Daily St. Paul Globe.

SUNDAY ISSUE.

VOL. XI. SAINT PAUL, MINN., SUNDAY MORNING, JUNE 2, 1889.---SIXTEEN PAGES. NO. 153.

VERITABLE VALLEY OF DEATH

Latest Particulars of the Johnstown Disaster Confirm the Worst Previous Reports.

THE DEAD WILL NUMBER AT LEAST 8,000,

And $11,000,000 Will Hardly Begin to Replace the Property Swept Away by the Awful Deluge.

FIRE ADDS ITS TERRORS TO THE SCENE,

Burning to Death Seven Hundred People, Who Had Sought Refuge on Drift Heaps or Wrecked Houses.

THE RIVER BANKS LINED WITH CORPSES,

While Hundreds More Float With the Current in a Never-Ending Procession of Death.

PASSENGER TRAINS ARE ANNIHILATED

And Their Hundreds of Occupants Hurled Into Eternity Without a Moment's Warning,

THE CARRION CROWS BEGIN TO COME,

Plucking at the Bodies as They Are Whirled Along on the Bosom of the Foaming Torrent.

VULTURES IN HUMAN FORM COME ALSO·

They Steal the Valuables of the Dead, and Even Strip the Bodies of Their Clothing.

TIDINGS DIRECT FROM JOHNSTOWN.

SANG HOLLOW, June 2, 1 a. m.—The first accounts sent out of the Johnstown disaster are far below the wildest estimates placed upon the extent of the calamity, and instead of 2,000 or 3,000 it is probable the death list will reach 8,000, many say 10,000. It is now known that two passenger trains, two sections of the day express on the Pennsylvania railroad, have been thrown into the maddened torrent and the passengers drowned. These trains were held at Johnstown from Friday at 11 a. m., and were lying on a siding between Johnstown and Conemaugh stations. The awful torrent came down the narrow defile between the mountains, a distance of nine miles, and with a fall of 300 feet in that distance, sweeping away the villages of South Fork, Mineral Point, Woodvale and Conemaugh, leaving but one building standing, a woolen mill, where but an hour before had stood hundreds, and dashing on with the roar of a cataract and the speed of the wind upon the fair city at the foothills. The plain in which but yesterday sat Johnstown, sits in the mountains like a jewel in a queen's diamon. The great Gautier steel works sat in this plain and the city below it, the railroad tracks bounding it at the base of the mountains on the north. Here is where

THE TRAINS WERE STANDING

when the tide of water like a catapult came down upon them with such resistless force that the heavy trains, locomotives, Pullmans and all were overturned and swept down the torrent and were lodged against the great stone viaduct along with forty-one locomotives from the Johnstown round house, the heavy machinery and ponderous frame work of the Gautier mill, the accumulated debris of more than a thousand houses, furniture, bridges, lumber, drift and human beings. The low arches of the stone viaduct choked up immediately, and the water backed over the entire level of the valley upon which the city stood to the depth of about thirty-eight feet. In the great sea thus formed hundreds, perhaps

THOUSANDS OF PEOPLE

were struggling for life. The scene today is one of the most harrowing possible for the imagination of man to conceive. The accumulated drift gorged up at the viaduct to a height of 40 feet, and then took fire from the upsetting of stoves and lamps. Then were strong men made sick at the sight. As the flames crackled and roared among the dry tinder of the floating houses, human bodies were seen pinoned between the house roofs, locomotives, iron beams, freight, passenger and Pullman and baggage cars, heavy iron beams, the greedy flame licking with haste their diet of human flesh. The scene was horrible beyond description. From infancy a few years old to the wasted figures of age were burned before the eyes of the beholders, and no rescue from such a fate was possible. Strong men turned away with agonized expressions, and women shrieked at the horror of the scene. The dead has been computed at

NOT LESS THAN 8,000

and the number may even exceed this estimate. This seems incredible, but until the waters shall have abated and the work of removing the dead from this tremendous mass is completed it will be impossible to tell how many lives have been lost. The Associated Press correspondent was the first man to cross to Johnstown proper by means of a basket suspended from a cable as passengers are removed from wrecked ships. Here the scenes were magnified in their horror. Here were the residences of the little city's most wealthy and intelligent people. Here were found the bodies of John Dibert, the banker, and his entire family, consisting of a daughter and two grandchildren, William Overbeck, John Dorsey, of Depew & Co., tobacconists, Philadelphia, and one of the most popular traveling men on the road. Dr. J. C. Cooper and wife, J. Q. Benschoff, bookseller, William Gilmore, wife and family, James Howard, Neil McAuley and wife, Mrs. Droling and family of three, Mrs. Cyrus Eider, wife of the general superintendent of the Cambria Iron company and daughter and many women and children who could not be identified. Police officers and others were rendering all possible aid, but the number of dead seems greater than the number of the living. Cinder, Market, Main, Locust and Washington streets have been swept clean and bare of all buildings of whatever character, and their inhabitants seem to have fled into the streets at the first warning of danger, and others

RUSHED TO THEIR DEATHS

for those who remained in their houses had an opportunity to flee to the upper stories. When the houses were frame, they were floated from their foundations and many were saved. The Hotel Hubert, a brick structure, had sixty-five guests, and sixty-three of these were killed by the falling in of the floors and walls. The Morell library, the school house, Alma hall, general stores and offices of the iron company, and one other brick building are all of probably 2,000 buildings that have not been floated from their foundation or caved in. The stone viaduct is forty feet high from the river bed at low water, and over this the water rushed in a resistless flood. On this or the West side, are the Bessemer and rail mills of the Cambria Iron company. Although warned to flee to the hillsides, many of the men, resting in a fancied security, loitered about the mlils and were engulfed in an instant. To-day their bodies are strewn along the Conemaugh, Kiskimitas and Allegheny rivers, and are being caught as far down as the Ohio river at Rochester. Below the mills is Cambria, a suburb in which district resides probably 2,000 people. The scenes here are but a repetition of the other parts of the flood-wasted city. In St. Columbus' church, a new structure, which had been flooded to a depth of six feet in the auditorium, the water had receded, and the floor was covered with a slimy ooze to the depth of seven or eight inches. On boards stretched along the top of the pews were

THIRTY BODIES

which had been snatched from the stream by Father Thomas Darlin and some of his parishioners whom he had impressed into service. While in the awful presence of the dead and amid the solemn surroundings of a desolated fane, the representative saw Joseph Smith, a man of extraordinary size and strength enter. He said not a word but quietly went from corpse to corpse lifting the stained and mud-covered coverings of the deod. At last he came to the corpse of a child about nine years old—his daughter. He looked at the swollen and blood-stained features a moment, and then with a voice of the most unutterable agony, cried: "My Maggie; my little Maggie!" at the same time pressing the inanimate form to his bosom, and giving expression to alternate caressings and ejaculations of grief. The man took his child and went with it to what had been his home. He placed it beside those of his wife and two other children, all of whom had been drowned. It is impossible to narrate the pathetic incidents that occurred on all sides. At Morrell forty-three bodies were laid out waiting to be identified. Eight of them were children, one that of a child which a physician said had been born while the mother was

FIGHTING FOR HER LIFE

in the raging flood. At Nineveh, nine miles down the stream, 106 bodies, mostly women and children, were laid out in a sawmill, and additions were being made by wagon loads at a time, which were being picked up on the meadows, over which the great tide had surged with the fury of a demon. Many were found with their hands clinging tenaciously to branches of trees and shrubs. In one case a young couple were found locked in each others' arms. In another case a mother was found with a child clasped in each arm and held closely to her bosom. There is no possibility of telling just who has been lost, as thousands are missing. The survivors, many of whom tell of the most thrilling escapes from collections of debris, house roofs, car doors and planks, seek the banks and gaze with stupor, born of paralyzation of their mental faculties from the fright and horror they have been subjected to. The number of people who are visible from the banks are so few in contrast with the population of the various little boroughs which constitute the city that the question "where are the people?" is asked on all sides. The impression is gaining that the disclosures yet to come where the gorge collected and which is now burning over an area of several acres is yet more ghastly. The awfulness of the scene defies language to depict, as it does the imagination to conceive of. Without seeing the havoc created no idea can be given, either of the desolation or the extent of damage.

EARLIER REPORTS.

Story of the Disaster Before the Worst Was Known.

NEW FLORENCE, June 1.—The calamity of yesterday was as singular as it was fatal. It is now very evident that more lives have been lost because of foolish incredulity than from ignorance of the danger. For more than a year there have been fears of an accident of just such a character. The foundations of the dam were considered to be shaky early last spring, and many increasing leakages were reported from time to time, according to people who live in Johnstown and other towns on the line of the river. Ample time was given to the Johnstown folks by the railroad officials and by other gentlemen of standing and reputation. In dozens, yes, hundreds of cases, this warning was utterly disregarded, and those who heeded it early in the day were looked upon as cowards, and many jeers were uttered by lips that are now cold among the rank grass beside the river. One poor nameless woman, who looked with sightless eyes at the gray clouds from the slimy bank of a meadow just below New Florence, wore a smile that perhaps had its birth in that spirit of "Who's afraid?" which has had such awful results. An awful, mud-bedraggled,

GHASTLY BURDEN

was it that came in among the meadows, and yet there was a look of peace upon the features that brought tears to the eyes of the rough men who found her, and who fastened the body by a short string to a post. She had a work day life, poor creature, her hands were rough, her face thin and worn, and her hair was as streaked with gray as the stormy sky just after dawn. Whether incredulity and foolhardiness numbers its flood victims by scores or by the hundreds, no one yet knows, and it will be many days before the writing upon tombstones and the tracing of "the unknown dead" are ended. There has grown up a bitter feeling among the surviving sufferers against those who owned the lake and dam, and damage suits will be plentiful by and by. The dams in Stony creek, above Johnstown, broke about noon yesterday, and thousands of feet of lumber passed down the stream. It is impossible to tell what the loss of life will roll up, but at 9 o'clock the coroner of Westmoreland county sent a message out saying that

ONE HUNDRED BODIES

had been recovered at Nineveh, half way from here to Johnstown. Sober-minded people do not hesitate to say that 1,200 is moderate. "How can anybody tell how many are dead?" said a railroad engineer to me this morning. "I have been at Sang Hollow with my train since 11 o'clock yesterday, and I have seen fully 500 persons lost in the flood." J. W. Esch, a brave railroad employe, saved sixteen lives at Nineveh. The most awful culmination of the awful night was the roasting of a hundred or more persons in mid-flood. The ruins of houses, outbuildings and other structures swept against the new railroad bridge at Johnstown, and, from an overturned stove or some such cause, the upper part of the wreckage caught fire. There were crowds of men, women and children on the wreck, and their screams were soon added to the awful chorus of horror. They were literally

ROASTED IN THE FLOOD.

Soon after the fire burned itself out others were thrown against the mass. There were some fifty people in sight when the ruins suddenly parted, broke up and was swept under the bridge into pitchy darkness. The latest news from Johnstown is that at 1 o'clock but two houses could be seen in the town. It is also said that but three houses remain in Cambria City. The first authentic news was from W. N. Hays, of the Pennsylvania Railroad company, who reached New Florence at 9 o'clock. He says the valley towns are annihilated. The Associated Press now has the only wire between New Florence and Pittsburg, and has it connected with its main circuit.

PATHETIC INCIDENTS.

People Hastening to the Scene to Learn the Worst.

SANG HOLLOW, Pa., June 1.—At 10:30 the first train passed New Florence east. It was crowded with people from Pittsburg and places en route, people who were going to the scene of the disaster with but little hope of finding their loved ones alive. Rich and poor were on board that train, all thinking of but one thing, and that was what will we see? It was a heartrending sight, and not a dry eye was in the train. Mothers moaned for their children, husbands paced the floor and wrung their hands in mute agony. Fathers pressed their faces against the window panes in an endeavor to see something, they knew not what, that would tell them in a measure of the dreadful fate that their loved ones had met with. All along the raging Conemaugh the train stopped, and bodies were taken on the express car, being carried by the villagers who were out along the banks. C. W. Hoppenstall, of Lincoln avenue, East end, Pittsburg, distinguished himself by his bravery yesterday afternoon. He was a messenger on the mail train which had to turn back at Sang Hollow. As the train passed a point where the water was full of struggling people a woman and child floated in near the shore. The train was stopped and Hoppenstall undressed, jumped into the water and, in two trips, saved both mother and child. These are among the

IDENTIFIED DEAD:

JAMES MCMILLAN, superintendent of Cambria Iron company's store, wife, four children and daughter-in-law.

JOHN P. LINTON, leading lawyer, wife and five children.

MRS. THOMAS KIRLEN and two children.

N. X. NOLAN and seven of his 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.

WILLIAM HOWELLS.

MRS. ANN HOWELLS.

MRS. JOHN REESE, Cora, Lizzie and Alva Reese; Rachael Reese, mother of John Reese.

PEARSON FISHER, wife and six children.

MRS. ECKSTEIN.

Oh, the horror and infinite pity of it all! What a journey has been that of the last half hour. Swollen, awful corpses lay here and there in piles of cross ties or on the river banks among the tangled greenery. It was about 9 o'clock when the first passenger train of Friday came to New Florence with its load of passengers. They were no idle passengers, but each had a mission. Here and there men were staring out the windows with red eyes, and among them were tough-looking Hungarians and Italians who had lost friends near Nineveh, while women were weeping on all sides. Two of the passengers on the train were man and wife from Johnstown. He was quiet and dignified, and more or less self-possessed. She was petite, anxious, and tried hard to

CONTROL HER FEELINGS.

From every new comer and possible source of information she sought news. "Ours is a big new brick house," said she with brave effort, but with loving brown eyes, moist and red lip trembling. "It's a three story house and I don't think there is any trouble, do you?" she said to me, and without waiting for my answer, she continued with a sob, "There are my four children in the house and their nurse and—and—and— I guess father and mother will go over to the house—don't you?" In a few moments all those in the car knew the story of the pair, and many a pitying glance was cast at them; their house was one of the first to go. Just before reaching Sang Hollow, the end of the main line of the Pennsylvania railroad is "S. Q" signal tower, and the men in it told stories of what they saw, so piteous that I could not listen to half of it and command my attention. Here are some little 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 big strokes, and actually stopped the course of the raft for an instant. Then it swerved and went out from under her. She tried to swim ashore, but in a few seconds she was lost in the swirling water. Something hit her, for she lay quietly on her back with her face pallid and expressionless. Men and women in dozens, pairs and singly, children, boys, big and little, and wee babies, were there in among the awful confusion of water,

DROWNING, GASPING, STRUGGLING

and fighting desperately for life. Two men in 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 six or seven years old. She seemed stricken with paralysis until she came opposite the tower, and then she turned her face to the operator. 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; 109 dead were here, the larger proportion 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 broken household goods of hundreds of houses line the shores for miles. Thieves of the vilest sort, those who steal from the 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 "S Q" tower is the "S X" 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, and the delay in getting off news dispatches has been fairly maddening. The Associated Press expedition was the first in the field, and was ready with thousands of words of specials, but no wires could be had from 11 a. m. until almost 2 p. m. No special trains could be hired, no locomotives were to be bought, and the situation can be appreciated.

SCENES OF TERROR.

As the Waters Recede Dead Bodies Appear,

NEW FLORENCE, Pa., June 1.—The gray morning light did not seem to show either hope or mitigation of the awful fears of the night. There was a long wrangle over the possession of a special train for the press, between rival newspaper men, and it has delayed the work of the others who are anxious to get further east. Even here, so far from the washed-out towns, the horror is in our midst. Seven bodies have been found on the shore near the town, two being in a tree, a man and woman, where the tide had carried them. The country people are coming into the news centers in large numbers, telling

STORIES OF DISASTER

along the river banks in sequestered places. John McCartney, a carpenter, who lives in Johnstown, reached here about 4 o'clock. He left Johnstown at half-past 4 yesterday, and says the scene when he left was indescribable. The people had been warned early in the morning to move to the highlands, but they did not heed the warning, although it was repeated a number of times up to 1 o'clock, when the water poured into Cinder street several feet deep. Then the houses began rocking to and fro, and finally the force of the current carried buildings across streets and vacant lots, and dashed them against each other, breaking them into fragments. These buildings were freighted with the poor wretches who so shortly before had laughed at the cry of danger. McCartney says in some cases he counted as many as fifteen persons clinging to buildings. McCartney's wife was with him. She had three sisters who lived near her. They saw the house in which these girls lived carried away and then they could stand it no longer, so they hurried away. The husband feared his wife would go crazy before he could drag her away, and they left the flooded district and went inland along country roads until they reached here. The waters are now receding here as rapidly as they rose last night, and as the banks uncover

THE DEAD

are showing up. Already nine dead bodies have been picked up within the limits of this borough, since daylight. None of them have as yet been recognized. Five of those found are women. One lady probably 25 years old and rather handsome, had clapsed in her arms a babe about six months old. The dead body of a young man was discovered in the branches of a huge tree, which had been carried down the stream. All the orchard crops and shrubbery along the banks of the river have been destroyed. The body of another woman has just been discovered in the river here. Her foot was discovered above the surface of the water. A rope was fastened about it and it is now tied to a tree, awaiting assistance to land it. John L. Webber and his wife, an old couple, Mike Metzgar and John Forney were rescued near here early this morning. They had been carried from their home in Cambria City on the roof of the house. There were seven others on the roof of the house when it was carried off by the angry waters. They were all drowned. They are unknown to Webber, they having drifted onto the roof from floating debris. Webber and wife were thoroughly drenched, and were almost helpless from exposure. They were unable to walk when taken from the roof at this place. They are now at the hotel here.

ONE THOUSAND LOST.

A Conservative Estimate Makes That the Figure.

NEW FLORENCE, Pa., June 1.—The banks on both sides of the river at this place are crowded with anxious watchers, and with horrifying frequency their vigils are rewarded by the discovery of a dead body. Within the last half hour three floating bodies have been recovered at this point, and hundreds of people from Johnstown and up-river towns are hurrying here in search of their friends and relatives, who were swept away in last night's flood. The most intense excitement prevails here. The street corners are crowded with pale and anxious people, who tell of the awful calamity with still breath. 'Squire Bennett has

CHARGE OF THE DEAD

bodies and he is having them properly cared for. They are being prepared for burial, but will be held here for identification. Four boys have just come from the river bank above here. They say that on the opposite side a number of bodies can be seen lying in the mud. They found the body of a woman on this side. She was covered with debris, but they pulled her out. She had only a few tatters of clothes on her and the body was badly bruised. No news can be received from Johnstown, and it may be many hours before we can get any. R. B. Rogers, justice of the peace at Nineveh, has notified the coroner that 100 dead bodies have been found at that place and he asks what to do with them. From this one can estimate that the loss of life

WILL REACH OVER 1,000.

No one knows, no one can guess the sickening sight that is expected to be met by the correspondents when they arrive at the scene above. Report has just been received that twenty persons are on an island near Nineveh and that a man and woman are on a partly submerged tree. A report has just reached here that at least 100 people were consumed in the flames at Johnstown last night. It is said to have been an awful horror, but information cannot be obtained here. The air is filled with thrilling and almost incredible stories, but none of them has as yet been confirmed. It is certain, however, that even the worst cannot be imagined.

RUIN EVERYWHERE.

Many Pennsylvania and Virginia Towns Damaged.

SHAMOKIN, Pa., June 1.—Seven bridges and twenty houses in this vicinity have been swept away. The damage to mining property cannot be estimated. A number of collieries are flooded and many are completely wrecked. It will be two weeks before the mines can resume. The Reading Coal and Iron company will be the greatest sufferer. The losses are estimated at $250,000. There were no fatalities. The flood in the Susquehanna river at York reached is 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 $25,000. A number of bridges in the county have been swept away and the loss in the county, exclusive of the city, is estimated at $100,000. James McIlvaine was drowned this morning. The heaviest flood ever known in the Cumberland valley is now in progress. There is great loss of property along the line of the Gettysburg & Harrisburg railroad. Several miles of track were swept away and on the line of the Harrisburg & Potomac railroad there were many washouts, and bridges, telegraph wires and poles were carried away. Williams' grove, the gaest granger picnic grounds, is

ENTIRELY FLOODED

and several of the summer buildings were swept away. All the bridges, perhaps ten to twenty, have been carried away. In one of them Henry Wilson and his wife, who are tramps, sought shelter, and it is thought they went down with the bridge. A bolt of lightning struck the Presbyterian church at Carlisle. Five hundred feet of track along the Dillsburg & Mechanicsburg railroad was washed away. The entire loss foots up at least $60,000. At Alexandria, Va., there is a rapid current in the river, and lumber, canal boats, small houses, and much debris washed away from above have been passing down stream all day. Millraces and bridges are damaged. Growing crops are injured. Much damage has been done to railroads leading from the city. Yesterday evening trains on most of them were annulled till further orders. The Alexandria & Fredericksburg track near the bridge over the Cameron river was badly washed and the grade is out of plumb. Near Cherry Hill there is a big washout and others are reported. A large force is at work making repairs. Washouts are reported on the Richmond, Fredericksburg & Potomac road above and below Fredericksburg. Alexandria and Washington trains are running regularly, though between Fort Runyon and the long bridge the

TRACKS ARE SUBMERGED.

On the Washington and Ohio road many culverts are washed out and the road-bed in many places is damaged. Goose creek bridge is unsafe. On the Midland road the track near Cameron Run is washed and the approaches to the bridge are unsafe. Washouts are reported at Edsalls, Burkes and other places. Between Orange and Charlottesville the damage is severe. The Manassas road is damaged in different places from Fort Royal to Strasburg. Much of the country along the railroads is completely submerged and great damage has been done to growing crops. It will be days before travel will be resumed. At Staunton, Va., rain has been falling incessantly and copiously for twenty-four hours. The middle and south branches of the Shenandoah river are swollen nearly to the high water mark of 1870. Whole districts of

GRASS AND WHEAT

along the streams are flooded, fences swept away and several bridges destroyed. Howling's flouring mill on Middle river is flooded to the second story. All streams are unfordable, railroad trains are delayed and telegraph communication interrupted. The rivers are still rising. At Bridgewater, a town seven miles southwest of this place, North river, a branch of the Shenandoah, has overflowed its banks, and the lower parts of the town are under water. Houses are washed away. It is impossible to get particulars of the damage in the county. High waters have cut us off. The Shenandoah is higher than since 1870.

AT WASHINGTON.

The Potomac Way Up and Great Losses Reported.

WASHINGTON, June 1.—The Potomac is booming here and gravest fears are entertained by property owners along the river front and in the lower sections of the city. Last night, after a fall of rain almost equivalent to a cloud-burst, the lock gate at the end of the Chesapeake and Ohio canal was carried away by the rising water and washed several canal boats into Rock creek where they were destroyed. Since then the river has been rising rapidly and the flood waters from Harper's Ferry and the upper tributararies are swelling it every moment. Along B street north, in the neighborhood of the center part of the city, the country produce dealers were driven out early in the day and the street was turned into a lake, full of floating chicken coops, market truck and all sorts of odds and ends. Enterprising, bare-legged urchins rigged up

TEMPORARY BRIDGES

and exacted toll from people who were obliged to pass between South Washington and the business part of the city. Cellars were flooded and much damage to property resulted among the commission houses. Up in Georgetown the scene along the river front was exciting. The docks were under water, and lumber, coal, cement, provisions and all kinds of property was carried away. Hundreds of men were actively at work trying to save merchandise by removing it from the mills and warehouses to higher ground. Swarms of river men floated about in water craft seizing and carrying off the treasures of the flood. The shipping has so far escaped serious damage, but the situation is full of danger. At the long bridge the water at sunset was almost level with the bridge floor, several barges have already struck and sunk here, and the railroad men are making every effort to prevent the accumulation of drift against the bridge. The water is still creeping up, however, and the bridge is in a precarious condition. If it carries away tonight, which is by no means improbable, the result will be a serious and

LONG INTERRUPTION

of railroad traffic between the north and the south. The coffer dam at the long bridge has been greatly injured, and much of the work which has been done upon the Potomac flats, at an expense of millions of dollars, will be undone. It is not yet possible to estimate the losses suffered by merchants and warehousemen, but one individual has lost $30,000 worth of coal on one dock. The latest reports from Harper's Ferry says the Potomac and Shenandoah rivers are rising one foot per hour. Cattle boats and other drift are running thick. The river is very high here, and is rising. The water has reached B street and has put out the fire in the engine house at the Washington monument and stopped the elevator. Cellars on the south side of Pennsylvania avenue are flooded.

The water at midnight has reached within a few feet of Pennsylvania avenue. The Baltimore & Potomac station is surrounded by water and is inaccessible to passengers.

LOSSES AT HARRISBURG.

Bridges, Houses and Railroad Tracks Swept Away.

HARRISBURG, Pa., June 1.—The great rain storm has entailed terrible loss here. At the East and South ends of the city the water rose above the banks of Paxton creek, swept away bridges and reached the first story of houses. Hundreds of families were in distress and forced to leave their homes. Mayor Fritchey 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 eighteen 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 at this writing, 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 owned by Harrisburgers, about ten miles from here, were washed away with sheds and outhouses of every kind. Great embankments have 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 trvale to the west at a standstill from this point, some of them went down the Cumberland valley with the intention of boarding a Baltimore & Ohio train going to the West by a circuitous route.

THE CAMBRIA'S LOSS.

Complete Wreck of the Great Steel Works.

PHILADELPHIA, June 1.—A dispatch received at 5 p. m. from Pittsburg states that the Pennsylvania railroad people have succeed in getting a temporary wire through from Sang Hollow to the western end of the railroad bridge, which is west of Johnstown. The debris lodged against the bridge, and piled up to a distance of probably forty feet, is stated to be still burning. Until the flames die out, so as to admit of a passage across the bridge, nothing can be done towards repairing the heavy washout between the bridge and Johnstown station. The despatch also states that the Cambria Iron company's plant, on the north side of the Conemaugh river, at Johnstown, is a complete wreck. When this dispatch was received it was not thought here that this portion of the plant had been seriously injured. It was known that the portion of the plant on the south bank of the river was washed away, and this was thought to be the

EXTENT OF THE DAMAGE

to the property of this immense corporation. The plant is said to be valued at $5,000,000. Dispatches received at the Pennsylvania railroad office this afternoon give the damage sustained to railroad property as follows: One span of the bridge crossing the West branch of the Susquehanna at Linden is gone, and it is feared that the whole bridge will go. This bridge was previously reported as being ballasted with a heavily loaded freight train. The Philadelphia & Reading Railroad company's bridge over the West branch of the Susquehanna, which was carried from Muncy down against the Pennsylvania company's bridge at Montgomery, where it was lodged for a while, worked its way under the latter structure and swept down to the Pennsylvania road's bridge at Lewisburg, carrying that bridge completely away. Additional information from the Philadelphia & Erie branch is as follows: The four-span bridge across the Juniata river at Granville has been carried away. The water is still rising in the Juniata. Between Granville and Tuscarora, a distance of forty miles,

NOTHING IS KNOWN

of the condition of the roadbed or the bridges. There are twenty bridges south of Ralston on the Northern Central branch. Of these, five are washed away, and all the rest are badly damaged, with one exception. The Cumberland Valley railroad lost a new iron bridge crossing the Potomac river near Williamsport, Md. The bridge crossing Sinnemahoning creek at Sinnemahoning is gone, and the bridge over the same stream at Keating is badly damaged, and will also go. The railroad yards tracks at Emporium have been badly washed away. At Williamsport, Pa., the west branch of the Susquehanna is said to be thirty feet high. There is eight inches of water on the floor of the railroad station there. This would indicate that nearly the whole city is overflowed. At Harrisburg the Susquehanna river is still rising, and is now very high. At Steelton two and one-half feet of water flows over the Pennsylvania railroad tracks, and the steel plant at that place is also submerged.

THE VERY WORST.

Awful Havoc on the Pennsylvania Road---Lockhaven Inundated.

PHILADELPHIA, June 1.—Indications point to the present trouble being the worst ever experienced by the Pennsylvania Railroad company. During the blizzard of March, 1888, the road was blocked on the New York division and East of Altoona for nearly five days. That memorable blockade was caused by the snow, the road not being damaged in any way. The present suspension of traffic, caused by the washing away of bridges and viaducts, heavy landslides, long and deep washouts and the fall of masses of rock from mountain sides to the track below, between Altoona and Johnstown, a distance of forty miles, at least, is expected to last as long as the snow blockade of a year ago. The wires to Williamsport are still down. All dispatches received from that city by way of Reading state that the lumber boom had broken at 9 o'clock this morning, 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 Lockhaven had been 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 Lockhaven went down immediately after the sending of the dispatch, and communication has not yet been restored. The positions of east and west-bound through trains, as placed in these dispatches, remain unaltered. No definite information can be given as to when these trains will move. A dispatch received from Williamsport at 1 o'clock this afternoon states that that city is flooded and the water still rising. The Philadelphia & Reading railroad bridge over the Susquehanna river at Mich was swept away, and crashing against the Philadelphia & Erie bridge at Montgomery, seriously damaged the latter structure. A train of loaded cars, which had been placed on the Montgomery bridge, prevented it from being carried away. Up to 1 o'clock no news of any sort had been received from Lockhaven as to the state of affairs and there the condition of the water-swept city is only a matter of conjecture. A dispatch from Lancaster says: Sixty-five rafts broke loose from their moorings near Wrightsville this morning and were carried down the Susquehanna, involving a loss of over $50,000. Dispatches have been received by the officials from Pittsburg and these confirm the Associated Press reports of the awful calamity at Johnstown and the resulting loss of life in that vicinity. The bridge at Johnstown is constructed of stone and was not swept away. The fire which raged among the debris was against it, which it is stated, probably renders the structure worthless.

ALONG THE B. & O.

The Familiar Story From West Virginia and Maryland Points.

BALTIMORE, June 1.—On the Baltimore & Ohio at Gaithersburg, the water is said to be nine feet in depth. A message was received from the Pennsylvania Railroad company, requesting the Baltimore & 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 & Ohio would gladly have granted this request, but the road is not able to bring its own trains in that city to Baltimore, owing to the damage on the road. An Ellicott City, Md., special says: Hundreds of people line the banks of the Patapsco to-day, 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 bridge over the river at Gray's is 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, below Ilchester. Last night as he was returning across the suspension bridge, it was struck by a huge log and broke. Both man and bridge was swept away. A special from Frederick, Md., says: The rain has poured incessantly since Thursday night. The wheat crop in this county has been damaged to an extent that can not now be estimated, and early fruit has been destroyed. The Potomac at Point of Rocks and vicinity is rapidly overreaching its banks, and the damage there will be great. Advices from Westminster, Md., say surrounding lands are inundated and many of the workmen are unable to get 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 Pine creek, and the track is washed away for a considerable distance. The extent of the damage cannot be ascertained until the flood subsides. Second Vice President King, of the Baltimore & Ohio, thinks there will be no serious loss. Last night at 7, everything beyond Washington was side tracked, and trains Nos. 2, 6, 4 and 46 are still stationary beyond Piedmont, but trains 5, 42 and two emigant trains have been started west from Piedmont. The Pittsburg division will be open probably by 10 o'clock to-night, and between Piedmont and the river the tracks are free. Two feet of water flows over the bridge at Harper's Ferry, which is heavily loaded with locomotives and cars. The tracks on both sides of the river are submerged as they are at Point of Rocks and St. John's Run, between Cumberland and Martinsburg. There are four small bridges undermined between Glen Cove and Hyndman. The Cambria branches leading to Johnstown and Saulsbury branch are still blocked.

RELIEF WORK.

Prompt Measures To Succor the Survivors.

PITTSBURG, Pa., June 1.—Arrangements are being made to have as many of the sick and injured brought to the hospitals in this city as are able to stand the transportation. The physicians subscribed $431 to the relief fund. The executive committee of the Alleghany county G. A. R. this evening called a meeting of all old soldiers in select council chamber, city hall, for to-morrow evening, when contributions for the flood sufferers will be received. This evening Chairman McCreery, of the executive committee of the relief association, sent an appeal for aid to all the towns in Western Pennsylvania. At 2 o'clock this afternoon a car loaded with provisions and clothing, supplied by Gusky, was sent out. At 4:35 o'clock the second regular relief train was sent out. It consisted of six box cars and one passenger coach. The cars contained clothing and provisions, also 150 coffins. In the passenger coach was the relief crew, about sixty in all, and composed mostly of members of the Americus Republican club. The train was under the charge of James B. Scott, and the orders were to get into the flooded city if possible. Twelve policemen accompanied the party. As the relief train passed out of the union depot the large crowd that were gathered about gave the party

A HEARTY CHEER.

At 5 o'clock a telegram was received from Gov. Foraker, of Ohio, asking if the relief committee were in need of any tents, if so, that he had 1,000 which were at their disposal. Mr. McCrea, on behalf of the executive committee, answered the telegram stating that they could use 500 tents and to forward them immediately. Business was practically suspended at the postoffice to-day, so far as Eastern mail was concerned. Philadelphia mail was sent via Wheeling, and New York mail via the Pittsburg & Lake Erie to Buffalo. The postoffice employes this afternoon subscribed $141 to the relief fund. It was rumored to-day that the loss of life would probably bankrupt some of the life insurance and beneficial orders in the city. Some of the insurance com-

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