

LAST DAY AT LATONIA

Spectators Shivered in Overcoats and the Track Was Heavy.

Montrose Defeats Marchma for the Cincinnati Hotel Stakes.

Other Winners Cheney, Monita Hardy, Joe Nevin and Long Eoy.

The St. Louis Meeting Opens With a Good Card and Many People.

CINCINNATI, June 1.—The last day of the meeting was one of the few without rain, but the track was heavy and stiff, and the spectators were shivering in overcoats.

First race, selling, six furlongs—Cheney, 100, Johnson-Enquirer, Monahan, 3 to 1, first; Ben R. 109, Bergah-Gewonia, 12 to 1, second; Sam, 116, Glen Athol-Friday, Magee, third. Time, 1:23.

Second race, selling, seven furlongs—Monita Hardy, 106, King Ben-Butt and Blue Magee, 2 to 1, first; Cupid, 116, Baden-Baden and Bronia, Moore, 7 to 1, second; J. 108, Onocis-Artis, Allen, 2 to 1, third. Time, 1:26 1/2.

Third race, selling, five furlongs—Joe Nevin, 102, Brigadier, by Jack Shepherd, Ray, 3 to 1, first; Pogo, 105, Fonso-Miss Metowan, Freeman, 7 to 1, second; Gunwad, 103, Panzer-Annis, Allen, 2 to 1, third. Time, 1:08 1/2.

Fourth race, sweepstakes, \$900 added, mile—Bravo, 112, Bramble-Nevada, Ray, 8 to 1, first; Longboy, 111, Imp, Harrah-Lady Longfellow, Allen, 2 to 1, second; Leder-Kraus, 108, Allen-Pinkerton-Son Heart, Fox, 6 to 1, third. Time, 1:51.

St. Louis Opening. Five Events on the Card—Steeplechase Declared Off.

St. Louis, June 1.—To-day was the opening day of the summer meeting of the St. Louis Jockey club. The track was in fair condition.

Smith won, Callente second, Cassius third. Time, 2:39 1/4. Five furlong dash, two-year-olds—Flyaway won, Luis B second, Luca Ban third. Time, 1:03 1/4.

AT JEROME PARK. Seven Fair Races on a Heavy Track.

JEROME PARK, June 1.—The weather was wet and the track heavy to-day. First race—Firenze had a walk-over.

Second race, selling, six furlongs—Maximo second, Bavarian third. Time, 1:04 1/4.

Third race, selling, five furlongs—Eurus second, Ballston third. Time, 1:04 1/4.

Fourth race, selling, five furlongs—Mastone won, Blue Rock second, Bob Fury third. Time, 1:18 1/4.

Fifth race, selling, five furlongs—Mastone won, Blue Rock second, Bob Fury third. Time, 1:18 1/4.

Sixth race, selling, five furlongs—Mastone won, Blue Rock second, Bob Fury third. Time, 1:18 1/4.

Seventh race, selling, five furlongs—Mastone won, Blue Rock second, Bob Fury third. Time, 1:18 1/4.

AT MINNEHABA. Some Good Speeding Done by Minneapolis Horses.

That fast horses have always a charm was manifest at the "free opening" of the Minnehaha Driving park yesterday afternoon.

Notwithstanding that the weather was rather cool, several hundred enthusiasts of the turf, including many ladies, turned out and witnessed the sport.

The management deserves praise for the smoothness with which the programme was carried out.

With the exception of a little unnecessary scoring between heats, everything worked like machinery.

This, however, was excusable, as Col. Fred Pillsbury acted as starter and was too modest to make any "bluff" at the drivers.

The feature of the matinee was the special match between Senator Clough's "Joe Braden" and R. F. Jones' "Big Ike."

The match was best two in three half-mile heats. The first heat was devoid of interest, as the senator's animal made a bad break just after getting the word, and did not recover in time to "push Jones' king of the ice."

The second heat, however, took a different aspect. The senator secured a firm grip of the ribbons in one hand and the whip in the other, and whiskered to Jones to come on.

The horses got off well together and were neck and neck to the quarter, but Joe was too swift on the home stretch and Ike was nearly half a length behind when the wire was reached.

Time, 1:10 1/2. The last quarter was made in 33 1/2 seconds, a 2:14 clip. The race was postponed until next Saturday.

Both heats in the 2:45 race were hotly contested, Blue Stone winning each by a head. The summary follows:

Blue Stone 1 1/2
Blue Bull 2 1/2
Conductor 3 1/2
J. R. Ritter 4 1/2
Blue Bull 5 1/2
Snow Ball 6 1/2
Miss 7 1/2

THE FREE FOR ALL TROT. and free for all paces were postponed after two heats in each had been decided.

THE EXHIBITION HALF-MILE HEAT between Manbrino Sparkle and Hartford, a half brother to Maud S, the peerless queen of the trotters, was full of interest.

Both horses are owned by Clough. Hartford was given the pole and created a sensation by keeping it to the finish.

Time, 1:12 1/2, though not excessive for the young stallion. The senator says Hartford has demonstrated great ability to train on, and this year will be a great horse to attempt Saturday's matinee Hartford will undoubtedly be driven against time.

Continued From First Page. panes have very large risks in Johnston, but all claim that they are equal to the occasion without serious result.

Among the SECRET ASSOCIATIONS who will suffer, however, are the Improved Order, the Heptasols, the Royal Arcanum, Knights of Pythias and Odd Fellows.

This afternoon a number of large fish globes were placed in conspicuous positions, a card attached asked for voluntary contributions.

By this novel method several hundred dollars were added to the general relief fund. Manager P. Harris this evening telegraphed a complete list of names to arrange for a benefit performance at his theater to-morrow (Sunday) afternoon.

Manager Harris gives free use of his theater, and Manager Harry Smart, of "My Partner," and all the members of his company also give their services free.

It is expected that at least \$1,000 will be realized. A young man who was a passenger on the Derry express, which left Pittsburg at 11 o'clock this morning, proceeded to Sang Hollow (five miles from Johnston) under special orders, and returned to Johnston, lodging in trees and rubbish along the line, and many are alive.

Rescued parties should be advised at every station. Supt. Trump states that there was a train load of provisions and groceries in the company's yard at Conemaugh, and the cars were broken open by the resistless flood at Johnston as they were well supplied against possible want.

In concluding his statement, he says that he could give many more details of the horrors that came under his observation, but he thinks the ground has been pretty well covered by his dispatches. After concluding his report, Mr. Trump returned to Pittsburg.

RICH MEN RUINED. Millionaires Yesterday, Penniless and Starving To-Day.

SANG HOLLOW, Pa., June 1.—10:30 p. m.—At 9:30 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 to see their loved ones. It was a heartrending sight, and not one eye was in the train, Mothers moaned for their children, husbands paced the aisles and wrung their hands in mute agony; others pressed their faces against the windows in vain endeavor to see something, they knew not what, that would tell them in a measure of the dreadful fate 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. As each stop was made the train was utterly deserted, as the passengers pushed to the spot where the bodies were being taken on board, so as to see if precedence they could recognize in one of the bloated corpses that about fifteen persons lost their lives in this way.

When Supt. Trump reached Conemaugh, he immediately gathered together the remaining passengers of two trains and had them conveyed to Ebensburg by wagon, a distance of about ten miles.

THE SURVIVORS are now at that place. The conductors of the trains went with the passengers to Ebensburg, and the Pullman conductor, who is supposed to have a list of those under his charge, is there also. It was impossible to give the names of any of those who lost their lives, but it is known that E. McCullough, of the Westmoreland Coal company, and his wife and family were saved. Mr. Trump states that many of the passengers had only remained where they were instead of jumping into the water the terrible loss of life would have been avoided.

and carrying off whatever could be turned to account. Under these piles, it is thought, numbers of bodies are buried, not to be recovered except by the labor of many days. A woman and a little girl were brought from Johnston by some means which I could not ascertain. The woman was in confinement.

IN CONFINEMENT. and was carried on a lounge, her sole remaining piece of property. She was taken to Latrobe for hospital treatment. I cannot understand how it is that people are unable to make their way from Sang Hollow to Johnston. The distance is short, and it should certainly be a comparatively easy task to get over it on foot or horseback.

However, there seems to be some insurmountable obstruction. All those who made the trip on the train with me, in order to obtain tidings of their friends in Johnston, were forced to return as I did. The railroad is in a terrible condition. The day express and the limited, which left Pittsburg Friday morning, are lying being cut off by the flood. Linemen were set down from our train at every station to repair the telegraph wires which are damaged. Tremendous efforts are being exerted to repair the injury sustained by the railroad, and it is only a question of days until through communication is re-established.

Our homeward trip was marked by a succession of sad spectacles. At Blairsville, where a little girl lay dead, and in a house taken from the river there was a corpse of a woman. I think that the loss is altogether unnumbered. It is my opinion that when the number of dead is finally ascertained, it will be found not to fall short of 5,000.

A TRAIN SWEEP AWAY. And One Hundred or More Passengers Lost.

PITTSBURG, Pa., June 1.—A Greensburg special says: The first section of the day express, which passes here at 9 o'clock, was lying between Sang Hollow and Johnston yesterday afternoon when the waters came down. The flood cut one of the cars, containing about fifty passengers, loose, and it is supposed the passengers perished. A few of the occupants of the other cars, it is thought, escaped.

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TWO TRAINS LOST. And Many of the Passengers Drowned in the Flood.

PHILADELPHIA, June 1.—Information was received about 11 o'clock to-night at the office of the Pennsylvania railroad, of a frightful disaster to two of the through trains from Pittsburg, which have been supposed to be safe at Conemaugh. Assistant Superintendent Trump telegraphs from Blairsville Junction that the day express, east-bound from Chicago to New York, and the mail train from Pittsburg, bound east, were put on the back tracks in the yard at Conemaugh when the flooded condition of the main tracks made it apparently unsafe to proceed further.

When the continued rise of the water made the danger apparent the frightened passengers fled from the two trains to the hills nearby. Many in their wild excitement threw themselves into the raging current and were drowned. It is supposed that about fifteen persons lost their lives in this way.

merged, fires have been put out in the gas works and the city will be in darkness before morning. 100 families have been forced to remove their household effects. No trains have left the city to-day except over the York River railroad for Baltimore via West Point and now their tracks are under water.

The Coast Line bridge over the Appomattox river at Petersburg has been swept away and that route isolated. The iron bridge at Petersburg has also gone down. Bridges have also been swept away over Chickahominy, Little River, South Anna and Cow Pasture rivers or near the line of the Chesapeake & Ohio railroad, on the Richmond, Fredericksburg & Potomac, near Ashland, the stone arch over the Chickahominy has caved in.

Within a few miles of this city the tracks of both the Richmond & Allegheny and Richmond & Danville railroads are under water from the James river. This morning Scott's large wooden bridge spanning the Rappahannock at Fredericksburg, was washed away. Many houses have been floated away. The loss is very heavy clear through to the Chesapeake bay.

MILITIA CALLED OUT. Hordes of Thieves Infest the Devastated Region.

PITTSBURG, Pa., June 2.—Gov. Beaver has ordered out the Tenth regiment of the state guards for service at Johnston. This step is necessitated by the descent of bands of wreckers who feed like vultures upon catastrophes of this kind.

The wreckers have flocked from all parts of the country in such numbers that military defense is becoming imperatively necessary. There is undoubtedly need for police protection. The citizens were utterly paralyzed and helpless to protect themselves from the vandals who have swarmed from all sides to enrich themselves with the spoils of plunder.

Three thousand coffins were ordered at 10 o'clock last night from this city. John Cullen has been identified. Another body is said to be that of Plamgan. John Jackson, lineman of the Western Union Telegraph company, has been identified. Benjamin Dorney found the body of Mrs. Jennie Kestine, of Cambria City, on the river bank near Nineveh.

The house of Edward Riley, at Cambria City, was washed away, and Mr. Riley, his wife and seven children have perished. Acting Coroner R. M. Hamner has arrived at Nineveh and is superintending the preparation of the bodies. Two hundred rough boxes have arrived from Pittsburg. The bodies are being cleaned and put in the coffins. The undertakers from Pittsburg have arrived and will be reinforced by fifteen more before morning. The Derry volunteer train arrived at Nineveh this evening and will take the seventy-eight dead found bodies to Johnston.

TRAINS TAKEN OFF. Passenger Business Stopped on the Pennsylvania.

PHILADELPHIA, June 1.—The condition of the river at Harrisburg is such that the Pennsylvania railroad officials decided at 9 o'clock to-night to run no more trains between Philadelphia and Harrisburg until the water subsides and orders were issued to that effect. The last report received here from Harrisburg showed that the tracks were submerged at Steelton, and this action of the railroad officials closes up the entire line from Philadelphia to Pittsburg, and it cannot be definitely stated when travel will be resumed.

RICHMOND DELUGED. A Large Part of Virginia's Capital Under Water.

RICHMOND, Va., June 1.—Franklin, Main and Cary streets and all intervening streets to the river are covered with water. All the wharves are submerged, fires have been put out in the gas works and the city will be in darkness before morning.

zener, Miss Broesby Mrs. Carolina Polack, John Kurtz, Edward Lightner, missing; John Lightner, missing; Bennie Carroll, missing; Samuel and Rose Hawthorne, Mrs. Joseph Smith and three children, Peter McEnery and family of nine, Mrs. and Miss Hamill, Mrs. J. M. Ogle, Western Union telegraph operator, and Miss Minnie Ogle, Miss Grace Gorman, Miss Watkins, Miss Minnie Linton (missing); Thomas Jackson, telegraph lineman; Mr. Rodgers, William Gathier, all the others were unidentified. The condition of the streets is one of unparalleled desolation. Fine trees are stripped of their branches, their trunks standing bare and broken or are uprooted and swept away. It is not exaggeration to say that not a single structure now left within the confines of the city is safe as a place of habitation and all must be

TORN DOWN AND REBUILT. The gorge has so obstructed the sluiceway of the viaduct that the water, although all the concrete of the streams debauching into the Conemaugh is not great, does not run off as fast as it otherwise would. All boats and crafts having been swept away, the means of getting about the deluged straits are now left in the hands of the citizens. Notwithstanding the dire distress of their fellow citizens the Huns were caught purloining garments and searching the pockets of the victims of the awful tragedy. All food supplies having been destroyed and all places of shelter having been made fast as it otherwise would. The slopes which surround the city on all sides. The scenes of these camps were pathetic. Little children clustered around their elders, shivering for food and shivering with the cold mountain air. For sixteen hours the little city was cut off from the world and the tragedy of that awful night can never be told. The Pennsylvania railroad tracks at Sang Hollow, three miles west, were torn out from the world and the tragedy of that awful night can never be told. The heavy steel rails were twisted about as if they were slender copper wires, and in some instances were broken off by the strain brought to bear on them. One track was swept into the river, the rails and ties of the east track were thrown on top of the west-bound track, and in one place the rails, twisted into a coil, were twisted into a coil. The stone ballast was washed from between ties for over a mile, and in one place the rails, twisted into a coil, were twisted into a coil. The heavy clay roadbed was beaten as hard as a cemented floor by the force of the current sweeping over it.

FOOD, CLOTHING AND MONEY is needed by the inhabitants of the stricken city. They need shelter also. The citizens of Pittsburg and Allegheny have started a relief fund which is growing rapidly, but the sum needed are more than any one community can give. Food has been forwarded from the cities and towns along the lines of the road. On the Baltimore & Ohio railroad there was much damage also, but there was no such extent of devastation as that swept down from the South Fork reservoir with a rapidity incredible and a destruction unparalleled in the annals of American history. The actual loss of life cannot possibly be ascertained within less than a week or ten days. The damage done the Cambria Iron works' mills is incalculable, and they will have to spend a fabulous sum in repairs before they can resume work, which will not be for several months.

WASHINGTON, June 1.—At 12:30 to-night the water had reached Pennsylvania avenue at Sixth street and washed away to the street car tracks on the south side and nearly to the door-steps. A heavy current is sweeping through B street and around the corner of Thirtieth and Pennsylvania avenue and down the gutter on the south side.

THOSE RECOGNIZED thus far are John W. Parsons, wife and child; Aubrey Parsons, wife and two children; Mrs. John Henderson and two children, Miss Frank, daughter of John Frank; James Lightner and wife and sister, Margaret Lightner; Mike Luther, James Bridges, Louis Weisbeller and wife, Lizzy Hows My, Andrew Leonard, Mrs. Cush, Miss Kat-

1/3 OFF. CLOTHING. OUR ENTIRE SPRING STOCK! SALE BEGINS MONDAY, JUNE 3d, AND CONTINUES UNTIL FURTHER NOTICE! A Few Solid Chunks of Truth! This sale is not a hurrah, or a racket, but everybody knows that this has been an extraordinary backward season, and we, on the contrary, made preparations for an early one, and are determined to dispose of our light-weight clothing in this manner. We don't come out with any ridiculous stories about having gone into our store last night with a SHOTGUN and Shot the Prices Way Down Below Cost, etc., but instead We Tell You Plain Facts Boys' 25c Knee Pants, Now 17c. The Remainder of Our Coon, Curtiss & Lyon Hand Collars, Now 2c. All Our 75c Night Robes, Now 50c. All Our White Linen Unlaundered Shirts, Former Price 40 Cents, Now 19 Cents. Corner Seventh and Jackson Streets.