

THE GREAT CALAMITY.

Further Details of the Johnstown Horror.

Terrible Scenes in the Valley of Death—Thousands of Bodies Buried in the Debris of the Ruined City—A Pestilence Feared From the Stench of Decomposing Bodies.

JOHNSTOWN, Pa., June 4.—Death, ruin and desolation are but meagre words as applied to Johnstown proper. Weeping men, women and children are at all places looking for their dead. From Kerasville to New Florence, bodies are being picked out every few minutes. The first tour that has been made through the southeast end of the town was made Monday morning. The school house in the southeast part of the town is now a morgue and in it are not less than 250 bodies, most of whom are unidentified. The street at the foot of the hill is patrolled by citizens with loaded muskets. Without a pass from General Hastings it is impossible to get to the morgue. About 500 men are working here, clearing away the debris in order to make a wagon road for the bodies to be hauled away from the morgue. In front of the school house is posted a list of the dead.

In this part of the town is located the Irish Catholic church and convent. A remarkable story is told about these sisters. The mother of the convent saw the wave coming, which she says was mountain high. She at once called all the sisters into the chapel. Here the nuns began to pray as they possibly never prayed before for protection from the water. When the water struck the building it shattered the entire structure and every room except the one where the sisters knelt in prayer.

Since ten o'clock Sunday night the fire engines have constantly played on the burning ruins. At times the fire seems almost extinguished, but fatal flames suddenly break out again in some new quarter. The sensation of the day was the united monstration of the physicians against the extinguishment of the burning wreck. They maintain that hundreds if not thousands of lifeless and decaying bodies lie beneath this mass of burning ruins. "It would be better," they say, "to permit nature's greatest scavenger—the flames—to pursue his work unimpeded than to further decay the horde of putrefying bodies that lie beneath this debris. There can be but one result. Days will elapse before the debris can be sufficiently removed to permit the recovery of these bodies, and long ere that every corpse will be a putrid mass, yielding forth those frightful emanations of decaying human flesh that can give but one result—the dreadful typhus. Every battle field has demonstrated the necessity of the hasty interment of decaying bodies, and the stench that already arises is a forerunner of the impending danger. Burn the wreck!"

A loud cry of indignation arose from the lips of the vast multitude and the warnings of science were lost in the eager demands of those who sought the remains of friends. The hose was again turned upon the hissing mass and rapidly the flames yielded to the water. It is almost impossible to conceive the extent of these smoking ruins. An area of eight or ten acres above the dam is covered to a depth of forty feet with shanties, houses, borne from the resident center of Johnstown. In each of these houses it is estimated there were from one to twenty-five people. This is accepted as data upon which to estimate the number that perished on this spot, and if the data be correct the bodies that lie beneath these ruins must number hundreds, if not thousands.

JOHNSTOWN, Pa., June 4.—About eleven p. m. of Thursday, May 30, the storm burst upon the city of Johnstown and continued until 11:30 a. m. Friday. At eight a. m. the torrent began to pour into the city from the creeks and rivers. At ten a. m. there was no outlet for the people. The first message from the lake at South Fork was received at ten a. m. Friday, that the dam was weakening. But the people, or the few who heard the report, laughed to scorn this message, saying they had heard such news before. The second came at 11:30 a. m. It was to the effect that the dam was likely to burst at any moment. At 2:30 the final message was received, advising the people to flee to the mountains for their lives, as the dam must surely burst within the hour.

The messages were held by a few officials about the railroad, who neglected to sound the alarm until it was too late. At that time the water had reached the second story of some of the dwellings in the lower part of the city. All bridges had been swept away by the avalanche of water pouring through the city. The warnings, which were received in ample time for all to have escaped, were sneered at and cast aside as being an old story. At 3:30 the whistles and bells gave warning that the dam had broken, but then it was too late. There was a roaring sound, and before the people could realize the danger the water was upon them in a mass, carrying every thing before it. Had they taken the warning in the morning from the messages received, thousands of lives would have been saved. Yesterday a coroner's jury about an acre in extent at Nineveh was dug over by a volunteer force and 138 corpses were uncovered. The manner in which the ghastly find was made was purely accidental. A man walking over the field kicked a clump of gariand; overturned it and uncovered a woman's face. This indicated a rich find and the people around were called to assist, with the results above stated. This increases the list of found at Nineveh to 230. The dead were found under about four feet of alluvial deposit.

PITTSBURGH, June 4.—There have been between 4,000 and 5,000 coffins sent or ordered to be sent from Pittsburgh. Of these 2,300 were sent yesterday morning. At noon an order was given for 2,000 more. The relief committee has received a telegram from the New York and Brooklyn Casket Company offering two car loads of caskets and all the help necessary to handle them. Only the caskets are being sent to Johnstown, as the force of undertakers has no time to handle rough boxes. Another firm has shipped 400 caskets and 500 shrouds. The statement that there is a coffin famine is untrue. Two car loads of caskets shipped from Cincinnati were sent to Johnstown on the Baltimore and Ohio road yesterday.

The secretary of the South Fork Fishing Club stated yesterday that the club had not filed an indemnity bond and as complaints had ever been made about the dam's safety. HARRISBURG, Pa., June 4.—A message was received at the Pennsylvania railroad station at this point yesterday, from Williamsport stating that a meeting had been held in that city during the afternoon at which the following was authorized to be issued to the public: "The city of Williamsport has been sorely stricken by the most severe flood ever known in the State of Pennsylvania. All have suffered great loss. Large numbers of our citizens are wholly destitute and suffering for the necessities of life. Those of our people able to do so, are giving what they can, but are unable to give as much as they need. We appeal to the generous public in other parts of the State to help. Let every thing be done to the aid of WILLIAMSPORT."

Governor Beaver has issued a proclamation, in which he says: "The most conservative estimates place the loss of life at 5,000 human beings and property at \$25,000,000. Shoes and clothing of all sorts for men, women and children are greatly needed. Other localities have suffered to some extent in the same way, but not in the same degree. Late advices from the interior indicate great losses of life and destruction of property along the west branch of the Susquehanna and in localities from which we can get no definite information."

JOHNSTOWN, Pa., June 5.—A large force of workmen is now engaged for the first time in the work of systematically rescuing the bodies from among the ruins at the railroad bridge. The fires are nearly extinguished, and unless they break out again the work will progress rapidly. The bodies taken from the ruins are horrible objects. Recognition is impossible on account of the horrible manner in which the flames have mutilated them. The smell of putrefying and burned flesh is terrible and several of the workmen have already been compelled to leave their work on account of sickness. With this condition of affairs taken into consideration, together with the fact that work on the immense quantity of debris has just begun, the weather growing warmer and a week or more must elapse before the stupendous task is completed, the awful dangers of an epidemic and horrors of the situation are not pleasant to contemplate.

The harrowing scenes which have been identified with the morgue still continue there and grow, if any thing, more intense as the days go on. In the flickering rays of light which emanated from dim and smoky lanterns Monday night the figures of the men who were doing their all to get the remains of the dead in condition for identification flitted rapidly to and fro attending to their weird and sad duties. The scene does not change materially, although many of the actors who have played in it have played the last act, but instead of the curtain being dropped the awful tragedy continues, the same scenes being continuously re-enacted by different people. Eighteen bodies were taken away Monday night by friends.

While the total loss of life at Johnstown and the surrounding boroughs of Cambria, Morrellville, Kerasville and Conemaugh will attempt, yet it is felt that no one will be made to regret it within a reasonable fair limit. This is being done through a bureau of registration, which was established Monday. Twenty-eight agencies have been established within the flooded districts, and all survivors have been notified to register themselves and their families at once. At noon 9,000 persons had registered. There were 39,500 people residing in Johnstown and the boroughs named before the terrible catastrophe. When the work of registration is finished, which may be to-night, then it will be known how many persons are missing. The work is very carefully and thoroughly done, special care being taken to prevent duplications. Superintendent Morgan, of the Cambria Iron Company, who is regarded as an exceptionally level headed man, returned yesterday from a tour of the entire flooded district. He declared that only about 15,000 persons are believed to have survived and had their being before the flood. Adjutant General Hastings maintains that the death list may not exceed 8,000, and of this number he thinks 3,000 bodies will never be recovered. Mr. McConaughy, the chief of the bureau of registration, says he is convinced that the number who perished is fully 10,000 or more.

SOUTH FORK, Pa., June 5.—It was John G. Parke, an excellent civil engineer of Philadelphia, who first saw the danger that threatened the valley by the bursting of the dam. Early Friday morning he discovered that the waters would have to have an additional outlet or the dam would give way. Hastily securing a force of thirty Italians he set to work to prepare another sluice. In half an hour his purpose had been accomplished, but still the water continued to rise. Giving orders to his men to cut another outlet, Mr. Parke jumped on a horse and started at a breakneck speed to warn the village below. As he rode he warned the people on every hand of their danger. Soon hundreds of families were fleeing to the hills for safety. Reaching South Fork station, he telegraphed the warning to Johnstown. Some heeded the warning; others laughed at it.

JOHNSTOWN, Pa., June 6.—In the midst of this scene of death and desolation, a relenting Providence seems to be exerting a subduing influence. Six days have elapsed since the great disaster and the temperature still remains low and chilly in the Conemaugh valley. When it is remembered that in the ordinary June weather of this locality from two to three days are sufficient to bring an unattended body to a degree of decay and putrefaction that would render it almost impossible to prevent the spread of disease throughout the valley, the inestimable benefits of this cool weather are almost beyond appreciation. The emanations from the half mile of debris above the bridge are said to be more offensive than the stench, and should this cool weather continue a few days longer it is possible that hundreds of bodies may yet be recovered from the wreck in such a state of preservation as to render identification possible. Many hundreds of victims, however, will be roasted and charred into such shapeless masses as to preclude all chance of recognition by their nearest relatives.

The work of clearing up the wreck and recovering the bodies is now being conducted most systematically. Over 900 men are at work in the various portions of the valley and each gang of twenty men is directed by a foreman who is under orders from general headquarters. As the rubbish is gone over and the boxes and scattered articles of value recovered, the debris is piled up in one high mass and the torch applied. In this way the valley is rapidly assuming a less devastated condition. In twenty-four hours more every mass of rubbish will probably have been searched, and the investigations will be confined to the smoking wreck above Johnstown bridge.

The first body taken from the ruins yesterday was that of a boy, who was found in the debris near the bridge. He was badly bruised and burned. The remains were taken to the undertaking rooms at the Pennsylvania railroad station, where they were identified as those of Willie Davis. The boy's mother has been making a tour of the different morgues for the past few days and was just going through the undertaking rooms when she saw the remains of her boy brought in. She ran up and demanded that he be returned to her. She said that she had lost her husband and six children in the flood and that this was the first one of the family that had been recovered. She said she had not slept a wink since Saturday, and had visited the different morgues at least 100 times and was almost crazy from the sights she had witnessed. During the work of removing the rubbish from the Methodist Episcopal church and his wife were found clasped on a tight embrace. It was found necessary to bury them together. Just as the flood struck the city a wedding was going on, and the principals were drowned just as the ceremony was completed. The minister remained, together with nearly all the wedding party, and the bodies were found in the church.

From this place to Conemaugh the whole region along the river is cleaned out. As Conemaugh the flat portion of the town was carried away, only a small part of the place being saved. At this place, where the round house was, all that can be seen is a sticking deep in the sand. At Woodvale nothing was left but a part of the mill wooden mill. The Cambria barbed wire mill at this place is completely wiped out. The Atlantic express was carried up against the mountains, and the Johnstown express is at Sonoma station. The New York and Chicago express is laid up at Wilmore station. The special locomotive and car which left Conemaugh on Friday were the only ones that were not burned.

Tuesday was the day set aside by the citizens' committee for the burying of all the unidentified dead that have been lying in the morgue since Sunday. At ten o'clock in the morning the men who were in charge of the burying started to work and were busy all day. There were no pathetic scenes at these burials. The men hired to do the work seemed to do it just as a matter of business. The extra supply of coffins is expended nearest the place where they were found. At noon a procession of about fifty coffins was seen going up the hill above the railroad. There was not a mourner present, and the sight was a ghastly one to behold. It will take several days to bury the bodies at the different graveyards, as there were few graves dug until yesterday morning and so implements to dig them with. A large detachment of men arrived from Pittsburgh during the day and they were immediately put to work digging graves. Altogether about 800 bodies were taken to the different cemeteries yesterday morning.

At 1:30 o'clock Tuesday afternoon bodies were being taken from the ruins at the rate of one every five minutes. The supply of coffins on the west side of the bridge run out and the corpses had to be laid on the ground. The extra supply of coffins is expended from Pittsburgh, and if they do not arrive soon the work of rescuing the bodies from the burning ruins will have to be stopped, as the stench arising from the place is terrible.

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forty have been identified. This swells the list to 3,113 bodies. In the town of Conemaugh there are only thirty-eight persons positively known to have perished. Ten million dollars is how some of the Pennsylvania railroad officials now at this place figure the loss and damage to their property. Through trains will not be run for three weeks at least. The damage at East Conemaugh station will run into the millions. Further up, where the railroad crossed the river diagonally on a fine iron bridge, not even a suggestion remains to show that there ever was a bridge there, nor is there a particle of road-bed, rails or ties remaining for three-fourths of a mile. From there for a distance of a mile the ballast was washed away and the track badly twisted. The viaduct at South Fork, having a span of eighty feet and supposed to be one of the strongest in the country, has entirely disappeared. The Duncannon bridge, a large iron structure, is also destroyed.

A large number of bodies were buried in Grandview Cemetery yesterday. Kerasville was being overlooked in the great rush and excitement, and the 3,000 people at that place were in a half-famished condition until yesterday, when a supply was established and their wants supplied. The stock of burial caskets at Kerasville has become exhausted and necessity has compelled many bodies to be placed in the ground with no other protection from the earth than a winding sheet and a few loose boards laid over them in the graves. The list of unidentified recovered from Kerasville is very small. Fifty diggers were busy excavating and filling the graves in Grandview Cemetery yesterday.

W. H. Devore has been given charge of the impromptu embalming establishment in the Pennsylvania railroad station by Benjamin Lee, secretary of the State Board of Health. The best estimates on the loss of life, based on the registry of living and the official poll, put it at from 15,000 to 20,000. The drift of opinion among intelligent men, physicians, engineers and railroad men is that from 1,000 to 1,500 bodies will never be heard from.

An eye-witness of the horrible scene in and about the stone bridge of the railroad during Friday night and Saturday states that nothing in art or literature can half delineate the horrors of that night after the ruins had taken fire. Dore's wonderful imagination would be at fault were he to attempt to describe so fearful in its accumulation of horrors this showed. Low Johnstown, are that there is plenty to eat but a lack of tents, blankets and other comforts. Altogether seventy dead bodies were taken out Tuesday near this point. The work of removing the debris is being pushed as rapidly as possible. The majority of arrests made thus far have been for petty offenses, such as stealing from private houses and suspicious characters refusing to work. There is no doubt, however, in spite of all precautions, but that the bodies of the dead have been mutilated by ruffians to remove rings and other valuables.

The Fourteenth Regiment, reinforced Wednesday until it is now 600 strong, is still camped in freight cars beyond the depot opposite the lake city proper. Space is rapidly being cleared for its tents, however, near the ruins of the Catholic church, which was on fire when the deluge came. Early yesterday morning the regiment was ordered to service. Company F was detailed to Cambria City, where the element of ruffianism, meeting that of desperation, foreshadows a storm. During the day many people of questionable character were escorted out of the city limits.

From Johnstown up the valley easy communication has been opened as far as Conemaugh, two miles, and it is possible for any one here to readily behold a sight ever before seen in this valley. The water, which does not see itself, will never be believed to exist. It is described here as well as words can describe it, but merely as a duty to history and not with the idea that any one who can not look at it will ever think it true. Every eye has seen the light iron beam shafts and rods in a factory lying in a twisted, broken and criss-cross shape after a fire has destroyed the factory. In the gap above Johnstown the water has picked up a four-track railroad covered with trains—freight and passenger—and with machine shops, a round house and other heavy buildings with heavy contents and has torn the track to pieces, twisted, turned and crossed it as fire never could. It has tossed huge freight locomotives like barrels, and cars like packing boxes, torn them to pieces and scattered them over miles of territory. It has in one place put a stream of water a block wide between the railroad and the street, and in another place it has broken all the tracks of the river and in the other direction and left a hundred yards inland the tracks that formerly skirted the banks.

There is little to indicate the late presence of a railroad from here to the upper part of the Conemaugh. The little plain into which the gap widened here, and in which stood the bulk of the town, is wiped out. There is not the slightest indication that the center of the plain was anything but a flood-washed gulch in some mountain region. At the upper end stands a fantastic collection of rained railroad equipments. Three trains stood there when the flood swept down the valley. On the outside was a local passenger, with three cars and a locomotive. It stands there yet. The cars were tilted by the washing of the track, but are comparatively uninjured. Two more locomotives have been run into the sand bank in front. A freight train stood on the track where a large collection of wrecked cars has its place now. The water was broken all to pieces. Inside of all this was the day express, with its baggage and express cars, and at the end three vestibule cars.

It was from this train that a number of passengers were lost. Some of the freight cars were loaded with lime and quickly had the cars blazing. Three of the vestibule cars burned down to the trucks. Those and the peculiar shaped iron frames of the vestibules are all that show where the cars stood.

The reason the flood did not wipe out these three trains entirely is supposed to be that just in front of them and between them and the flood was the round house filled with engines. It was a large building, and probably forty feet high to the tops of the ventilators in the roof. The wave of water was so high that these ventilators were beneath the water. The round house was swept away to its very foundations, and the flood swept to its base all the engines. Inside of all this was the day express, with its baggage and express cars, and at the end three vestibule cars. It was from this train that a number of passengers were lost. Some of the freight cars were loaded with lime and quickly had the cars blazing. Three of the vestibule cars burned down to the trucks. Those and the peculiar shaped iron frames of the vestibules are all that show where the cars stood.

scription, together with the morgue number as well as the place of burial. The list will be posted at different places throughout the town for the information of inquiring friends. Very few of these, however, will ever be identified from these descriptive cards. The work of digging out the corpses lies in the ruins scattered all over the place is progressing somewhat slower. At ten o'clock yesterday morning not one new body had been recovered. The fifteen bodies taken from the door of Alina Hall were the last recovered. It is impossible to tell when the other unfortunates will be dug out, if at all, although a large force of men is at work at the hall.

Five thousand men were at work yesterday clearing away the debris on the island. Superintendent Flynn stated that it will take 10,000 men sixty days to clear away the wreck. At this rate it will require \$1,500,000 to pay for the work. This does not include the other expenses. Five million dollars will not be enough to put Johnstown in shape for rebuilding.

Late Wednesday afternoon a little boy was taken from the ruins alive, and after considerable trouble resuscitated and given over to his father. It has since been learned that his name is Eddie Schofield.

Yesterday morning the Altoona men who have charge of the wreckage above the bridge loosened up debris by a blast of twenty-five large dynamite cartridges, making it possible to open the mouth of the old channel. The day express which was swept away at Conemaugh was also located. Ruins of the train lie about 100 feet from the fourth buttress from the western end of the stone bridge. It is evident from the traces of some of the passengers which have been found that more lives were lost from this train than at first supposed.

At noon yesterday the borough of Johnstown and the adjoining boroughs, or what is left of them, practically passed under martial law. Adjutant General Hastings says he has not declared martial law, yet the soldiers are on guard and no one is permitted between the river and the town. The soldiers are debarricaded together, and the town is inaccessible except to newspaper men and other people who have business here. It is probable that the Eighteenth Regiment will be ordered out, from the fact that it takes so many soldiers to cover the ground. A special guard will have to be put at Kerasville, Millvale and Cambria City and other points.

At 4:55 o'clock yesterday morning the first blast of gunpowder was fired at the bridge. It proved more effective than any of the charges of dynamite heretofore used, and hurled fragments of debris two hundred feet into the air. Mingled with it was a round fragment, which looked like the trunk of a human body. It fell back into the water with a splash and glided with the swift current under the bridge before it could be pulled in. Explosion after explosion of dynamite followed the blast of gunpowder, the detonations coming so close together that they might almost be taken for the continuous discharge of heavy guns. An opening four hundred feet long, which runs back in some places fifty feet, was made during the afternoon.

There will be no inquest held on the bodies of the thousands of residents of the Conemaugh valley who lost their lives in the world's unprecedented catastrophe. The law of the State does not require such an investigation and the responsibility of the disaster, which can be directly charged to the insecure wall which held the wall of the Conemaugh lake, will never be legally determined unless survivors should take independent action. All reports that arrangements for an inquest had been commenced are untrue.

When the Gaultier steel mill of the Cambria Iron Company closed down at ten o'clock last Friday morning nearly 1,400 men left the works. When the men yesterday answered the notice that all should report themselves ready for work, only 487 reported.

PITTSBURGH, June 7.—The general relief committee in this city gives out the following: "Hon. W. Flynn, in charge of our laborers at Johnstown, reports that it will require 10,000 men for thirty days with all modern appliances to clear the debris. The ten miles of destruction, take out the corpses and carcasses of dead animals and place the city in safe sanitary condition. This will cost double the amount now in the hands of the committee, which does not include the relief for the suffering and destitute, which is very great, all of which has been carefully attended to. The destitute are brought to this city, fed, clothed, housed or sent free to friends all over the land. We ask that the generous sympathy of our people be coming from all over the country be continued until sufficient funds are provided to complete the above work, of which due notice will be given through the press."

Morris, Tioga County, is a total wreck. The Dover mills and the Blackwell mills are gone and many dwellings and other buildings swept away. The Pine Creek railroad track is torn away and a large amount of the embankment washed away just west of this city. At Saldaysburg houses and mills were flooded and in some instances were greatly injured. Many bridges were carried away and great destruction caused at every point. All along the line of the Philadelphia & Reading track through the city destruction meets the eye, many cars having been lifted from the track and torn in pieces. The number of houses toppled into heaps of rubbish can not yet be stated, but it is quite large. Along the entire river front lumber and other drift are piled up as high as the houses. A car load of coal was carried a distance of one mile and left sticking on top of a piece of a boom.

JOHNSTOWN, June 8.—"Are the horrors of the flood to give way to the terrors of the plague?" is the question that is now agitating the valley of the Conemaugh. Friday opened warm and sultry and the stench that assails one's senses as he wanders through Johnstown is almost overpowering. Sickly, in spite of the precautions and heroic labors of the sanitary authorities, is on the increase and the fears of epidemic grow with the hour. "It is my impression," said Dr. T. L. White, assistant to the State Board of Health, yesterday morning, "that there is going to be great sickness here within the next week. Five cases of malignant diphtheria have been located on Bedford street, and as they are in different houses they mean five starting points for disease. All this talk about the dangers of epidemic is not exaggerated, as many suppose, but is founded upon all experience. I have seen plenty of typhoid fever and kindred diseases here within a week or ten days. The only thing that has saved us thus far from the cold weather. That has now given place to summer weather, and no one knows what the next few days may bring forth. Even if the weather should remain as it is, the stench about the workmen and the animals there is already discernible a great tendency to diphtheria and dysentery. The men and boys being principally young men, and the fact that they are so near the water is a great danger. It is my opinion that the plague will have a special section of the Legislature, as Adjutant General D. E. Hastings says, to be taken to the Governor at Harrisburg, declaring that sanitary action of the Legislature for the purpose of making an appropriation of \$500,000 for the relief of the people of Johnstown is very important. General Hastings says that he will early next week visit the flood-stricken valley and will have a long conference with the sanitary authorities. He has been in his private life a sanitary expert.

The Legislature should be called at once. He was extremely anxious to know how the contributions were coming in, and said that it would be necessary to make heavy daily drafts on whatever amount might be raised outside, in order to keep the work going on. He said if the contributions reached an million it would take that amount to clean out the city debris and pay the people of Johnstown and the men who were employed from outside. In addition he thought the State should give \$2,000,000. General Hastings told the Governor that if he thought his (Hastings) estimate too high he would be glad if Governor Beaver would come to Johnstown for a day or two and look it over. After the talk over the wire General Hastings said: "The work that is going on now so nicely can not last longer than a week or so at the outside, unless the money for conducting it on a permanent basis is furnished by the State or the people of the United States."

Arthur Kirk is gradually proving that he knew what he was talking about when he said that dynamite was the only proper material to use in removing the debris above the railroad bridge. Hitherto he has been very much cramped in his work by a scarcity of explosives, but yesterday a big supply of cartridges arrived. A clear space has been made about two of the piers. The great mass of wreckage is gradually becoming loosened. There is such a vast quantity of it, however, that weeks will be required to remove all. The rapidly falling water is acting as an impediment to the work, as the river is already quite high in places. If it gets much lower there will not be enough water to float the heavy logs. This debris is one of the chief points of interest now, as it is undoubtedly the most dangerous pestilence breeding place in the whole flooded district. All efforts to remove the remaining bodies buried beneath it have been abandoned. The pile has been gone over carefully several times, and all the corpses that could be reached have been taken out. There are still several hundred in the work, but they are too deeply imbedded in the mass to be recovered, and there is no alternative but to destroy them. Everybody acknowledges this, now and there will be no more hindrances to the work.

The stench arising from the debris is becoming almost unbearable in the vicinity of the bridge, and workmen are finding serious difficulty in breathing at their posts for more than a few hours at a time. Disinfectants have not been used on the pile yet, although they are being freely used through the town. Curiosity and relic seekers have been warned to keep away from the debris, as disease lurks in the air about it. They pay very little attention to the warning, however, their desire to plunder evidently being greater than their fear of pestilence. Thursday night a private of Company E captured a rat which had been prowling through the wreckage. In his pockets were found \$15,000 worth of notes and drafts, many of them negotiable. Work was begun yesterday on the ruins of the Hurlburt House. Of the fifty-six guests at this hotel only eleven are known to have escaped and only nine bodies have been recovered.

So far as known only eighteen bodies were recovered yesterday in the Conemaugh valley. One of these was a poor remnant of humanity that was discovered in the center of a road over which wagons had been passing for the past forty-eight hours. The heavy vehicles had sunk deeply in the sand and broken nearly every bone in the body of the unfortunate. It was impossible to identify the corpse and it was taken to the morgue and orders issued for its burial. So overwhelming is the stench that the undertakers often hurriedly performed their task of washing a body and preparing it for burial and then fled to the river to await the arrival of the next ghastly find.

Alex B. Campbell, a New York detective, who is here acting under General Hastings, returned yesterday from a three-mile trip to the country, where he located thirty-six barrels of flour. Teams and men were sent out to bring the stuff in. The house of Mrs. Mills and the house of Jacob Stutzman, Mr. Campbell says, are stocked with enough provisions to last them months. He also located a house in the Prospect which is well stocked with diamonds and other valuables. All were taken from the wreck. Despite the vigilance of the guards and the best means employed by those in charge people get through the lines and over the wreckage, where they pilfer unmolested. It is feared at the Red Cross Corps headquarters that the flood has left a parting curse hovering over the Conemaugh valley in the form of the dread disease diphtheria. The attentions of the medical people are directed to Kerasville, where the Red Cross makes no secret of a prevailing epidemic. Miss Clara Barton and Dr. O'Neill, of the Red Cross, decided to establish a hospital at Kerasville and after much trouble with the local authorities secured a site and erected their hospital tents, with Dr. Berns, of Philadelphia, in charge. They are confident they will be prepared to meet the patients, of which there is a large number. The Pennsylvania Children's Aid Society, of Philadelphia, is represented here. Their object is to find all the orphans and homeless waifs and obtain homes for them.

JOHNSTOWN AS IT WAS. The telegraph accounts of the disaster at Johnstown have given little or no information of the town itself, so that the following brief summary of its former population and manufacturing industries will be read with interest, and will aid in gaining a clear idea of the nature and extent of the property destroyed.

Johnstown was a beautiful manufacturing town, situated in the Conemaugh valley, surrounded by immense hills. The population of the borough proper was about 9,000, but the population of the city was in reality close to 20,000. The main line of the Pennsylvania and Baltimore & Ohio railroads reached town, the main line of the Pennsylvania passing through it. The great manufacturing establishment of Johnstown was the Cambria Iron Works. It was built in 1852 and is an immense establishment. Its capacity of finished steel per annum was 150,000 tons of steel rails and 30,000 tons of iron and steel shapes. The mill turned out steel rails, spike bars, angles, flats, round, axes, billets and wire rods. The mill also produced cast iron, cast steel, and other iron and steel products. The mill was equipped with seven-ton converters with an annual capacity of 300,000 tons of ingots. In 1878 two Bessemer-gross iron converters were added, which increased the mill's capacity to 500,000 tons of ingots. The mill also had a large rolling mill, which produced a variety of iron and steel products. The mill was one of the largest and most important manufacturing establishments in the country at that time.

The Cambria iron company also own the Cambria steel works at Johnstown, which were erected in 1873. The rolling mill produced annually 80,000 tons of merchandise bar steel of 30, 35 and 40 lb. per ton. The mill was equipped with a variety of machinery, including converters, rollers, and other equipment. The mill was one of the largest and most important manufacturing establishments in the country at that time. The mill was destroyed by the flood, and the property was almost completely wiped out. The mill was one of the largest and most important manufacturing establishments in the country at that time. The mill was destroyed by the flood, and the property was almost completely wiped out. The mill was one of the largest and most important manufacturing establishments in the country at that time.