about 32 years old, has light hair and mustache, blue eyes and a ruddy open countenance.

"My belief is," said Mr. Beggs, "that the oath of a Clan-na-Gael member forbids him to disclose the name of the officers or members of the order or its objects or proceedings. Therefore, I cannot answer your questions as to who are members of the Columbia Club, and whether I am the Senior Guardian. However, I will tell you frankly that I hope the vow of secrecy may be suspended until this thing is cleared up. If the Clan-na-Gael does not acquit itself of all connection with this crime it will be totally wrecked, and the Irish cause in America will perish with it. People will say, 'We have contributed about $5,000,000 to free Ireland and $82,000 of it has been stolen and a horrid murder committed to cover up the theft, and we will not contribute another cent.' But if the oath of secrecy should be suspended by the chief executive officers of the order the order will be instantly acquitted of complicity in the crime."

"What makes you so sure about it?"

"Well, I know positively that if the books of the order should be laid open before the grand jury, and all its members subpoenaed and examined as witnesses, it would be made 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."

"You must admit that several Clan-na-Gael men were connected with it."

"I don't think that is clear. Woodruff is not a Clan-na-Gael. McGeehan was said to have extricated himself from suspicion. The evidence against Coughlin does not seem to me to be very strong. P. O. Sullivan is in a worse fix. But I don't think that enough Clan-na-Gael men have been connected with it, nor have they been closely enough connected with it, to justify the belief that Cronin was tried and executed by the order."

"What do you think of the work of the police?"

"It is all prosecu