When Dame Economy would know
Where bargains may be found,
Straight to THE CRITIC does she go
And by its word is bound.

THE WASHINGTON CRITIC

Fast fades the fleeting day
As westward moves the sun;
'Tis now THE CRITIC hastens forth
With news for every one.

21ST YEAR---No. 6,498. WASHINGTON, SATURDAY EVENING, JUNE 1, 1889. PRICE TWO CENTS

DREADFUL FLOODS.

Disastrous Results of the Great Rainfall.

Hundreds of Lives Lost in Pennsylvania.

Great Loss of Property in Various Localities.

A Part of Washington Flooded---The Damage in This City Likely to Be Heavy---The River Still Rising--Scenes and Incidents---No Definite Estimate as Yet of the Number Drowned at Johnstown---Reports From Elsewhere.

The Potomac was never more muddily, destructively picturesque than to-day, even in the great flood of twelve years ago. Then the value of the interests imperilled along the river front was much less than now, and the present indications are that the damage may be twice as much before this flood is over as then.

In Georgetown the destructiveness of the flood is greatest. Every wharf along the river front is under water, and, near Thirtieth street, Water street, on which all the big mills and wharves are located, is under water for two squares. Experienced men who have been about the river front in Georgetown for years unite in prophesying that the water will go higher, much higher, before the flood is over. If this proves to be the case the damage cannot be less than ten times what it is estimated at now.

About six o'clock this morning some big square timbers such as are used for building bridges began to run down the river. At the same time there was a sudden rise of two or three inches in the river. "This water is from Harper's Ferry," said the old river man. It seems that there is a big timber mill up there where timbers of this sort are made on a large scale. Whenever there is a flood these timbers are washed down the river and as there are no similar ones anywhere else they show that the full volume of the flood at Harper's Ferry is rushing by with them. It takes about twenty hours for the water at Harper's Ferry to run down to Washington. The flood at Cumberland was yesterday reported to be even more serious than that of Harper's Ferry, and as it takes about twice as long for water to run from there, river men prophesy a still greater rise in the river here before night. In this event the damage will be much greater.

The river began to rise last night. Thousands of dollars' damage was done in the pitchy darkness, the result of the heavy rains late in the afternoon. Rock Creek changed in the early night hours from a quiet stream to a surging, rushing, destructive river. Three canal boats belonging to the Barber Asphalt Company were shipwrecked. It was about 9 o'clock. A half dozen canal boats were moored in the canal near the outlet gates through which boats pass into Rock Creek, just below the Pennsylvania avenue bridge and in the creek. The canal gates were broken open by the pressure of the water in the canal, and this flood, mingling with the torrent that rushed down the swollen creek, broke the canal boats loose from their moorings, and one by one they swung away from the banks and shot down the creek. All but three or four of them were caught and tied more securely with ropes, and to-day they are tossing and rubbing against each other just above Easby's Point over what was dry land yesterday. Three of the boats, belonging to the Barber Asphalt Company, struck the bridge and piles near it, and were wrecked, going down the river in pieces. On each canal boat was a family, the captain's family, and they were scared to death. The crews of the boats, too, were aboard, and their night was one of peril. They all succeeded in getting off, though, and took refuge in the office building at Winship's wharf.

The flood carried away the landings at Bob Holtzman's barge above the bridge and the water is clear up in the house as high as the top of the bar. His loss will be heavy. The Sharpshin Fishing Club's barge, which was very handsomely fitted up for use as a club-house, was anchored out in the river off Analostan Island, opposite Georgetown. All night long it tugged at its anchorage. The janitor or steward became frightened last evening and abandoned it. But the anchorage held against the flood, and the thump, thump of floating logs and trees against the float on which the house was built could be heard on the shore above the dull roar of the flood. But about 10 o'clock this morning the anchors gave way, and the new barge, which was about forty feet long and nearly as wide, swung half way around and then started down the angry river at a horse race speed.

Just below the Washington Canoe Club's handsome barge, which was the same sort of a floating house as the Sharpshin Club's, only larger, was anchored. The Sharpshin barge was headed right for it, and people on shore who were watching expected to see them both go down the river together. The Sharpshin came on, faster and faster, and went crash into the Canoe Club's barge. It did not break the latter loose from its anchorage, but it smashed some of the stanchions badly. The Sharpshin careened over on its side and raced on down toward the Long Bridge. It struck one of the stone piers of the Long Bridge and went to pieces. The barge was a brand new one, as the club is, too, and the loss is deplorable.

Analostan Island isn't quite as big as it was, the river having swallowed all but the higher portion of it. A large part of the river, instead of sweeping around the bend to the eastward, takes a short cut across the island. All the boat-club landings up the river have been swept away and the boat-houses have suffered no little damage. The rising water did not reach the floor of the Columbia Club house until about 5 o'clock this morning. Then it came up with a rush, and the men had to hurry to get out the boats that were lying on the floor. The more fragile shells were carried out and into a neighboring brick storehouse. The other boats were carried out and laid on the cobblestones in the street that leads down the steep hill to the house. At this point the water comes up

ALMOST TO THE PAVEMENT

on Water street. So far as could be learned none of the boats were carried away. In the Potomac and Analostan houses the boats were floating around in the first story, the water being a foot or two over the floor, and the doors had to be kept shut to prevent the boats being carried out and down the river by the current.

The landings are in imminent danger of being carried away, but aside from this and the damage to the boats by their hasty removal none of the clubs will suffer much, unless the river rises high enough to carry the houses away. A list of the losses along the river front, made by CRITIC reporters this morning from statements made by the owners of the various properties, shows that already the damage is unprecedented.

The Chesapeake and Ohio Canal Company will be by far the heaviest losers.

"It is entirely impossible to form an idea of our loss," said President Stephen Gamble this afternoon. "For miles the river and canal are all one, the river having risen above the canal banks, and until the river goes down we cannot tell whether the whole levels are destroyed or not. Last night a canal boat ran into our dredge and it was carried out into the river and sunk. Our loss on the dredge is $3,000. Then the Georgetown head of the canal is probably all filled up with sand and will have to be dug out. The river has overflowed the canal all the way from Lock Miles to Lock 5. There is imminent danger of the canal walls breaking, and yesterday we contemplated cutting through the level above Georgetown so as to relieve the strain, but the men were afraid to work on it.

"The nine-inch hose at Cumberland is also filled up with sand and gravel. Below dams 4, 5 and 6 and Harper's Ferry dam the river is all over the canal and the river and canal are virtually one big stream. Our reports indicate that the water is going to be as high as it was in '77 and the damage as great. After that flood it cost us $228,000 for repairs.

Commencing at the bridge at the upper end of Georgetown THE CRITIC reporter obtained a list of the losses from statements furnished by the losers. Just below the bridge is the wharf of the Borden Mining Company. There was a big pile of coal on this wharf, and the water is four feet above the wharf's top. The coal is being rapidly washed away and the loss is $500 already.

W. H. Tenny & Son's wharf is next below. It is under water and a large force of men is moving the feed, etc., out of the storehouses as a precaution.

Austin Herr's wharf was lifted up and carried away bodily by the water this morning. The damage amounts to $200.

John P. Agnew & Company's big wharf, next below, is six feet under water. There were 1,500 tons of coal on it, and over 200 tons have already been washed way. The loss is already $1,000.

Ray's wharf, owned by the Ray estate, is under water, but there was nothing on it that could be washed away, but there is danger that the timbers may give way and wreck the lofty elevator railway on top of it.

The Architectural Iron Works' wharf is all under water. They had a large gang of men at work nearly all night and moved everything that could be washed off from the wharf to a place of safety. A lot of cement was in danger, and they got it off the wharf just in time. Their direct loss will not be large.

S. W. Cissel & Company had all their men busy moving the barrels of flour out of the first into the second story of their storehouse. The water is up over their wharf and to within a few inches of the floor of the lower story. The water is washing against the walls of the storehouse on three sides.

Cropley, Boeteler & Crampton's phosphate and agricultural implement storehouse is surrounded by water and their wharf submerged. If the water rises a few inches more all the phosphate on the first floor will be washed out into the river.

The water is up over the Transparent Ice Company's wharf and running through their ice-house like a mill-race. Four hundred tons of ice have already been melted and the loss now amounts to $2,000.

Gilbert's upper wharf is under water and $500 worth of lumber and machinery have been swept away.

Weaver, Kengla & Co.'s wharf and storehouse are under water. Their loss is about $200 already. The storehouse was full of tallow and rosin in barrels, and men were at work floating these to land all day.

John Leetch's cellar is full of water and he has lost $200.

Moore's wharf is all under water, but there was nothing on it to wash off.

The Inland and Seaboard Coasting Company's wharf in Georgetown is submerged. Three hundred barrels of lime were swept away last night, and Austin Herr had three hundred barrels of flour on it, but he got a half hundred men to work last night and saved it. A few barrels of sugar that were on it were washed away, and the doors of the storehouse have been considerably damaged by floating logs striking them.

The Independent Ice Company's wharves and ice houses are flooded. Loss, $500.

The Great Falls Ice Company suffered a similar loss.

J. E. Libby & Co. had 5,000 feet of lumber on their wharf, and it is all floating about. A fence of big wooden booms and ropes was hastily constructed around the edge of the wharf last night, and this keeps the lumber from floating away. Loss at present, $500.

Forrest Dodge's coal wharf is all under water. Loss, $200.

Littlefield's wharf, one of the finest on the river front, is all under water. Loss, $1,000.

The Cranford Paving Company's wharf is all under water, and the swollen river is within a few inches of 2,500 barrels of cement, worth $3.25 a barrel.

Wheatley Bros.' lumber wharf is all under water. Loss, $2,000.

The Barber Asphalt Campany's works were flooded, and three canal boats swept away and wrecked. The engine house was flooded. Loss, $10,000.

Godey's lime works were overflowed, and the engine, engine house and derrick swept away. Loss, $5,000.

Cammack & Decker's lime works were inundated, and their engine swept away. Loss, $1,000.

Both the Potomac River and Rock Creek united in sweeping over Meredith, Winship & Co.'s wharf, the "Mole Wharf." There were 20,000 tons of coal on the dock and 4,000 tons of this swept away. The loss is put at $20,000.

Johnson's lime works were inundated and caught fire from the slacking lime. Their loss is about $9,000. Godey's lime works also caught fire, but the damage from it was slight.

The Washington Aqueduct Company's plant was also flooded. Loss, $200.

Three boys were swept away this morning in a boat belonging to the schooner Rockhill. Captain Robinson and two seamen jumped into a boat, but the boys reached shore in safety. The Captain's boat was upset and the three men were almost drowned before they were rescued.

The schooner Fannie, anchored off Littlefield's wharf, is momentarily expected to float down upon the Long Bridge and be dashed to pieces.

The river improvements are in great danger. The embankments on both sides of the dam at Long Bridge are washed away, and the dam is liable to go at any moment.

Colonel Haines says: "The damage cannot be estimated."

A rise of from six to eight inches in the river would mean a great deal to the people doing business along the water front at the foot of Seventh street and below. Already the muddy current is lapping the joists of many of the steamboat offices, which are built partly over the river there. The owners, however, are reassured by the bright sunshine of to-day, and those interviewed by a CRITIC reporter were unanimously of the opinion that the freshet has reached its highest mark, and they are taking no steps toward removing the portable articles in the offices. The majority of them said that if the water rose any higher they will take the books and papers home to-night.

The river is filled with floating debris from above, and the people living in the vicinity are gathering a good supply of fuel. Nearly every boat along the front has been brought into requisition and comes in loaded with driftwood, and frequently towing huge logs. The banks are piled high with this, and wagons are busy removing it. The small drift as well as the larger logs are very dangerous to navigation, and should any of the steam craft run afoul of them it might cause a serious accident. Should it get in among the paddle wheels it would damage them greatly. All of the boats left on regular schedule time to-day.

The Arsenal grounds for ten feet along the shore are inundated, and the last row of trees are standing in two feet of water. No damage, however, has as yet been done to any of the buildings. The water is within seven inches of the Anacostia Bridge, and the cellar of B. B. Ernshaw, who keeps a grocery store on the corner of Eleventh and M streets southeast, is overflowed. He had a number of barrels of flour stored, and it will be an almost entire loss.

Anacostia was flooded to a small extent last night. Near the police station, on Harrison street, is a large hole which is still growing larger by the constant washing away of the dirt. The street-cars were stopped by the rush of the water down Bridge street, the need of better sewerage being demonstrated.

SCENES ABOUT TOWN.

Cellars Flooded and a Great Deal of Annoyance Caused.

About 9 o'clock this morning the old colored "Mammies" who sell "yarbs" and "gyarden truck" on the B street side of the Centre Market, began to gather up their wares and move off the pavement. A stream of water about twenty feet was coming slowly down B street, appearing to come out of the ground, and widening every minute. In fact, the water was coming out of the ground. From the sewer basins and sewer man-holes on B street, beyond Twelfth, the water was boiling up in a muddy, spurting fountain and spreading rapidly over the street, flowing with the trend of the grade.

This water soon covered B street from Seventh to Sixteenth to a depth ranging from six inches to two feet. People who wanted to cross into the Smithsonian and Agricultural grounds at Tenth and Twelfth streets found they would have to wade waist deep. Slowly the water crept up the sidewalk in front of the commission houses on B street, empty chicken-crates and vegetable boxes drifting idly with the current. In the meantime another body of water was creeping up into the cellars of stores from Four-and-a-half street west. This water had backed up through the sewers. It was climbing up rapidly, and, by 12 o'clock, was three to five feet deep in many cellars.

A CRITIC reporter in a wagon drove westward on B street from Seventh beyond Twelfth street. The lumber yards were afloat. Men were wading around up to their knees gathering up the lumber and piling it in under the sheds. At Twelfth street a group of boys had improvised a footway of planks laid on stones across B street, and were charging pedestrians toll. At Fourteenth street were two grated man-holes in the sewer from which the water was boiling up in a muddy torrent and flowing rapidly eastward.

This and other open man-holes contributed largely to the pools which formed south of the market. The water on B street at Fourteenth street was up to the hubs of the wagons and rising rapidly.

South of the White Lot, beginning at the edge of the grass, was a lake a quarter of a mile long and 100 yards across. This was formed by the water sweeping into the fish-ponds, and then flowing eastward. The roadway which runs between the two fish-ponds, around to the west of the Monument, was entirely submerged. The wagon-driver took his bearings, calculated where the road ought to be and plunged through. Everywhere could be seen the fish—beautiful, big carp and others—which were liberated from the fish ponds and were swimming about. From the high ground west of the Monument very little of the Potomac flats improvement could be seen. The water was everywhere.

THE CAUSE.

A big trunk sewer empties into the river through a canal half a mile long and fifty feet wide at the foot of Seventeenth street. The Potomac River backed up the canal and forced the water back through the sewer into the city.

The volume of water from this canal covered the mouth of the sewer and flowed over the narrow spit of land, through the fish-ponds eastward.

Along B street, C street and Louisiana avenue every cellar is flooded. At the Howard House it is five feet deep in the cellar. The Marble Saloon, Ninth street and Pennsylvania avenue, has a foot of water over the tiled floor. Along B street and C street the saloons in the basements are afloat.

DELAY TO TRAINS.

Impossible to Send Any Down Into Virginia.

The flood has not caused any interference with the Pennsylvania's trains to New York but has seriously disturbed the running of the Southern trains. Trainmaster McKeever, of the B. & P. Railroad, said that the flood was the worst the road had experienced for years. No trains had run to and from the South since yesterday at noon and will probably not before to-morrow. The W., O. & W. train did not make its run yesterday, and it is impossible to say when it will. The Manassas Branch train that leaves here at 2:35 p. m. was unable to make its destination yesterday as a great deal of damage has been done between here and Manassas. It is impossible to say how much has been caused.

The Baltimore and Ohio train service is badly demoralized. Their tracks have suffered heavily, and they are unable to run trains farther West than Gaithersburg.

IN THE COUNTY.

Bridges Carried Away and Many Wash-Outs Caused.

Reports of bridges damaged and carried away and of dangerous wash-outs, the results of last night's storm, commenced to pour in upon the Superintendent of County Roads as soon as he reached his office this morning. The old wooden bridge over Rock Creek on the Woodley Lane road was lifted from its pillars and carried away. This, however, will not incommode travel to any great extent, as the new iron bridge is nearly completed and can be used. The bridge at the junction of the Argyle Mill and the Broad Branch road was swung round several feet, and cannot be used. It is thought that it will be saved, however, although the damage will be considerable. A force of men were immediately put at work trying to place it in its original position. There is a serious washout on the Woodcut road, just west of Thirty-fifth street, and near the new subdivision of "Burleith." The wooden bridge over Oxen Run, on the Wheeler road, was washed away, and is a complete loss. It had only been built about a year. There are any number of damages not yet reported, and it is thought that the aggregate damage to the roads of the county will amount to a considerable sum.

The Long Bridge.

At 3 o'clock the water was within two feet of the floor of the Long Bridge and rising rapidly. At that hour the bridge had not been damaged.

The Worst to Come.

The Signal Office says a great flood is coming out of the Shenandoah River and high water may be expected at Washington about 5 o'clock.

ALONG THE CANAL.

What Senator Gorman Says About The Probable Damage.

"How is the canal coming out of this storm?" asked a CRITIC reporter to-day of Senator Gorman, ex-president of the Chesapeake and Ohio Canal.

"It is difficult to tell," he replied; "Much of it is now beneath the river, which is still rising, and until that gets off, in most cases, it will be only guess work to say anything as to the condition of the canal. The storm has been very severe, and our telephone wires are down now between here and Harper's Ferry. Little information can be had for the present. In 1877, the year in which we had the greatest freshet ever known, so far as the canal was concerned, I was president of the company and took steps to protect the canal, if possible, from destruction in the future from another visitation of that kind."

"What did you do to bring about such a result?"

"Well, I'll tell you what I did, but I am afraid it did not stand the assault made upon it. I put up a high, broad, strong, retaining wall above Harper's Ferry two feet higher than the point touched by the freshet of '77, and fully believed that would turn the water off coming from these rises in the river and protect my canal. I have been informed by the employes of the canal on that section of it that the water has gone completely over the wall and carried a considerable portion of it away. The damage done, judging from this circumstance, I am led to belive, will be heavy, but I am hoping for the best."

"Have you heard anything as to the situation on the Georgetown division?"

"Very little. The telephone won't work, and you will have to wait for that. I know, though, that they came near having a serious flooding in Georgetown. Many of the boatmen came near being washed away, and Winship will lose at least 4,000 tons of coal. In fact, his entire place, buildings and stock were in great danger of being carried down the river, and if the rise continues they may go yet, but I suppose the news gatherers will find out more about that than I now know."

"When is there likely to be any definite information obtainable about the damages to the canal?"

"It will be several days before that can be fully ascertained, and I think it will be discouraging when it is ascertained."

ACROSS THE POTOMAC.

Damage Caused in Alexandria and Along the Railroad.

Yesterday's storm was one of the most destructive that has been experienced at Alexandria for many years, and judging from reports from the surrounding country the damage will amount to many thousands of dollars. Along the river high tides have prevailed for thirty-six hours. At one time yesterday morning the wharves were covered to a depth of from six to eighteen inches. At night the water again rose, and crossed the railroad tracks at King street. At 10:30 last night it was nearly a half block beyond the tracks.

The Midland bridge, which is an iron structure, is all right, but there are one or two hundred yards of track washed away between it and Cherry Hill. The Manassas train that left Alexandria about 3 o'clock yesterday afternoon crossed the Cameron bridge and went on to Edsall's, where it was found that the track was washed away. The train backed toward town, but could not cross as the bridge was partially destroyed. A message was sent to town and a wrecking train went out about 3 o'clock. The water is rising gradually, with every prospect of doing much more damage.

No loss of life is reported. Some Fairfax people are said to have narrowly escaped being swept away while crossing the creek and the runs just beyond town. Three bridges and five trestles were reported gone on the Loudoun road last night.

The storm was very severe in the vicinity of Alexandria about 11 o'clock. Large trees were twisted and brought down, doing considerable damage to the houses they fell upon and strewing the streets with debris, especially along the southern and southwestern sections of the town. A number of tin roofs were torn off and dropped into the streets below. There were several very narrow escapes from instant death. Among those that fell were the large roof of Rosenthal's sumac mill on the water front and a large brick wall on South Lee street. Chimneys were blown down in various parts of the city. A large frame building at the Hampshire coal wharf blew down. Nobody was in it. The ruins floated off on the high tide, which at 11:45 last night came over the King-street railroad track as far up as Brager's store, breaking through the lower apartments of the stores and warehouses just below it.

The rain fell in sheets and the wind blew hard from the southeast. The embankments of the old Battery, Rodgers' and Windmill hill were undermined and slid down in large masses. Small boats along the street from Fishtown to Jones' Point and around to Hunting Creek Bridge were either drifted off or cast up on the shore, and nine out of ten were smashed. The transfer slip of the B. & O. Road was not in danger during the scurry, the float being at an angle of about fifty degrees. The ferry boats were accessible by boats only from the railroad track. The entire wharves, except the Pioneer Mills wharf, which is about two and a half feet higher than any of the rest, were inundated and the timbers of all were more or less wrenched off and lost.

ALL NIGHT MEN WERE BUSY

keeping the craft from breaking up, bumping against the wharves. Several of the church steeples are said to be out of plumb, but none will be lost. The wind storm continued only fifteen or twenty minutes.

The railroads outside were washed away. The bridge on the Alexandria and Fredericksburg Railroad, near the crossing, three and a half miles out, is reported gone. The track is washed away for hundreds of yards, and the Fredericksburg track seems all cut up along the river below Woodbridge. At Quantico no trains can come or go over the bridge until Wednesday.

Dozens of dozens of cars full of ties and hundreds of men are at work all along the lines of both the Midland and Fredericksburg roads.

Hunting Creek is a foot over the bridge and two or three over the causeway. About 11:30 o'clock last night a man and a woman were on this structure.

THE MAN WAS CAUGHT

in the breaking timber and the woman yelled for help. The keeper of the little house at the old toll gate, near by, heard her and set off with his wife and two or three others and rescued them. It was a bold attempt and a narrow escape for all.

No wires are up over the Midland or Alexandria and Fredericksburg Road. All went down. The cable at the Long Bridge, between here and Alexandria, was breaking badly this morning. Men are working there. Out in Fairfax the streams are beyond fording. Brown's Mill at the foot of Seminary Hill is much damaged. The race is all cut in places and the dam gone. The bridge over Hooff's Run, just out of Alexandria, is gone. The run is fordable, however. The storm was particularly severe on Seminary Hill. The Kendall Baseball Club of Kendall Green went out there, but it is safe to say that there will be no game. Bancroft's bridge, out near Linconia, leading to this city, is gone and the stream was not fordable at 8 a. m. Cloud's Mill, on the pike about three and a half miles out from Alexandria, is damaged almost irreparably. The whole dam is swept off, the bridge below being wrecked by timbers from the dam.

Gravel and boulders of nearly a ton in weight have been rolled across the first meadow below the dam, and the wheat and corn in that section are washed and torn at a fearful rate.

At 1 o'clock this morning Scott's Bridge, near Fredericksburg, was swept away. The railroad bridge is in danger and will probably go. The boat-house of the Rappahannock Club was torn from its moorings last night.

LATE FLOOD NEWS.

Thrilling Scenes in the Devastated Portions of Pennsylvania.

BOLIVAR, PA., June 1.—The water is higher here than was ever known, and two-story houses, barns, smoke-houses and whole forests of trees, railroad bridges, county bridges, rafts, inverted skiffs and drift wood by the acre are floating down the river, from all of which imploring hands are held out to those on the banks, willing, but impotent to help. Information received is meagre, but for the most part accurate. At Lockport, two miles east, more than twenty people have been taken from the flood. The first great rush of water reached here at 7 o'clock last evening. This came down from the bursted dam above Johnstown. It came like a frenzied whirlpool, and before the people could realize it they were swept into its grasp. Fortunately the people living on the low-lying ground escaped.

At 7:30 o'clock last night a great pile of drift wood was swept along, and from it came cries of "Help, help!" and of "For God's sake come!" The horrified spectator on the shore saw three women on a raft, to one of whom were clinging two children, neither of whom was apparently more than an infant. The rapidity of the current and the position of the raft on the stream, together with the lack of facilities for rescuing, precluded the possibility of ever thinking in the matter, and the raft passed out of sight, the screams of the women and children blending in their pleadings for aid long after the raft passed around the bend.

The stream then became thick-strewn with men, women and children clinging to all sorts of temporary means of salvation, and two men and two women clung madly to the tops of huge trees, the men emulating the females in their shrieks for help that it was not possible to give. Just at dark a lad was noticed clinging to a log. James Curry secured a long line and ran to the river bank. The noose of the lasso fell over the boy's shoulders, and a moment later the drenched, poverty-stricken little fellow was hauled to the bank. He was soon restored, and stated that his name was Edward Harten, 13 years of age, and he had lived with his father, grandfather and mother in Cambria City, a part of Johnstown. At 4 o'clock their home had been caught in the flood. They had all climbed upon a mass of drift wood, and were carried along.

The raft went to pieces against a bridge pier, and he had not seen his relatives since, but thought that they were all drowned.

Harry Fisher, a telegraph operator at Bolivar, says: "We knew nothing of the disaster until we noticed the river slowly rising. Within three hours the water in the river rose several feet. Shortly before 6 o'clock ruins of houses, beds, household utensils, barrels and kegs came floating past the bridge. At 8 o'clock the water was within six feet of the road-bed of the bridge. The wreckage floated past without stopping for at least two hours. Then it began to lessen, and night coming suddenly upon us, we could see no more. The wreckage was floating by for a long time before the first living person passed. Fifteen people that I saw were carried down by the river. One of these, a boy, was saved and three of them were drowned just directly below the town. It was an awful sight, and one that I will not soon forget."

The Allegheny Still Rising.

PITTSBURG, PA., June 1.—The *Times'* 6 o'clock extra says: At this hour the Allegheny River is filled with debris and is still rising. The streets fronting on the river and the bridges are thronged with watchers, but no bodies have been seen. No serious trouble from high water is anticipated here. Extra precautions are being taken, however, to prevent any loss of life or property.

The Lock Haven Boom Bursts.

WILLIAMSPORT, PA., June 1.—Shortly after midnight last night the boom at Lock Haven burst. The break opened up the river to all the logs above this place which will be forced into the boom. The boom contains 150,000,000 feet of logs valued at $3,000,000. In the stream above the boom there are at least 50,000,000 feet of logs. It is believed that not one of the logs will be saved. The loss will be a serious one. It will necessitate the closing during the season of all mills and entail great suffering on the people dependent upon them for employment.

The Wildest Rumors Afloat.

NEW FLORENCE, PA., June 1.—The United Press correspondent arrived at this place late last night. The details of the awful calamity are limited. Every one seems to be dazed, the disaster seeming to overwhelm the natives. Between this place and Bolivar the track is washed out in many places, and wrecking crews are busy at work repairing the most dangerous portions. At this point reports substantiate the wildest rumors that have gone out. The last man from Johnstown brings the information that scarcely a house remains in the city. The upper portion above the railroad bridge has been completely submerged. The water is dammed up against the viaduct, the wreckage and debris finishing the work that the torrent had failed to accomplish.

The bridge at Johnstown, which is a heavy piece of masonry, proved too staunch for the fury of the torrent. Some of the top stones were displaced. A story reaches here that a family consisting of father, mother and nine children were washed into a creek at Lockport. The mother managed to reach the shore, but the husband and children were carried out into the river to drown. The woman is crazed over the terrible event.

After night settled down, the horror of the scenes was enhanced. Above the roar of the water could be heard the piteous appeals from the unfortunate as they were carried by.

To add to the appalling scene a brilliant illumination lit up the sky.

A message received late last night from Sang Hollow states that this light came from a hundred burning wrecks of houses that are piled up on the Johnstown bridge.

A supervisor from up the road brings the information that the wreckage at Johnstown is piled up forty feet above the bridge. The startling news also comes that more than 1,000 lives have been lost. This, however, cannot be substantiated.

The Johnstown Flood Subsiding.

JOHNSTOWN, PA., June 1.—The waters which overwhelmed this town yesterday, carrying death to hundreds and misery to thousands, are subsiding rapidly, but as yet it is impossible to obtain anything like exact information concerning the extent of the disaster that has visited this city and the district surrounding. It is no exaggeration to say that there are mourners in every family. Thousands are missing: it is certain that hundreds have been lost, and, while many of these who are now missing and who are mourned as dead have doubtless been saved, the final death-roll will beyond doubt be of appalling length.

It is impossible to describe briefly the suddenness with which the disaster came. A warning sound was heard at Conemaugh a few minutes before the rush of waters came, but it was attributed to some meteorological disturbance and no trouble was borrowed because of the thing unseen. As the low rumbling noise increased in volume, however, and came nearer a suspicion of danger began to force itself even upon the bravest, which was increased to a certainty a few minutes later when, with a rush, the mighty stream spread out in width and when there was no time to do anything to save themselves, many of the unfortunates were whirled into the midst of the stream before they could turn around; men, women and children were struggling in the stream, and it is thought that many of them never reached Johnstown, but only a mile or two below.

At Johnstown a similar scene was enacted, only on a much larger scale. The population is greater, and the sweeping whirlpool rushed into a denser mass of humanity. The imagination of the reader can better depict the spectacle than the pen of writer can give it. It was a twilight of terror, and the gathering shade of evening closed in on a panorama of horrors that has few parallels in the history of casualties.

Even the thought of such a thing was madness, and the agony of the struggling, drowning victims found its response in the bosoms of those who stood wringing their hands in helpless horror in view of their friends. The list of the dead is therefore a matter of conjecture, and will not be known before to-morrow.

PITTSBURG, June 1.—A telegram from Nineveh says that up to noon 175 bodies have been taken from the river at that point.

Twelve Hundred Lives Lost.

NEW FLORENCE, PA., June 1—W. N. Hayes has just returned from Johnstown. He says the place is annihilated. Conemaugh is wrecked and Cambria City swept away. Fully 1,200 lives have been lost.

They Want Tents.

PITTSBURG, PA., June 1.—Mayor McCallin has just telegraphed to Governor Beaver to forward tents, blankets, etc., to Johnstown at the earliest possible moment.

The Government to Give Aid.

The President has directed General Schofield to do all he can for the destitute. General Schofield replied that unfortunately the Government had no tents at Allegheny Arsenal or elsewhere available and suggested that applications be made to the Governors of Pennsylvania and Ohio, both of which States are well supplied with tents.

Was it Incendiary?

RICHMOND, VA., June 1.—From parties from the neighborhood of the recent fire in Princess Anne County, Va., by which Rev. F. C. Clarke, three of his children and his niece were burned to death, it is learned that a feeling exists that the fire was of incendiary origin. It is said that a colored man who lived on the farm occupied by Mr. Clarke had not paid his rent, and was in the habit of burning the fences around the place. Mr. Clarke remonstrated with him, and finally ordered him to move. Miss Bidgood states positively that there was no fire in the kitchen-room, as she examined the stove before she retired. It is supposed the house was fired from the outside, between the kitchen and the main building. While the main house was burned to the ground, a portion of the rear part of the kitchen was left standing.

The Trouble at Braidwood, Ill.

JOLIET, ILL., June 1.—Four companies of militia were withdrawn from Braidwood yesterday, leaving four more to do guard and protect property. Fifty more men went to work yesterday, making ninety in all. The company will put new men to work next week, unless the regular men who signed contracts go to work. This it is thought will produce trouble, as blacklegging is equivalent to murder among the miners.

Another White Cap Outrage.

DES MOINES, IOWA, June 1.—A telegram from Mount Auburn reports brief particulars of a White Cap outrage which occurred near there Wednesday night, and in which several persons were fatally injured. The victim was a farmer and his barn was burned down. Being driven out by the flames, he defended himself with a pitchfork, wounding several White Caps. All parties implicated are under arrest except the wounded.

Kilrain Arrives.

NEW YORK, June 1.—Jake Kilrain arrived on the steamship Adriatic, which reached her dock at 7 o'clock this morning. Charlie Mitchell was a fellow-passenger They were greeted by a party of friends. Kilrain weighs 207 now, and will meet Sullivan between 185 and 190. He will go into active training in Baltimore next week.

Increased Railway Facilities.

The decision of the Columbia and Metropolitan street-car lines to exchange transfers will be a great accommodation to residents in the northeast section. Transfers will be given at Ninth street and at Fourteenth street. Thus a passenger will be enabled to ride from the extreme northeastern part of the city to Georgetown for one fare—something that could not be done before—or one can go from the steamboat wharves to Northeast Washington, via Metropolitan and Columbia line cars, for five cents. Two-horse cars will be put on as soon as possible by the syndicate that has bought control of the Columbia line and steel rails will be laid throughout the entire length of the line. Although the two lines will, to a certain extent, work together, they will be under separate managements. The Columbia line has secured a Georgetown terminal and the Metropolitan line a terminus in the rapidly growing northeastern section. When the Columbia line was started seventeen years ago there were not over 500 people living east of North Capitol street. Now H street is built up on both sides to the toll gate, and the side streets are thickly settled. The change will take place July 1. The Columbia line also contemplates an extension south from its eastern terminus to the Washington Asylum and Congressional Cemetery.

Passenger Travel to the West and South Temporarily Obstructed on the Pennsylvania Railroad by the Storm.

The widespread and unprecedented storm of the past thirty-six hours has caused considerable damage at certain exposed points on the Pennsylvania Railroad, with the result of temporarily delaying the passage of through trains. It will probably take forty-eight hours to repair the damage to the tracks. Passenger trains are not at present running north and west of Harrisburg nor south of Washington, and the sale of tickets to points within this territory is, for the time being, suspended. Trains are running on schedule time between New York and Harrisburg, Baltimore and Washington and to all points on the Schuylkill and New Jersey divisions. Early advice will be given the public through the local papers and by ticket agents of the reopening of the line.

ONE APPOINTMENT.

Lewis E. Parsons, jr., to be District Attorney of Alabama.

One appointment was made by the President to-day—Lewis E. Parsons, jr., of Alabama to be attorney of the United States for the northern and middle districts of Alabama.

Mr. Parsons is a son of the late Governor Parsons, who was the Executive of Alabama in reconstruction days. He is also known as the organizer of the White Man's party of the South, which created such a hubbub recently.

LATE DEPARTMENT NEWS.

The Charleston's Trial.

No official report of the trial of the cruiser Charleston has been received at the Navy Department, and the Naval officers stationed there are wondering why it has not been made. The Charleston is now at San Francisco having changes made in her machinery for another trial trip.

The International Labor Congress.

A dispatch has been received by the State Department from the American Minister at Berne, stating that France and Austria-Hungary have officially notified the Swiss Government of their willingness to take part in the International Labor Protection Congress which is to be held in Berne next September.

No Official Significance.

At the State Department it is believed that the visit of Baron Roustan, the French Minister, to Pensacola, has no official significance. Walker Blaine stated positively to-day that the Minister had gone to visit his brother, who is an officer on board a French man-of-war now lying at Pensacola. The Minister, Mr. Blaine said, had given him this information.

Mr. Wanamaker's Appeal Denied.

Assistant Secretary Tichenor has denied an appeal taken by John Wanamaker from an assessment of 40 per cent ad valorem on such cotton hose imported by him. Mr. Wanamaker claimed that the hose was not fashioned or narrowed by the knitting machine or frame on which they were made and that an inspection of the sample would show that a sewing machine was used in basting up the seams at the ankles, heels and toes.

The Bear Ordered to Behring Sea.

Orders to the commander of the revenue steamer Bear have been sent from the Navy Department. They direct him to sail for Behring Sea immediately on receipt of the orders and to cruise about its waters. The commander is instructed to prevent all illegal seal fishing in the sea. The Bear will have on board supplies for the Point Barrow refuge station.

An Old Practice Abandoned.

The Commissioner of Internal Revenue has recommended that the present method of versification of beer be abandoned, and the Treasury Department has directed the Collector at New York to follow the advice given.

Philadelphia's New Collector.

Mr. Barker, the new Internal Revenue Collector at Philadelphia, was at the Treasury Department yesterday and filed his bond. He will assume the duties of office to-day.

New Bank at Hagerstown.

The Comptroller of the Currency has authorized the Second National Bank of Hagerstown, Md., to begin business with a capital of $100,000.

The Count of Silver Begun.

The count of silver in the Treasury vaults began to-day. The cash account has been completed and balanced.

FEMALE WALKING MATCH.

The score at 2:40 o'clock this afternoon at Kernan's was as follows:

	Miles.	Laps.		Miles.	Laps.
Jeffries	108		Tobias	222	12
Jefferson	59	5	Arnett	130	3
Macbeth	196	18	Roze	216	2
Princess	138	2	Evans	228	8
Killbury	211	15	Fleming	160	13
Blakeley	148	8			

The Baltimore Walk.

BALTIMORE, June 1.—At noon to-day the official score of the international six-day go-as-you-please race at Kernan's Monumental Theatre stood as follows: Elson, 433 miles, 6 laps; Nolan, 420, 8; Horan, 427, 9; Mackey, 285, 13; Sullivan, 413, 2.

Sentenced to Death.

Benjamin Hawkins, convicted of stabbing his wife to death in South Washington, March 14, was this morning sentenced by Judge Bradley to hang August 30.

A Great Attraction.

Mr. Ross Thompson will have many novelities at the Battle of Bell Run this summer. Among the first is "Edison's Perfected Phonograph."

The Girls Forfeit Collateral.

Tobias and Killbury, the young ladies who got into a little feminine fuss at the walking match at Kernan's, last night, forfeited $10 collateral to-day.

Injured by Falling Bricks.

Will Norris, a colored laborer at the annex to the Arlington, was injured this morning by falling bricks.

Returned From Paris.

Senor Don Julio R. Loredo, secretary to the Peru Legation, has returned from the Paris Exposition.

City and Suburban.

Assistant Attorney-General R. A. Havard's resignation, which was tendered some time ago, was accepted yesterday.

Henry A. Willard has resigned the presidency of the Columbia Street Car Company and the company has been reorganized.

Thomas Coderick's ankle was sprained by the horse attached to the coupe he was driving running away in South Washington yesterday.

The suit of Mrs. Sarah J. Howse against the Pennsylvania Railroad for her husband's killing by the cars was decided against her in Alexandria yesterday.

A dispatch from Chicago says that Dr. H. L. Moody, the forger, agreed to come peaceably to Washington. He broke down and cried like a child in court.

Arrangements are being made for the Washington members of the Army of the Potomac to go to the annual reunion at Orange, N. J., on the 12th and 13th of this month.

Dennis Long, while drunk last night, brutally assaulted Isabella Jones, a white woman, knocking her down, kicking her in the face and stabbing her in the leg with a knife. Long escaped, but is well known to the police.

John Hardy and Robert Coleman, two young white men, made it lively yesterday for three police officers, who attempted to arrest them. After a severe struggle the prisoners were landed in the Sixth Precinct Station-house.

Washington Stock Exchange.

Miscellaneous bonds—W. & G. R. R. Co., 108; Masonic Hall Ass'n., 107½; Wash. Market Co., 110; Wash. Market Co., imp. bonds, 6s, 120; Wash. Lt. Infantry, 103; Wash. Lt. Infantry, 2d, 70; W. Gas Light Co. bonds, 125; W. Gas Light Co. bonds, script, 125½.

National Bank Stocks—Bank of Washington, 350; Bank of Republic, 200; Metropolitan, 240; Central, 210; Second, 164; Farmers and Mechanics', 170; Citizens', 155; Columbia, 140.

Railroad Stocks — Washington and Georgetown, —; Metropolitan, 113; Columbia, 39; Capitol and North O Street, 38½.

Insurance Stocks—Firemen's, 41; Franklin, 43; Metropolitan, 75; National Union, 19; Arlington, 170; Corcoran, 62; Columbia, 15½; German American, —; Potomac, —; Riggs, 8½.

Gas and Electric Light Stocks—Washington Gas, 44; Georgetown Gas, 45½; U. S. Electric Light, 86.

Telephone stocks—Chesapeake and Potomac, 87; American Graphophone Co., 28.

Miscellaneous Stocks—Washington Market Co., 16; Washington Brick Machine Co., 255; Great Falls Ice Co., 162½; Bull Run Panorama Co., —; Real Estate Title Insurance Co., 130; Columbia Title Insurance Co., 62; National Safe Deposit Co., 240.

WHAT PEOPLE SAY.

Policeman Frank Mulhall: "You can't expect anything from a hog when he gets under a gate but a grunt."

Mr. A. T. Britton, at the District buildings: "No, I didn't call to see about the inaugural fund surplus, but simply to pay my respects to the new Commissioners."

Otto Werner: "Yes, we sell a great many ham sandwiches at noon. The profit is not great on one, but if they are well made they will sell well. We sell over fifty dozen a day."

Captain Symons at the District Buildings: "Asphalt and Belgian block is used in other cities between the street railroad tracks and I see no reason why this should not be the case here."

A Bladensburg Citizen: "You ought to be out to Bladensburg now. There ain't enough dry ground in the town to make a map of. The water is higher than it has been for years."

Secretary Porter, Electric-Magnetic Company: "I respectfully but firmly decline to say anything on the subject of electricity. There's more in it than is dreampt of in your philosophy."

Lyman S. Sprague, Clarendon clerk: "Here, let up on that rheumatiz business. There's nothing the matter with me. I'm as young and frisky as any man in town, and don't you forget it."

C. M. Bell, photographist: "I don't know whether I'm ready to indorse those new-fangled photograph machines or not. I've got one I gave $15 for that I'll sell for ten, and it's only been used a half dozen times."

Colonel Jo. McKibben: "There is only one trouble to be found with that most delicious of fish, the Potomac shad, and that is, it does not 'run' long enough. That is, I mean it is a season fish, and the season is too short."

Hon. Sampson P. Bailey of Virginia: "I'll bet a summer suit of clothes, or a winter suit if anybody wants to continue it longer, that Postmaster Ross will remain city postmaster for the full term of four years, for which he was commissioned."

John M. Sheffield: "It was some of my neighbors who had me arrested for keeping crowing chickens. These people have made up their minds to make me vacate the premises. I've only got one rooster that I know of and there are several in the neighborhood."

Mr. John T. McEnnis of St. Louis: "I've just seen in New York Henry Moore and Mrs. Norton, who ran away together from St. Louis. I do not think she is the only sinning one in what has caused their separation. No one who knows the two will believe her alone guilty."

Charles Turner of Scheller & Stevens, druggists: "Yes, we sell a great many egg phosphates and much ice cream soda water. We have a new drink called 'crushed violets,' which is supposed to be really the juice of violets. Is it our make? No, it is sold by agents, and has had only a run of a little over a week. It sells very well, too."

A Civil Engineer: "The appropriation for the Potomac flats will be expended this month. Then a freshet may destroy thousands of dollars' worth of the work, which will be a dead loss. The appropriation should be large enough to carry the improvements forward to completion without any stop. Thirty-five to fifty per cent. of the probable expenditure would be saved."

M. A. Jackson, city editor *Two Republics* Mexico: "There are twenty-two daily newspapers in the City of Mexico. The majority of them are antagonistic to Americans, *El Diario del Hogar* and *El Monitor del Pueblo* particularly so. The most prominent Liberal papers are the *National*, *El Monitor Republicano* and *El Partido Liberal*. The Conservative party have two influential organs in *La Voz de Mexico* and *El Tiempo*.

An Uptown Hotel Keeper: "President Harrison is doing more for the hotels of Washington than any of his predecessors in my day. His slow and uncertain action in making appointments keeps the hotels filled with visiting statesmen and hungry patriots waiting for a chance at the public teat. Yes, the hotel and boarding house keepers of the Capital City are for Harrison against all kickers."

A Clerk of the Same Hotel: "What the proprietor said is true, but if President Harrison knew of the amount of 'cuss words' which his slow wielding of the political axe provoked among these same statesmen and patriots, he would be shocked, if not paralyzed, at the great quantity of profanity extant in the ranks of his political bretheren."

Captain J. C. Grannann, publisher of the *International Detective:* "THE CRITIC reported me somewhat inaccurately yesterday about the history of my watch charm. The truth of the story is the mother had three granddaughters and the distance I swam with the four clinging to me was twenty miles. I did not mean to say that we were picked up by a boat, for I reached the shore with my precious load. The ladies were exhausted, but I was as fresh as a daisy."

Employe of the Government Printing Office: "You can hear anything in this office you want to. Some one will start a report that 500 employes are to be discharged, and straightway everybody becomes nervous. Each one wants to know the other's influence and what the chances are for remaining. Now, all these reports are without foundation, and they are started just to create excitement and cause the employes, especially the ladies, needless alarm."

Commodore Sutton of the police boat: "More shad have been up the river this season than ever before. The cause of this was the washing away of the snare net between this city and Alexandria by the spring freshet. There were at least thirty stretched from the shore to the channel, and though the District has a law restricting fishing with nets in the limits for ten years, Virginia and Maryland have no such restrictions. As they are between us and salt water they do much to hurt the sport in the upper waters of the Potomac. It's a pity we don't have a freshet every year."

Joe Williams, Pedestrienne Killbury's trainer: "I would like to meet anybody that weighs 138 pounds for a purse with two-ounce gloves, especially Jimmy Keenan or Buddy Kenny. Both of them claim to be the champion of Maryland, and I would like to fight either of them or anybody else to settle it. I'll fight for a purse with $200 in it, but not any less. I am ready at any time. I fought Jimmy Keenan nine months ago, but I was sick and he bested me. I mean business, and I'm no fake fighter either. It'll be a regular fight, and the best man will get the money. I don't mean any percentage business. The man that whips to take the purse and the other none of it. All or nothing and walk home is the terms that suit me."

Detective S. J. Block: "All the pawnbrokers of Washington will close up four months from to-day; at least that is what they say. The new pawnbrokers' law goes into effect then, and they claim that they can't make enough money to keep up their business on that amount. The rate now is five per cent. a month, which is in excess of reason. The new law only allows them two per cent. on loss than $25 and one per cent. on sums of $25 or more. By this arrangement they get as much for a loan of twenty-four dollars as they would for forty-eight. In some cases their expenses are ten dollars a day, and these people would have to loan nearly a thousand dollars a day to make expenses. There are eight pawnbrokers in town, and the result will probably be that they will take out second-hand dealers' licenses. The police much prefer the pawnbroker system, for the reason that pawnbrokers are required to keep goods for several months before they sell them, while second-hand dealers may sell them within twenty-four hours after they are received. The law regulating the second-hand or junk dealers is vague in one point: whether we may prove either buying or selling or whether we must prove both to make a case. I have been trying for a long time to have a case that is pending in the Criminal Court, taken up so as to test the question and have it settled."

Local Weather Indications.

Fair, no decided change in temperature; northwesterly winds.