Seelye, of St. Louis, and said that his mother and wife had been killed on the train which went down into the flood. He had gone to all the morgues, and finding no trace of them there, was at a loss what to do. A notice had been posted that bodies not recognized at Nineveh within twenty-four hours would be buried. This village is nine miles below Johnstown and many of the bodies of those who were killed at the bridge have been found there. When the man was told of the notice he said pitifully:

"What can I do? They may be there."

Some one told him gently that he must walk the distance, as there was no other way of getting there.

"My God," he said, faintly, "I am afraid I shall never get there. I have walked and walked until I am dragged to death, but I must try."

## THE WORK OF REMOVING THE RUINS.

A BUSY SCENE AMID THE HEAPS OF FALLEN HOUSES AND SHAPELESS MACHINERY.

Johnstown, Penn., June 6 (Special).—Within the space between the railroad tracks and the side of the town which is built up on the rising land stands to-day a little city of tents. It was here that the ground was swept clear by the rushing waters and in these tents now sleep over 2,000 workmen. A few hundred feet away from these canvas homes has been erected a long frame building which to-morrow will be used as a stable for 2,000 horses to be put to work with the men. This sandy tract is fringed with fallen houses, trees, railroad cars and rubbish of every description, all heaped in wild confusion. An army of men is at work here. The laborers swarm within the lines of wreckage like bees. Some of them are hauling out logs, sides of houses, floors and roofs, a hundred men tugging at a long rope. Carts are carrying away the rubbish by a road which has been cut through a wall of wreckage. All over the plain are huge bonfires where men are burning up the shattered houses and the driftwood left behind by the angry water.

On the opposite side of the plain, where are the railroad embankments, men are rebuilding the bridge, laying rails and filling in the yawning gaps in the side of the embankment made by the heavy torrent. Back of the tracks another crowd of men is pushing its way through a mass of intertwined iron heaps of stone and iron and demolished machinery. These are the grounds of the immense iron works of the Cambria Iron Company. A puffing engine drags out great pieces of iron. The walls are falling with loud crashes and above all the noise rises the sound of hammers falling on the sheets of iron, and of the crackling fires where the wreckage is burning. In the river below is the black stretch which runs out a thousand feet from the stone bridge. This was the funeral pyre of hundreds. Jutting up from the smouldering ruins are charred timbers, twisted rails, engine boilers and smoke-stacks. Men are blasting away the mass that chokes up the river. The loud booming of the exploding dynamite is followed by a long echo, rattling between the heights which encircle the valley, and then almost instantly there follows a splash of water dashed high above the bridge as it falls back into the river whence it was hurled, and the crash of fragments blown from the gorge. The air is filled with mingled noises and the scenes in those places are those of life and of industry, but back of the fringe of wreckage and below the great funeral pyre there is still a silence. The houses are still deserted, the streets impassable, and men and women listless. They make no effort to restore their homes, and the only signs of activity are at the feeding stations, where hungry people are fighting their way to the provisions or hurrying off with something they may eat. The plain is throbbing with the pulse of man's industry, but there are no marks of energetic life elsewhere.

## DIFFICULT TO IDENTIFY THE DEAD.

IMMEDIATE BURIAL NECESSARY—ERRORS MADE AT THE MORGUES.

Johnstown, Penn., June 6 (Special).—In front of the morgues to-day was posted a notice that all bodies lying in the morgue twenty-four hours must be buried at once. Before the school-house which is used for receiving bodies are arranged long rows of coffins containing those who have not been identified. All day the hot sun has poured down upon them, but there is no room for them within the building, and they are kept as long as possible in hopes that some of the corpses may be identified. In the last twenty-four hours there has been an increased number of identifications, for the reason that a large part of the bodies found yesterday were recovered from beneath the wreckage and were those of people who had lived in Johnstown, while many of those first found had floated down the river. The body of a young woman was taken to the school-house in the forenoon, in whose arms were clasped a little girl about two years old. Neither of the bodies has been recognized.

One of the most distressing features of the sad task of taking away the dead is the mistakes which are made. People are in many instances so distracted by grief and excitement that they claim bodies, and after they have taken them away find that they have made a mistake. The only means of identification are often garments and jewels. A woman supposed to be Mrs. Margaret Davis was taken home by her relatives yesterday and it was subsequently found that on her finger was a diamond ring which Mrs. Davis had never owned. The woman is now supposed to be a Mrs. Masterson. The body first identified as Christian Fitzhavens, the hotel-keeper who perished with his father, wife and six children, was buried by his mother, but another body found afterward proved to be his beyond a doubt. The buried body was a second time recognized as that of Frank O'Donnell. Some of the corpses now in the coffins before the school-house were recognized by friends and relatives and were thus saved from unknown graves. Mrs. John Lotz discovered her sister-in-law, Miss Elizabeth Lotz, among these unclaimed dead and took the body to Ladville for burial.

The fact that fewer bodies were taken to the morgues to-day than yesterday is not regarded by the Morgue Committee as significant. The workmen employed in clearing away the wreckage from the lower streets are still on the ground where so many dead people were found yesterday, and it is feared that new explorations may bring to light fresh examples of the deadly work of the flood.

### THE STORY OF AN EYE-WITNESS.

William Scheerer, teller of the State Banking Company of Newark, N. J., who was reported among the dead passengers of the day express at Conemaugh, arrived in Newark yesterday and was warmly congratulated by those who had mourned his supposed death. "I was on the day express of the Pennsylvania Railroad," said Mr. Scheerer to a reporter, "and we left Pittsburg at 8 a. m. on Friday. At 4 p. m., while our train was standing at Conemaugh, out of mere curiosity, I stepped to the rear platform. There an appalling sight met my eyes. Up the valley and rushing down upon us was a wall of water fifty feet high. It was crowned by a forest of trees that had been torn up by their roots and hurled along on the crest of the wave, while houses and debris were tossed about in an undescribable manner. I saw no time was to be lost and sprang from the train, calling my fellow passengers to save themselves. After helping the ladies off we ran for the hills, the water close behind us. One lady hesitated at a ditch and was caught up in the flood and swept away. As I climbed up the hill a locomotive, standing on the track, was picked up by the water and dashed almost at my feet. The rush of water lasted about forty-five minutes. It went right over the tops of houses and took the strongest buildings off their foundations. Locomotives and cars were tumbled around and mixed up. The rain was coming down in torrents, and we found farmhouses where we stayed over night. The next morning we walked to Johnstown, and viewed the ruin. No tongue could describe it."

### RELIEVING DESTITUTION AT WILLIAMSPORT.

Williamsport, Penn., June 6.—The people breathe a little easier now that all apprehensions as to further suffering from hunger have been dissipated. The Mayor this morning telegraphed the Governor that enough provisions are on the way to last the people for several days. The Relief Committee has been exceedingly busy and are constantly finding cases of suffering. These include good classes of people, many of whom lived on the principal streets. Nearly every lawyer who occupied a first floor office has lost all his books.

Advices coming in show that the loss of property has been heavy in all places near here. Morris, Tioga County, is a total wreck. The mills and part of the logs of Mr. Landis, the Dover Mill, and the Blackwell's Mill are gone. Many dwellings and other buildings were swept away. The Pine Creek Railroad has suffered greatly. The track is torn away and a large amount of the embankment was washed out just west of this city, and all along up to Blackwell's and beyond. At Salladesburg much damage was done. Word has been received from the Crescent Nail Works, on the Northern Central Railway, that the place has been nearly all washed away. Many of the houses and a part of the nail works are gone. The water was up to the roofs of most of the houses. The population took refuge in a church on the hillside and in such buildings as were not too much in water. The people are destitute.

### BLIND TOM NOT LOST IN THE FLOOD.

A statement was published yesterday that in all probability Blind Tom, the famous colored musician, and his manager, had lost their lives in the Johnstown flood, as "Tom" was billed to appear in Johnstown on the night of the disaster, and nothing had since been heard from either of them. It was learned last night, however, that they were safe. "Tom" gave a concert last Thursday night at Pittsburg; on Friday, the night of the disaster, at Tarentum, near Pittsburg, and on Saturday night at Jamestown, N. Y. The floods caused him several hours' delay in reaching Jamestown, from which place he telegraphed the news of his arrival to his friends, at No. 7 St. Mark's Place, this city.

Mayor Chapin received information yesterday that on one of the bodies found in the debris at Johnstown, was the card of Walter F. Dow, of No. 683 St. Mark's-ave., Brooklyn. Mr. Dow's sister lives at that number. Her brother is a travelling salesman for Ladd & Coffin, perfume manufacturers in New-York. He was due in Johnstown on Friday, and his friends have heard nothing from him. His friends started for Johnstown yesterday.

Shrewsbury Tomatoketchup possesses a rare blend a hot, spicy flavor that pleases everybody, keeps in any climate improves with age.

## THE LOSS ON THE DAY EXPRESS.

AN OFFICIAL STATEMENT—WARNED BY A WORK TRAIN RUNNING BEFORE THE FLOOD.

Philadelphia, June 6.—So many conflicting reports have been published concerning the loss of passengers and damage done to the trains overtaken by the flood at Conemaugh on last Friday, that General Manager Pugh was asked to furnish the Associated Press with an official statement of the exact number of people known or presumed to have been drowned from the two sections of the day express, and also a statement as to what became of the trains. Superintendent Pitcairn, at Pittsburg, who has had the matter under investigation, was communicated with by telegraph, and these facts were elicited: As near as can be learned, nineteen lives were lost, two cars, a passenger-coach and a baggage-car were washed away. The baggage-car has been found. The missing coach may have been carried down to the debris at the Johnstown bridge. Some hours after the flood struck the train three Pullman sleepers came in contact with a burning car of lime and were destroyed. Mr. Pitcairn's investigation has been most thorough, and the revised list of names of those passengers thought to have been lost, as furnished by him, is given below:

Mrs. Talbot and two or three children, Cleveland; Miss Stinson, Norristown, Penn.; Cyrus Shick, Reading; John Ross, Pittsburg or Iron City; Mrs. J. R. Ranney, Kalamazoo; Jennie Paulson, Pittsburg; Bessie Bryan, Philadelphia; Mr. Mizell, of Newark, N. J.; Manager Mansfield, Ohio Baseball Club; Agnes C. Christman, Beauregard, Miss.; L. Phillips, the colored Pullman porter, New-York; Mrs. Swineford and daughter; Mrs. Smith and child, Dayton; Miss Harnish, Dayton; Andrew Ewing, Ligonier, Penn.; Mrs. Mary Swaney, Pleasant Gap, Penn.

In his report Mr. Pitcairn tells the story of the flooding of the trains. The three trains were on the side tracks at Conemaugh station. No. 12 (the mail train) consisted of the express car, one combination car and two passenger cars. The first section of No. 8, the day express, was made up of one baggage car, four day coaches, one parlor car and one passenger coach; second section, two postal cars, one express car and three Pullman sleepers, in the order named.

There had been rumors that the dam would break, but nothing definite was known, as the wire was down east of Conemaugh and no warning could be given when the dam did break. The first real warning came from a work train which had been repairing east of Conemaugh. At about 3:50 p. m., when the work-train engineer saw the water coming, he ran his train into Conemaugh with his whistle wide open and the flood following right behind him. Everybody outside of the side-tracked trains shouted that the water was coming, and ran for high ground.

## FORTY LIVES LOST IN CENTRE COUNTY.

ADDING TO THE LONG DEATH ROLL EVERY DAY IN PENNSYLVANIA.

Philadelphia, June 6.—Telegraphic communication was opened with Bellefonte this evening. The Associated Press correspondent there telegraphs: "About forty lives have been lost in this (Centre) county. The damage to property will reach a million and a half dollars. Details will be sent soon."

### FEARS OF DISEASE ALONG THE OHIO RIVER.

Columbus, Ohio, June 6 (Special).—Governor Foraker to-day received a telegram from Pittsburg which stated that dead animals were being floated into the Ohio River at that city from the flooded district in sufficient numbers to contaminate the water for the greater part of the summer. Since Cincinnati and many of the smaller towns in the Ohio Valley draw their water supply from the river, this statement causes no little excitement, as it was feared that this, if continued, would result in breeding disease and spreading contagion among the people. In this matter Governor Foraker acted as promptly as he did in forwarding tents to the sufferers. He telegraphed Governor Beaver, advising the latter of the report and asking that he take the necessary steps to prevent the pollution of the water in the manner described. Governor Beaver has replied, referring the Ohio authorities to Chairman McCreary at Pittsburg for positive information. He promises to do all in his power to prevent the spread of pestilence. The secretary of the Ohio State Board of Health will probably go to Pittsburg to-morrow to investigate.

### THE DAMAGE DONE AT LOCK HAVEN.

Lock Haven, Penn., June 6 (Special).—The City of Lock Haven is in a deplorable condition. The water flooded every building but one. Hundreds of people are suffering for the want of proper shelter. Lieutenant-Governor Stone came to-day, and one carload of provisions arrived to-night. Several more are on the way. The work of repairing the Montgomery Bridge is retarded by the high waters, and the bridge will not be passable until Sunday or Monday. The Pennsylvania and Reading railroad companies have arranged to use each other's tracks, and to transfer at Sunbury by boats across the dam until the bridge is repaired. The merchants of Lock Haven have lost heavily. Everything on the first floors was flooded and a conservative estimate of loss is from $1,000,000 to $1,250,000. The number of persons drowned in Clinton County is thirty.

### GREAT STORMS IN OTHER CLIMES.

London, June 6.—A tremendous thunder storm passed over London this evening. The lightning was intensely vivid. Some damage was done to property, but no lives were lost.

Berlin, June 6.—Disastrous floods are reported in parts of Bavaria.

Madrid, June 6.—A severe hailstorm passed over this city to-day. Much damage was done to public buildings.

Bombay, June 6.—The monsoon has burst.

### HE DID NOT INSPECT THE DAM.

J. B. Montgomery, who formerly lived in Western Pennsylvania and was familiar with the construction of the Conemaugh Lake dam, has had his name connected with it in a way he does not like. A statement has been published that he was one of a party of engineers who inspected the dam when it was leased by the Pennsylvania Company five years ago. This is not true.

### LOWERING THE ESTIMATES OF LOSS.

Johnstown, Penn., June 6.—The Cambria Iron Works, the second largest in the United States, were supposed to be injured to the extent of $3,000,000. A careful examination, however, was completed by an expert today and demonstrates that the real extent of the damage will not exceed $800,000.

### THE MAIL SERVICE ALL RIGHT AGAIN.

Washington, June 6.—J. Lowrie Bell, General Superintendent of the Railway Mail Service, said this morning that the accumulation of matter caused by the flood had all been disposed of and that while delay in the forwarding of mail matter along some of the lines would be inevitable, the interruption had ended.

### FREAKS OF THE WIND IN MAINE.

Augusta, Me., June 6.—Wind during a shower this forenoon, near the Togus road, ploughed up the ground, tore up trees and fences for half a mile, and demolished a barn belonging to Stephen A. Thurston, unroofed another barn and carried away the chimney of the dwelling.

## PLANS FOR NEXT WEEK'S REGATTA.

THE PRIZES AND COURSE—THE KATRINA AND SHAMROCK TO RACE TO-DAY.

The annual regatta of the New-York Yacht Club is to take place on Thursday, June 13. In addition to the twelve regular class prizes, a special prize is offered for first-class keel schooners, and Commodore Morgan's new crack Constitution will have an opportunity to display her powers, if she is ready. No prize will be awarded, unless there are at least two contestants, except in first-class schooners and sloops. The classification this year is as follows:

SCHOONERS, L. W. L. LENGTH.

Class 1. All over 100 feet.
Class 2. All over 90 feet and not over 100 feet.
Class 3. All over 80 feet and not over 90 feet.
Class 4. All over 70 feet and not over 80 feet.
Class 5. All of 70 feet and under.

SLOOPS, CUTTERS AND YAWLS, L. W. L. LENGTH.

Class 1. All over 80 feet.
Class 2. All over 70 feet and not over 80 feet.
Class 3. All over 61 feet and not over 70 feet.
Class 4. All over 53 feet and not over 61 feet.
Class 5. All over 46 feet and not over 53 feet.
Class 6. All over 40 feet and not over 46 feet.
Class 7. All of 40 feet and under.

The entries for the regatta must be made before 11 a. m. on June 11. The start of the races will be off Buoy 15 (Lower Bay). The course will be to Buoy 10, thence south of Buoy 8 1-2 and north of Buoy 5, to Sandy Hook Lightship, and return over the same course. The Regatta Committee has the right, however, to substitute, if advantageous, wreck of Scotland Lightship for Sandy Hook. The steam yacht Electra, Commodore Elbridge T. Gerry, will be the judges' boat, and will carry the Regatta Committee, S. Nicholson Kane, William E. Iselin and Chester Griswold.

The iron steamboat Taurus has been chartered for the use of members and guests, and will leave West Twenty-third-st. at 9:30; Pier No. 1, North River, at 10, and the ferry landing at Stapleton at 10:30, on the day of the races.

## TRYING HOURS AT WEST POINT.

DIFFICULT PROBLEMS FOR THE CADETS TO MASTER.

NEVERTHELESS THE YOUNG SOLDIERS ACQUIT THEMSELVES WITH HONOR—SEA-COAST BATTERY DRILL.

West Point, N. Y., June 6 (Special).—Colonel Michie's committee completed the examination of the second class in natural and experimental philosophy before the luncheon hour to-day, and in the afternoon took up the first class in ordnance and gunnery. In the former the upper sections of the class had to discuss some of the most abtruse and difficult problems of optics, acoustics and astronomy, including, for example, the achromatism of lenses, the wave theory of sound, the precision of the equinox, the determination of parallaxes, and the polarization of light. The first section, which seems a remarkably fine body of young men even for West Point, went through their work with admirable facility, delivering their discussions clearly and fluently and answering the occasional questions of the examiner with the promptness that is so marked a characteristic of everything at the Academy.

In ordnance and gunnery, which, among the purely military studies, must be ranked second only to engineering and the science of war, only the lower section of the class was heard to-day—"The Immortals," as they are called, with grim humor, because their residence at "the Point" has rather a tendency to become a long one if not cut short by the fatal marks falling below an "irreducible minimum." Considering this, the discussions, though rather imperfect in some points, were sufficiently creditable to the cadets and greatly so to the instructors. This section had to treat of the cupola and reverberatory furnace, the casting of projectiles (illustrated with the patterns and mould-furnace), the principles and calculation of trajectories, the casting of steel guns, the principles and construction of the service-draught harness and the like, the latter a far less simple topic than it looks until one has to give the "why" for every strap and link. The colored cadet was in this section and necessarily attracted some notice from the spectators, for his complexion is really dark indeed, and possibly his chances, for, beside his place in class, the professor had to help him a little (and did it kindly) over the gnarly places in the problem of trajectories. He made the only gestures seen during the examination; they were not many, and are only noticeable here because one of the results, and not a bad one, of this training seems to be to eliminate the normal fidgetiness of the American youth.

General Andrews's committee finished with the first class in Spanish and took up the fourth class in French, in which was seen the same progress in the written language already noticed when speaking of the upper classes, allowing for the short time the fourth class has been under instruction, and the same want of preliminary training in foreign sounds, but in a more marked degree as being nearer the point of beginning. In short, as far as languages are concerned, the work actually done here could hardly be better, for the time and means allowed, just as with notable exceptions the work done before coming here, and most necessary to be done, could not easily be much less.

At 5 o'clock the northern hillside was alive with spectators, including many ladies, young and less young, beautiful and less beautiful, as well as all the cadets off duty (that is, off military duty), to witness the sea-coast battery drill, by the second class with section leaders taken from the first, under the direction of the instructor of artillery tactics, Lieutenant Galbraith. The battery consists of two fifteen-inch smooth-bore guns, throwing a solid shot of 450 pounds with a charge of forty pounds of powder, three eight-inch rifled guns (converted from ten-inch columbiads by the insertion of rifled steel tubes) carrying a solid shot of 180 pounds with a charge of twenty-five pounds of powder, and one 13-inch mortar, throwing a shell of 216 pounds with a nine-pound firing charge, and a bursting charge just sufficient to blow out the fuze. The guns are mounted on iron sea-coast carriages, and the whole battery is arranged like an ordinary water battery, as, for instance, for the defence of West Point against a hostile fleet, no matter whose, coming down the river, no matter how. The heavy projectiles for the larger guns, it is hardly necessary to say, have to be handled by mechanical means. The popular interest in a drill like this seems to centre in the noise of the big guns and the distant crash and dust of the big projectiles as they hit, or do not hit, the white target on the mountain side, just under and in front of Crow's Nest; yet there is nothing more instructive in the whole range of tactics. It is all hard work and "means business." The cadets handled the big guns with ease, as they do everything, loading and firing first by piece, and then by section, wing, and finally by battery; the last a tremendous salvo, trying to ear-drums, but practically as well timed as a volley of musketry. The practice, too, was good, considering the range, which was 2,100 yards, many shots striking the target, and nearly all seeming to come somewhere near it. The five solid shot of the final volley appeared to hit the target simultaneously, though of course at that distance no one but the observer at the telescope could distinguish the effect with any accuracy. In revenge for so much perfection, perhaps, one shell from the mortar seemed to have gone over the mountain and exploded; at least, as it is said children should be, the explosion was heard, but not seen. But this is a way that mortars have.

The oral examinations are likely to be completed to-morrow. The afternoon drill will be in the "school of the soldier mounted," usually known as "the ride." These interesting exercises take place in the riding hall, and are only to be seen by an official card of admission, the accommodation for spectators being of necessity limited.

### SECRETARY TRACY AT ANNAPOLIS.

Annapolis, Md., June 6.—Secretary Tracy, of the Navy, arrived here at 10 o'clock this morning and was escorted by Lieutenant F. K. Moore to the Naval Academy. He was received there by the officers in full uniform. The marines under Captain Bartlett, and the battalion under F. J. Haeseler, gave him the marching salute. The Santee gave a salute of great guns. The drill for the colors followed. Lieutenant C. E. Callahan, Ensign H. G. Dresel and Lieutenant M. F. Jamar were the judges. Captain S. E. Kittelle's company was awarded the colors. Miss Daisy Walton, daughter of Medical Inspector Walton, presented the flag.

The following is a list of the graduating class, Naval Academy, according to general merit:

1. Richmond P. Hobson, Alabama. 2. George H. Rock, Michigan. 3. Arthur B. Hoff, at large. 4. Nathan C. C. Twining, Wisconsin. 5. Benjamin F. Hutchinson, Missouri. 6. William V. Pratt, Maine. 7. S. E. Kittelle, New-York. 8. George R. Marvell, Massachusetts. 9. Lewis McNulton, Virginia. 10. Lewis C. Lucas, Ohio. 11. John B. Patton, South Carolina. 12. B. S. Nesmann, New-Jersey. 13. Charles G. Long, Massachusetts. 14. William D. McDougall, New-York. 15. George W. Danforth, Missouri. 16. Thomas P. Magruder, Mississippi. 17. Edward R. Lowndes, Michigan. 18. Lewis R. de Steigner, Ohio. 19. George B. Bradshaw, Texas. 20. William W. Phelps, Maryland. 21. Louis A. Kaiser, Illinois. 22. Cleland N. Offley, Indiana. 23. William C. Cole, Illinois. 24. George G. Mitchell, Indiana. 25. Benjamin H. Fuller, Michigan. 26. Charles A. Brand, Connecticut. 27. Philip Williams, Vermont. 28. Robert E. Carney, Wisconsin. 29. Warren J. Terhune, New-Jersey. 30. Robert McM. Dutton, California. 31. William K. Harrison, Texas. 32. George W. Kirk, Missouri. 33. Julius Procharka, Wisconsin. 34. Ernest B. Anderson, Kentucky.

### HONOREMEN AT PRINCETON COLLEGE.

Princeton, N. J., June 6 (Special).—The commencement honors of the senior class of Princeton College have been announced as follows: Lewis S. Mudge, of New-Jersey, Latin salutatory; Frederick Neher, of New-York, English salutatory; Robert Eliot Speer, of Pennsylvania, valedictory; Richmond O. Aulick, of the District of Columbia, honor in political science; Alfred H. Barr and David Bovaird, jr., of Pennsylvania, chemistry; John Milton Brooks, of Ohio, mathematics; George Herbert Carter, of New-York, and Harry G. Drummond, of New-Jersey, physics; Edward Ringwood Hewitt and Robert Henry Life, of New-York, philosophy; Edmund Y. Robbins, of New-Jersey, classics; Thomas H. P. Sailer, of Pennsylvania, and James F. Stebbins, of New-York, belles lettres, and Howard C. Warren, of New-Jersey, mental science.

### A MISCHIEF-MAKING SCHEME.

Washington gossip in The Toledo Blade.

A shrewd Democratic politician admitted that there was a deliberate plan to make the public believe that the President and his Cabinet were not holding harmonious relations. "I honestly thought," said he, "that there would be an open rupture between Harrison and Blaine within three months after the inauguration, because I knew both the men—or at least I thought I knew them. Of course, our only salvation is to create a row in the Republican party if possible, and the earlier the better, for then the breach may be widened past all surgery. If you Republicans are united in the next campaign, with the control of all the Government offices, there is no earthly hope of our succeeding, no matter who we may put up as a candidate."

## THE CONVICTS MAY WORK.

GOV. HILL RELUCTANTLY SIGNS THE FASSETT BILL.

APOLOGIZING TO THE DEMAGOGUES FOR HIS ACTION—A CHANGE IN THE PRISONS FORTHWITH.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.

Albany, June 6 (Special).—Governor Hill has signed Senator Fassett's Prison Labor bill. He does so with many protests, and apologizes humbly to the labor demagogues for putting the State Prison convicts at work. As a result of his obstructive policy whenever the Legislature has attempted to have the convicts employed at remunerative labor the prisons this year will be a burden to the taxpayers of $400,000. Moreover, the Governor is full of wrath because the Republican Legislature has put upon the shoulders of the Democratic Superintendent of Prisons the duty of selecting a system of labor for the prisons. Perhaps General Lathrop may be censured by some blatherskite of a labor agitator for putting the convicts at work, and, of course, this censure will deeply grieve the Governor. The Governor says in his memorandum approving the bill:

A large portion of this bill is a consolidation and revision of the present confused and conflicting statutes relating to the administration of the State prisons. This work has been carefully done by Professor Charles A. Collin, of the Law School of Cornell University, and this part of the bill meets with my hearty approval. Many new features, however, are introduced in other portions of the bill, which are concededly experimental in their nature, some of which will probably result in failure, but the experiments may be worth trying. The provisions as to labor in the prisons are manifestly the result of a compromise between conflicting interests and cannot be entirely satisfactory to any one. In my judgment too much discretionary power is vested in the Superintendent of State Prisons. The Legislature should have itself determined definitely the exact system of labor which the State proposes or desires to adopt, instead of having shifted that responsibility upon a State official.

The bill should have provided one consistent and adequate system of labor for all the penal institutions within the State. I should have preferred that the bill should have more carefully protected the interests of free labor, but a few of its provisions are reasonably fair in that respect, and it seems to be conceded that it was impossible at the late stage of the session when this bill was considered, to obtain from the Legislature anything more satisfactory.

The present emergency in the State prisons, as is admitted on all hands, demands some affirmative action. This measure at first met with considerable opposition, but after much discussion and amendment, finally passed the Legislature almost unanimously, and there has been but little opposition manifested against it since it came to my hands.

It seems to have been generally assumed that the bill should become a law as the only alternative for relief from the existing situation.

For these reasons, and because it seems to be the only practicable course left open to me at this time, and not because I regard the bill as perfect or entirely satisfactory, I have concluded that it is my duty to approve it.

Charles K. Baker, the clerk of the Prison Department, said when he heard that the act had been signed: "We shall put 100 of the convicts at work at Sing Sing Prison to-morrow finishing some stoves which were nearly ready last July when work was stopped in the prisons. That labor upon the stoves will last about a month. We also shall put some of the convicts at work in the laundry. At Auburn we shall put the convicts at work making brooms and collars, and after the stove-making is finished at Sing Sing Prison we shall put 100 of the men at work making hollow ware. At Clinton Prison we shall put the men at work making clothing in a small way. But these industries will employ only a small proportion of our 3,400 convicts; we shall have to look about for something for them to do. It may be a year before we shall have all of them at work again. Moreover, we only have an appropriation of $500,000. That is not sufficient to keep them all at work on the State account system. We shall have to employ a large number on the piece price system, and we shall look around for a contractor for that purpose."

### MANY BROOKLYN BILLS SIGNED.

OUR BIG SISTER CITY FAST ON THE HEELS OF CHICAGO.

Albany, June 6 (Special).—Nearly all the leading measures relating to the city of Brooklyn were signed by Governor Hill to-day. The chief of these legislative acts came here backed by Mayor Chapin's approval and, indeed, were initiated by him and the chiefs of the departments of the government of Brooklyn. The rapid increase in the population of Brooklyn since the elevated railways came into existence rendered it necessary that miles of new streets and new sewers should be constructed, and that new school houses and city buildings should be erected. The acts signed to-day will permit the authorities of Brooklyn to supply the city with those improvements which its expansion toward a city of one million inhabitants has made absolutely essential. Brooklyn men are rather annoyed by the boasts of residents of Chicago that the former is no longer the third city in point of population in the Union, and propose by making local improvements and absorbing Flatbush and a few other stray big towns of Kings County, to keep Brooklyn ahead of Chicago on the roll of the cities.

These acts were signed: Mr. McCarren's, authorizing the issue of bonds to the amount of $1,125,000 for auxiliary sewers, and $900,000 for the repavement of the streets of Brooklyn; Mr. McCann's, authorizing the issue of bonds to the amount of $500,000 for the purchase of sites for schools and other public buildings; Mr. Longley's authorizing the issue of bonds to the amount of $400,000 for the improvement of schools, and $650,000 for street improvements in the Eighth Ward of Brooklyn; Senator O'Connor's, authorizing the construction of an armory for the 13th Regiment at a cost of $350,000, appropriating $30,000 for various charitable institutions, and setting apart certain sections of the East Side park lands as sites for art museums; Senator Worth's, providing a system of making assessments for improvements in Flatbush; Assemblyman McCann's, creating a commission to inquire into the condition of Gowanus Creek, and to suggest plans for its improvement; Senator Worth's, creating Fire Marshals, at a yearly salary of $2,500; Assemblyman Haggerty's, providing large jury panels for the Court of Special Sessions.

Perhaps one of the most important of the acts signed in relation to Brooklyn was one which was introduced by Assemblyman Aspinall, providing that all assessments due on property for local improvements, such as a new pavement for a street, shall be recorded on every tax bill rendered to the owner of the property. At present property is sold in Brooklyn for even trifling arrears of taxes or assessments. In many cases property-owners are unaware that such assessments have been levied upon their property, and suddenly discover that for such trifling sums as 8 cents their property has been sold at public auction and that they must repurchase it from the speculative politicians who have bought it at an abnormal rate. In some instances property has been virtually confiscated; and the titles of all property in Brooklyn have been damaged by the existence of the law. Mr. Aspinall's act will prevent these practices in the future.

### ALL STATE LABORERS $2 A DAY.

GOVERNOR HILL PUTTING GREATER BURDENS ON THE TAX-PAYERS AT THE DEMAND OF DEMAGOGUES.

Albany, June 6 (Special).—Governor Hill to-day put himself on record as in favor of State socialism by signing a bill providing that no laborer for the State shall receive less than two dollars a day, a measure introduced in the Legislature and pushed by Thomas Smith, jr., a Democratic member from the city of New-York. There was a great opposition to the bill, but in the confusion of the last hours of the Legislature the man who was driving it forward managed to get it on the order of third reading after it had once been beaten in the Assembly, and it was passed. The Senate, also, in its busy work over three or four hundred bills, failed to notice this one and it passed that house. But no one supposed that the Governor of the State, with ample opportunity for reflection, would sanction so dangerous an innovation. Next year, doubtless, some demagogue will be here with a bill declaring that no man employed by the State shall receive less than $2 50 a day and there will be yearly attempts to force the rate higher. Few farmers in this State can afford to pay their laborers as much as $2 a day the year round, and few would say that their own labor on their farms nets them $2 a day. The ordinary rate of wages on farms is $30 a month.

One effect of the act will certainly be to increase largely the price of State works and State buildings. It may be predicted that in few cases, hereafter, where the market rate of wages is less than $2 a day will the labor demagogues permit, if they can prevent it, any work to be done on a public building or public work by contract. It is a notorious fact that the vast cost of the State Capitol, nearly twenty millions of dollars, is due to the fact that the State hired and paid the laborers. Naturally the laborers were appointed by political influence and many inefficient and lazy men thus became employed. But it is especially in the matter of such unavoidable work as the yearly repair of the State canals (and there is annually expended on their repair and maintenance $700,000) that the new law that laborers shall not be paid less than $2 a day will increase largely the cost of such work. The farmers and taxpayers of the State will, doubtless, be delighted with the new burden which Mr. Hill has put upon their backs. The new law is given below:

Section 1. From and after the passage of this act the wages of day laborers employed by the State or any officer thereof shall not be less than $2 per day, and for all such employes otherwise than day laborers at a rate of not less than 25 cents per hour.

Section 2. In all cases where laborers are employed on any public work in this State preference shall be given to citizens of the State of New-York.

With more reason Governor Hill signed Assemblyman Roesch's bill declaring that corporations shall pay their men their wages weekly.

The Governor also signed Senator Grady's bill for the giving of lectures to workingmen and workingwomen.

Two bills, in which lawyers especially will be interested, were signed. Section 332 of the Code of Criminal Procedure now reads as follows:

There are three kinds of pleas to an indictment, a plea of (1) guilty, (2) not guilty, (3), a former judgment of conviction or acquittal of the crime charged, which may be pleaded either with or without the plea of not guilty.

Senator Arnold in an act added the words given below to that section, and Governor Hill has approved the bill.

But no conviction shall be had upon a plea of guilty in either of the following cases: (a) Where the crime charged is punishable by death, or (b) where the crime charged is or may be punishable by imprisonment in a State prison for the term of life.

The Governor also signed Mr. Saxton's bill adding the Judges of the Court of General Sessions to the board of Judges in New-York who select the members of the Grand Jury.

## SHARP WORDS OVER THE POLO GROUNDS.

LIVELY CORRESPONDENCE BETWEEN A MERCHANT AND MR. GILROY—THE COMMISSIONER WILL NOT CLOSE THE STREET.

It is well known that there are some persons in this city who are not altogether pleased with the prospect of having the New-York baseball club again put into possession of the Polo Grounds. The controversy over the question has recently brought out some lively correspondence between William H. Lee and Commissioner Gilroy. Mr. Lee is a dry-goods merchant, and he is decidedly opposed to the return of the Giants to the grounds. He asserts that such action will seriously injure property which he owns in the neighborhood, and would expose the city to suits by various taxpayers, and, perhaps, to the payment of $1,500,000 in damages. Mr. Lee first addressed the Commissioner of Public Works on Monday, dating his letter at his store, No. 267 Canal-st. In it he alluded to statements current in the newspapers, and protested against permitting the club to erect a fence across One-hundred-and-eleventh-st. He said that if the baseball men once got in again it would be a long time before they could be ejected, and declared that he did "not propose longer to submit to this depreciation." He then gave the Commissioner some free advice as follows:

As you are somewhat new in your office you may desire to know what your duties are in the matter, and with a view of more fully informing you, I take the liberty of sending you herewith the judgment of the Supreme Court, which was confirmed by the General Term, in relation to the opening of these grounds. I have underlined some expressions of the Judge, by which you will clearly see that it is your duty to keep this street open, and that any encroachment thereon will be directly chargeable to the non-fulfilment of the duties of your office.

It is telegraphed from San Francisco that "Al." Hayman, the manager of the Baldwin and New California Theatres, is dangerously ill with pneumonia. Mr. Hayman is well known and much liked in theatrical circles in this city.

It has been reported that Miss Marion Manola was a passenger for Europe on Wednesday on the City of Berlin. Miss Manola is still singing in "Clover," and if she should decide to take a holiday she will not leave the cast till next month.

### MR. DALY'S WELCOME IN CHICAGO.

Chicago, June 6 (Special).—Augustin Daly's company began a three weeks' engagement at Hooley's Theatre on Tuesday night, its first appearance here in two years. Its reception was like the outpouring of a pent-up enthusiasm of two years' repression. The welcomes extended to Miss Rehan, Mr. Lewis and Mrs. Gilbert were specially enthusiastic. Mr. Drew and Mr. Clark also met with demonstrative receptions. "The Railroad of Love" was acted for the first time in this city and was a success from the start, but Miss Rehan's passionate scene at the end of the third act brought her and Mr. Drew three times before the curtain. Mr. Daly was also called for after the third act and received an enthusiastic greeting.

## OBITUARY.

### HENRY HUDSON WARE.

Henry Hudson Ware, a wealthy retired cotton merchant, died suddenly yesterday at his home, No. 49 West Forty-ninth-st., from a stroke of apoplexy. Mr. Ware was born in Georgia over sixty years ago. He went to Alabama when a young man, and became a prominent merchant at Selma. During the Civil War he was connected with the Briarfield Iron Works, in Alabama. After the war he lived in New-Orleans until 1869, when he came here. He established the firm of Ware, Murphy & Co., and was one of the original members of the Cotton Exchange. Possessed of excellent business ability, he built up a large business and accumulated a large fortune. He was a member of the Produce Exchange and of the Manhattan Club. A widow and two married daughters survive him.

### JOHN O'MAHONY.

John O'Mahony, the founder and first president of the St. Patrick's society, died yesterday at No. 320 Clinton-ave., Brooklyn, age seventy-four. He was born in Cork, Ireland, and came to this country in 1842. He was successful in business and retired with a fortune several years ago. He was a member of the Long Island Historical Society. The funeral takes place to-morrow.

### IMPROVEMENTS AT PENNSYLVANIA COLLEGE.

Gettysburg, Penn., June 6 (Special).—The fifty-seventh annual commencement of Pennsylvania College took place to-day. Twenty-seven men were graduated. The valedictory was delivered by Morris W. Croll, of Gettysburg, who took for his theme "The Man For the Times." The trustees elected Henry B. Nixon, Ph. D., of Johns Hopkins University, professor of mathematics for one year. Great improvements have been decided upon by them, such as putting a central steam plant and remodelling the laboratory and gymnasium. Dr. H. W. McKnight, the president, announced that there would be at least fifty men in the next freshman class, forty-four having already been admitted.

### COMPLETING THE WHITE LEAD TR