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ORIGINAL AND BORROWED.

A train has been put on the Southern Pacific, between Monterey and San Francisco, which will run 125 miles in three hours and twelve minutes, including five stops.

There was on exhibition in Nashville, Tenn., on Friday last a fresh water turtle taken in the Mississippi river which measured four feet from tip to tip, and weighed 160 pounds.

The great storm of Friday, which traversed Pennsylvania, Maryland, Virginia and West Viaginia, exceeds in destruction of lives and property any like occurrence which this country has ever been subjected to. The appalling disaster in Pennsylvania, which in a few hours laid waste the Conemaugh Valley, is as well portrayed in another column,—with the limited amount of news obtainable by us—as possible.

TRYING TO DEFEND BAYARD.

At the dinner which was gotten up to glorify Grover Cleveland Congressman William C. Breckinbridge of Kentucky undertook to defend the shameful foreign policy adopted by Bayard with the approval of Grover Cleveland. Bayard's disgraceful subserviency to England in all things was described in this manner:—

"Under the Administration of Thomas F. Bayard the Republic bore itself in all foreign negotiations as a gentleman, claiming nothing that it was not right to claim and conceding nothing that it was not right to concede. Had his course been met by a Republican Senate in the same spirit we must have closed the Administration not only at peace with all the world, but with no question open for dispute."

Let us bring this statement face to face with cold facts. It is true that the State Department under Bayard made very few claims. It was in the conceding business and had no time to make claims upon England or any other first class power. The one notable exception was the claim it made on poor little Hayti, which was bullied in a way that made the cringing of the State Department in its dealings with Germany and England more conspicuous than it otherwise would have been. The vigorous policy adopted towards Hayti was not intended as a precedent to guide the Department in its relations with other countries, as was shown by the way in which the Samoan difficulty was handled.

So long as Bayard had anything to do with the Samoan question Bismarck felt perfectly safe in carrying things with a high hand. It was only when Bayard retired and Mr. Blaine came upon the stage that the Iron Chancellor began to [illegible] that he had gone too far in [illegible] of brow-beating the Sa[illegible] Under Mr. Blaine's able [illegible] management the Sa[illegible]n, which at one time [illegible]o precipitate a war, [illegible]ttled by Germany con[illegible] this country demanded. [illegible]e seen how Bayard acted [illegible] to Samoa. If he display[illegible] weakness of backbone in his dealing with Germany, how shall we characterize his conduct in the negotiations he carried on with England? The Extradition and Fisheries treaties and the safeguarding of our interests in Behring Sea afforded him a splendid opportunity of displaying statesmanship. How did he avail himself of this? He practically allowed England to run the State Department.

England wanted an extradition treaty that would serve as sort of a supplement to the Coordion Act. Bayard did his best to have such a treaty ratified. England wanted the United States to surrender fishery rights that this country in the days of its weakness was willing to fight for rather than surrender. Bayard zealously co-operated with Joseph Chamberlain when the latter endeavored to have the United States Senate adopt England's views on the fisheries question.

England wanted to get possession of the valuable seal fisheries purchased by us from Russia twenty-two years ago. Bayard had not the audacity to openly advocate the free admission of English ships into Behring Sea. He, however, did all he could to oblige England. He sent an invitation to the different nations inviting them to a conference for the purpose of placing Behring Sea under a sort of international control, thereby invalidating the claim of this country to exclusive jurisdiction in these waters. To thoroughly appreciate this act of Bayard all that it is necessary do is to compare it with the policy adopted by Mr. Blaine, who has let it be known that every English or other foreign ship found in Behring Sea will be seized and confiscated.

It may seem like wasting time to dwell upon the shameful record of a man who is politically dead. But it is well that that record should be kept before the public, as it serves a good purpose, showing, as it does, what may be expected if the Anglo-maniac faction that were behind Cleveland and Bayard should ever get into power.—*N. Y. Irish World.*

ENGLAND NO MODEL FOR US.

HON. THOMAS C. PLATT'S VIEWS OF THE MUGWUMP CIVIL SERVICE HYPOCRISY.

Hon. Thomas C. Platt, in a recent issue of the new *Frank Leslie's Newspaper*, gives his views on the subject of practical politics very freely and fully, and as a man who knows what he is talking about those views will command widespread attention. Mr. Platt does not like the rot and rant of the Mugwumps on the subject of Civil Service Reform, and says so pretty distinctly in these words:—

I am asked to give my views, from the standpoint of practical politics, as to what is known as Civil Service Reform. My answer is that Civil Service Reform, so far as it secures a faithful and efficient Federal officer in the tenure of his office during the term for which he is appointed, is proper and right; that sentimental Civil Service, after the Chinese-British model, is good enough for *doctrinaires* who want to cheat themselves into the belief that they are doing something in the way of reform.

For more than 10 years public attention has been sharply drawn to this question. Ambitious men, who have been unable to obtain a firm grasp upon political organizations, have bitterly denounced the so-called machine which they could not control. Specious theories have been advanced to show the dangers which threaten the people from the political activity of the office-holding class.

Among the first utterances of the Republicans of this State on the British Civil Service was a condemnation of it by the Rochester Convention of 1877.—The platform of that convention exposed the nonsense of supposing that the 5,000,000 people of the State of New York were helpless in the grasp of 7,465 Federal office-holders, including unimportant clerks and unknown subordinates.

The Presidential elections of 1884 and 1888 have since proved how insignificant in determining results is the influence of the Federal office-holders with the great mass of the people. It is manifestly impossible for one Federal office-holder to exert a controlling political influence over hundreds of unwilling citizens.

Indeed, it may seriously be questioned whether the distribution of public offices carries with it any considerable element of political power. The sword that cuts off political heads has a sharp blade and a double edge. Every appointment to office gratifies one to the disappointment of the many. A party out of power is a concrete and manageable mass, in harmony with party policies, earnestly opposed to the party in power, and embittered by its mistakes, stimulated by the rewards of public service, and aggressive at every point. But when the victory is won, and it is found that there are not enough badges of the Legion of Honor to go around, there is often disappointment and apathy that are as disastrous as defeat. This is especially true of a party made up as the Republican party is—largely of men who are capable of filling any official place.

THE ADVOCATES OF THE BRITISH SYSTEM

also contend that a change of officers impairs the efficiency of the service. There is some point and force in this argument, and it might be very emphatic if a clean sweep were made at the outset of every new administration. But the fact is, that where technical service is required changes are made very gradually; the rules that successful men apply to their own business have generally been regarded; thousands of experts, who have shown marked fidelity and efficiency, have been retained for many years in their respective positions. Their tenure is practically a life tenure, but it is made so by that perpetual spur to high and faithful service—the knowledge that they are not independent of the people or their superior officers. Remove this incentive, thereby creating an aristocracy of office-holders, and the whole Government service would be demoralized.—Employees would become insolent and insubordinate, neglectful of their duties—the drones and thistle-down of official life.

As to the great mass of places in our Civil Service, there is no reason why they cannot be quickly and efficiently filled by intelligent men familiar with the rules and routine of ordinary business. There is no royal book-keeping in the departments, no special geography for the Postal Service, no arithmetic and no code of business rules and habits for the sole used of Government employees.

In discussing the objections to the British system of Civil Service, which is sought to be ingrafted upon our own, it must be borne in mind that the world has furnished us, as yet, no system of Civil Service which can safely be taken as a model or a guide. We may attempt to draw parallel lines, but we immediately find obstructions in the way. The English Government is largely a government by birth; ours is wholly a government by election, and for fixed and definite terms. The English masses cannot speak or be heard except in the House of Commons. The English Ministry may be dissolved in an hour by a vote of a want of confidence. A dozen different Cabinets, each standing for distinct and conflicting policies, might be formed during a single session of Parliament. Manifestly, if a change were made in the Civil Service with every change of the Ministry, it would lead to disastrous confusion.

But the American system of Civil Service is surrounded by no such uncertain conditions. The people make the Administration secure in its tenure for four years. If the public officers serve the people faithfully they are likely to receive a vote of confidence and a new lease of power. If they are unfaithful to their trust four years is a very liberal limit to their capacity for mischief.

THE BRITISH SYSTEM BREEDS AN OFFICE-HOLDING ARISTOCRACY.

A further and even stronger objection to the British system is that its tendency is to breed an aristocracy of Federal officer-holders, who will become an oligarchy beyond the reach and control of the popular voice, and will therefore be superior in their positions to officers whose continuance of office depends upon frequent reelections by the people. Under our form of Gavernment the people should be able to make their voice—to make their hand felt upon every office-holder, from the humblest tide-water to the President himself.

Until attempts were made to establish the monarchical, Chinese-British system in this Republic, we had no people who could pretend to be an office-holding class. Every place of profit and honor within the gift of the people was within the reach of every ambitious American youth. To select now one boy out of several hundred of each generation, and install him for life as a Federal office-holder, is unjust and humiliating to the hundreds who are thus crowded and kept out of public recognition and official life and is a fraud upon republican institutions.

Fortunately, the branch of the question I am now discussing is no longer one of theory alone. The experience of the past few years has demonstrated that the *British graft does not flourish in American soil.* Four years of trial of the present law by a Democratic Administration, under high-pressure Civil Service pretensions, has convinced nearly every thoughtful and observing person that the law is either a failure in practice or a fraud in fact. It is widely believed and conceded that the officers selected by the Mugwump Civil Service are not as competent as those chosen in the old way, by appointment through elected political officials. The efficiency and *morale* of nearly every department of the Government have been seriously impaired during the past four years, by appointments to office made through Civil Service rules framed under the Civil Service Law.

MUGWUMP HYPOCRISY.

No feature of our official affairs has done so much as the Mugwump Civil Service has to shake the confidence of the people in the truthfulness, consistency and integrity of high public officials. It has established rules and examinations that practically debar men of experience and sense, while they admit flocks of political parrots who can answere questions which have only the most remote relation to the position they seek. It has swallowed machine politicians of the worst type and removed honest and tried officials, under the pretense that they were "offensive partisans." It has been honest in pretensions but far more dishonest in practice than the frank, representative public service which does not work behind a mask. It has been demonstrated that it can be used as a cloak for favoritism, to shut out those who deserve recognition for services rendered the party which elected the appointing power and, therefore, for services rendered the people. A screen for cowardice and falsehood in high official places is not useful nor ornamental in a government by the people.

Fortunately, the Mugwump Civil Service is not so dangerous as its friends pretend. Its harmfulness lies in the ease with which it can be evaded by favoritism, hypocrisy, and falsehood. It stimulates public lying, but its account with the public shows that, besides badly filling many public offices, it is a pretence and a shadow—a bugaboo to keep back frank and honest ambitions at the gate, and a hole in the rear of the tent to let in jugglers and adventurers.

ANYTHING THAT KILLS INTEREST IN PUBLIC AFFAIRS IS A MENACE.

My final objections to the Mugwump Civil Service are that it is not in harmony with our form of government, and that while it rewards a citizen with one hand its seeks with the other to strip him of that active interest in public affairs which is the privilege of every American citizen and is at the same time the surest shield of republican institutions.

The safety of the Republic lies in the eternal vigilance of the citizen. When men so far forget their obligations to our form of government as to neglect their political duties, the Republic is then in danger. Everything that stimulates, political activity—all appeals to patriotic spirit, the rewards of office, the pride of the party in power in carrying out the policies of the people, even the watchful and sharp criticism of the party out of power, though it have no higher motive than the recovery of public patronage—all tend to make the people appreciative of their rights and duties and watchful of their public officers.

When the people elect a President and Congress they presume that they also elect policies and men of their political faith to carry them out. They expect that all the subordinates of the Federal service will be put in full accord with the new administration. The Government employee is not merely a book-keeper or a clerk. In almost every instance he or his superior officer represents some distinct feature of governmental policy. His service is closely connected with the briefs and opinions that divide the great political parties. For example, the Pension Bureau was established to reward disabled and deserving veterans. Can it be seriously contended that the highest service can be obtained in that department from men who are not in sympathy with the purpose for which that bureau was created?

The officers at every port of entry are charged with the appraisal of imported goods and the collection of duties. Should that delicate service be performed under a Republican Administration by men who believe that a high tariff is unconstitutional and a fraud upon the laboring man?

A like line of reasoning may be applied to almost every branch of the Civil Service, and where it does not apply there can be no satisfactory denial of the claim that the most efficient service cannot be obtained by an Administration except through those who are earnestly in accord with its policy and spirit. Every grave neglect of duty, every dishonesty of a subordinate, is telegraphed from ocean to ocean, and reflects upon the party in power. It is therefore the duty of an administration, to itself and to its party, to be represented so far as practicable in every office, not by political opponents nor political eunuchs, but by men who are on their good behavior who are actively in sympathy with the Administration, jealous of its good name, anxious to make it popular and to perpetuate its power and usefulness, and to that end prompt, efficient, honest, and obliging in the discharge of official duties.

A TERRIBLE ACCIDENT.

SIX MEN CRUSHED TO DEATH BY FALLING WALLS IN DANVILLE, VA.

A dispatch from Danville, Va., says that city was, Thursday, May 30th, the scene of one of the most terrible accidents that ever occurred within its limits. On that day about 2:15 the fire alarm bell commenced tapping, and news began to spread over the city that the large brick factory of James G. Penn, under the course of construction at the corner of Bridge and Calquhoun streets, had been struck by a cyclone and raized to the ground, not one timber being left standing on another. The building was six stories in height and had been completed with the exception of the roof. The wind came from the south-east, and the dozen men at work on the structure had but little warning to make their escape ere the crash came. A white man named E. W. Young, the boss brick-layer, was at work on the fifth floor and jumped from the building to the ground below, sustaining internal injury, and had his shoulder injured; Tom Carter, a colored brick carrier, was on the sixth floor, and as the building separated went through to the cellar and suffered from a wrench in the back. Most of the brick-layers stopped work at 12 o'clock or the loss of life and injury to person would have been much greater.

As it is two persons were killed outright and nine injured, four of whom have since died. In fifteen minutes after the alarm had been given through the city crowds gathered and in a driving rain went to work removing the debris in order to get those out supposed to be under it. After had work the body of Will Young, white, a carpenter, was reached, and when taken out there was bardly a whole bone in his body. His neck was broken and resting on one of his legs, while the body was doubled up in a knot. The loss by the disaster will probably reach $12,000.

A Beltast man does not think so much of object lessons as he once did. He fell the other day, while shingling his barn, but escaped without injury. His son was away at the time, and on his return the old genleman told him about the accident, and, in trying to show just how it happened, fell from the roof, this time breaking a leg.

The growing wheat crop, the Agricultural Department informs the public, is likely to be the largest ever known in the United States, larger than that of 1884, which yielded 513,000,000 bushels, and is the biggest on record.

TO BRING MAHONE TO TERMS.

AN ADDRESS EMBODYING IT SENT TO THE GENERAL BY THE WASHINGTON CONFERENCE—LIKEWISE AN INTERVIEW WITH PRESIDENT HARRISON.

WASHINGTON, May 29.—The conference of anti-Mahone Virginia Republicans which was called for this morning was well attended. At a preliminary meeting held last night speeches were made but no definite action was taken. About 150 Virginians attended the meeting this morning. Speeches were made by ex-Senator Riddleberger, General Groner, C. C. Clarke, Colonel Brady and others. The speakers said that they were willing to compromise and form an alliance with General Mahone, but they were opposed to the recognition given to Mahone by this administration to the exclusion of the other Republican leaders in Virginia. These views were finally formulated in an address and committed to writing. A proposition was made that the address be submitted to General Mahone before it was presented to the President. This was debated at some length, and was finally agreed to. The following is the address to General Mahone which was sent to him this morning:

To General Wm. Mahone, Chairman, etc.:

General,—I am instructed by the organization which I represent to ask you to submit to the committee over which you preside the subjoined suggestion. They are proffered with a sincere desire to ascertain some fair basis on which the Republicans of Virginia can be united against a common foe, and we are willing to sacrifice everything but principal to attain this end. It is proposed that the committee over which you preside shall appoint two aepresentatives to meet two gentlemen similarly selected by that branch of the Virginia Republican party wich I represent, and the four persons so chosen shall be authorized upon disagreement to select a fifth Republican to have voice and vote in their deliberations. Next that the committee so jointly formed shall be empowered to arrange and give notice for Republican meetings throughout Virginia on a date to be agreed upon and all on the same date at which the Republican voters shall be called on to organize their own meetings, elect their chairman and secretary thereof and choose the delegates to a state convention, the time, place, and representatives of such convention having been previously notified to the public by responsible notice from the joint committee. The meeting for the election of delegates to be called in the same way throughout the state, as well as at the same time, that is, either all shall be mass meetings, or all precincts or wards meetings whether in cities, towns or counties. It shall be further agreed and stipulated that the chairman, and secretary elected by such meeting shall certify the delegates elected, and that such certificate shall constitute the credentials of delegates to the temporary organization of the state convention and that the roll shall be made up on such certificates by the joint committee, who shall also have charge of the building in which the state convention is held and admission thereto. And further, that when a state convention so chosen shall have assembled and shall have been called to order by a person selected by the said joint committee, then the convention itself shall elect its own temporary chairman.

These are the leading and essential features of the overtures which I am authorized to submit to your committee, details beneath the foregoing essentials to be left to the decision of our joint representatives. It remains for me to say that this plan of compromise having been acceded to and carried into effect, those for whom I speak will manfully abide the result and will battle earnestly for the nominees of the convention, and the same pledge is expected from those whom your committee represents. Asking prompt transmission of this to your committee and a reply as early as consistent with convenience.

Respectfully yours,

V. D. GRONER, Chairman.

The anti-Mahone Republicans, after forming at the Robit house, marched to the White House in a body and stood in a semi-circle in the east room until the President finished shaking hands with the small crowd of persons assembled there to see him. After the President finished the hand shaking, General V. D. Groner, Colonel J. D. Brady and ex-Governor William E. Cameron were introduced to him. The president told the latter who had been selected as spokesman for the delegation, that on account of his trip to New York this afternoon, he did not have time to listen to any speeches, and preferred that another appointment should be made, when a more private conference could be held. Governor Cameron said that a proposition to General Mahone looking to the unity of the two factions of the Republican party in Virginia had been prepared, and a copy of this he desired the President to read. The President replied that he should be pleased to see the paper. All the members of the delegation were then introduced to the President by name.

On the return from the White House another meeting was held and a letter was sent to the President asking him if he would receive a committee representing the meeting. An answer was received saying that on his return from Brooklyn he would communicate with them. The committee was then appointed and the meeting then adjourned. The committee is: W. F. Mosby, P. O'Conner, E. Wilkerson, Colonel James D. Brady, General V. D. Groner, ex-Governor Cameron, Hon. John F. Lewis, Hon. H. H. Riddleberger, R. B. Berkeley, Major O. E. Hine, Hon. James Eggborn, W. S. Deshield, Hon. Lewis McKinzie, J. Henry Rives, Hon. H. H Libbey, Hon. James A. Frazies, Judge W. Willoughby, S. J. Nichols, W. A. Patlie and Dr. John J. Wise.

THE GREAT FLOOD.

Johnstown's Horror.

6,000 TO 8,000 LIVES LOST

Most Appalling Calamity in American History.

FIRE AND FLOOD CLAIM THEIR VICTIMS.

HIGH WATER IN THE POTOMAC.

THE JAMES, APPOMATTOX, RAPPAHANNOCK AND SHENANDOAH RIVERS OVERFLOW, WITH DAMAGE—OTHER INTERESTING INCIDENTS OF THE GREAT FLOOD.

The great flood which swept through the Conemaugh Valley in Pennsylvania on Friday last, proves to be the most horrible disaster of the kind it has ever been our duty to chronicle. The latest information renders it probable that the bursting of Conemaugh lake and reservoir, to which the calamity was largely due, has resulted in the loss of from 10,000 to 12,000 lives and in the destruction of many millions of dollars' worth of property. Hundreds of people have been left homeless and destitute, and active measures for their relief have already been inaugurated.

Fifteen thousand strangers crowded the scene of the disaster on Sunday, and at this writing six hundred bodies have been collected. Several vandals caught removing jewelry from the dead bodies of women and children along the river were hanged by indignant citizens.

Conemaugh lake and reservoir laid fourteen miles adove Johnstown. It was the property of a number of wealthy gentlemen in Pittsburg, who constituted a corporation called the South Fork Fishing and Hunting Club. The sheet of water was situated in the mountains from 200 to 300 feet above the level of Johnstown, was three miles in length, from one to one and a-quarter miles in width and in some places said to be 100 feet deep. The original lake had been quadrupled in size by artificial means, and was held in check by a dam from 700 to 1,000 feet wide. The dam was 90 feet in thickness at the base, with a height of 110 feet and a breadth of over 20 feet at the top. The great body of water in the lake had been swollen by the continuous rains, and finally swept away the immense dam which had been built to restrain it and rushed in a mighty and irresistible flood upon the country below it, growing in volume and strength as it joined the Conemaugh creek and the already swollen streams along which it poured. The course of the flood led it most of the way through a narrow V-shaped valley. Four miles below the dam and ten miles above Johnstown lay the town of South Fork, at the junction of a small stream with Conemaugh creek. It had a population of about one thousand four hundred. Three miles below South Fork was Mineral Point, a cluster of workingmen's houses about half the size. Neither of these towns was part of Johnstown. Conemaugh, ten miles below the lake and four miles above Johnstown, was the largest village on the creek between the reservoir and Johnstown. It is often spoken of as part of Johnstown Station. The streets of the two towns ran into each other, and the space between the two stations was well built up along the creek. Part of the Cambria Iron and Steel Company's works were at Conemaugh, and five or six thousand of the workingmen and their families lived there.

Between Conemaugh and Johnstown borough was a string of tenements along the river wich was called Woodvale.—Possibly 3,000 workmen lived in them. Further down were Johnstown and its cluster of sister towns, Cambria City and Conemaugh borough, with a total population of about 20,000. Johnstown was in the southwest part of Cambria county, at the forks where Stony creek and Conemaugh creek form the Conemaugh river. It was on the Pennsylvania Railroad, thirty-nine miles southwest of Altoona, and seventy-eight miles east of Pittsburg. The people of the town were the employes of the Cambria Iron and Steel Company, their families and small storekeepers. Three-quarters of the population lived in small frame tenement houses on the flats by the river around the works of the Cambria Company. The Cambria Company owns almost all the land, and the business and professional men and the superintendents of the company lived on the hills away up from the creeks. The creeks become the Conemaugh river right at the end of the town, near where the big stone Pennsylvania Railroad bridge crosses the river.

For more than a year, it is said, there had been fears of a disaster of this character. The foundations of the dam were considered shaky early last spring, and increasing leakages were reported from time to time. The people, it is stated, were warned of the break in time to have made their escape, but the warning was not generally regarded. The water began pouring into Johnstown about one o'clock Friday and the full violence struck it a little later, and not till then was the extent of the danger appreciated. Those who had time fled to the high grounds, but hundreds of people were caught in the flats and were buried beneath falling walls or were washed away in their frail frame houses, which were soon torn to pieces in the fierce tide or wrecked against the railroad bridge, where much of the debris lodged and piled up to a great height.

The most awful culmination of the awful night was the roasting of a hundred or more persons in midflood. The ruin of houses, old buildings and other structures which swept against the railroad bridge caught fire. There were crowds of men, women and children on the wreck, and their screams were soon added to the awful chorus of horror. They were literally roasted on the flood. Soon after the fire burned itself out others were thrown against the mass. There were some fifty people in sight when the ruins suddenly parted, broke up and swept under the bridge into pitchy darkness.

There were three stages or divisions in the fateful course of the disaster—the flood caused by heavy rains, the breaking of a huge lumber boom on Stony creek, and, most destructive of all, the giving way of the Conemaugh lake embankment. The flood due to the storm appears to have been almost at its height at about 1 o'clock on Friday afternoon. Then the lumber boom on Stony creek was torn away, and the enormous mass of logs, hurled down the stream and over the submerged district of the doomed city, tore away houses as though they had been built of cards. While this work of destruction was still going on there came down the valley of Conemaugh creek, almost without warning, a towering mass of rushing water from the burst embankment at Conemaugh lake, which swept with resistless force over the remaining houses and buried them under fathoms of water or carried them at once down the stream.

From Johnstown the flood swept on down the Conemaugh river to Sheridan, Sang Hollow, twelve miles below Johnstown, Nineveh, Lockport and Bolivar, all of which were inundated.

The Potomac river was higher than ever before in the memory of the oldest inhabitant. The Chesapeake and Ohio canal was badly wrecked and buildings at various points were washed away. In Washington city the destruction to property was very great, especially along the water front, where many wharves and buildings were demolished. Travel over the Baltimore and Potomac Railroad at Washington is interrupted, and it was necessary to use boats in order to reach the depot in that city. Many of the business streets were submerged and stores and other buildings damaged.

At Harper's Ferry the flood was very disastrous. The bridge over the Shenandoah was washed away, and the Potomac river bridge at one time was in serious danger. It was saved by holding it down with loaded cars. Three men were drowned at Harper's Ferry. In Frederick and other counties in Maryland the damage to crops and bridges was very great. The Cumberland Valley Railroad bridge, below Williamsport was destroyed. Theodore Wolf, of Williamsport, aged 18, and Joseph Creager, of Leitersburg, aged 80, were drowned.

The floods in the Appomattox river was very disastrous. In Petersburg, Va., the loss by the destruction of bridges and the flooding of houses is estimated at $200,000. Two men were drowned in Petersburg. The James river commenced receding at Lynchburg Saturday morning, and the same day the lower part of Richmond was flooded. Great damage to the crops in the Shenandoah and Rappahannock Valleys is also reported.

Later dispatches say two spans of the Long bridge across the Potomac at Washington, adjoining the Georgetown draw, fell on Monday and were carried away.

PITTSBURG, PA., June 1.—The raging storms that have prevailed through Pennsylvania the past few days have resulted in an appalling loss of life. The scene of a terrible disaster is at Johnstown, Pa., in Gambrea county, on the Baltimore and Ohio railroad and the Conemaugh river. Two and a half miles northeast of the town is a reservoir owned by a rich fishing club. It is the largest reservoir in the United States, being three and and a half miles long and from one to one and a half miles wide. Its depth in some places is 100 feet. It holds more water than any other reservoir, natural or artificial, in the United States. It was held in check by a dam. It is 90 feet in thickness at the base and the height is 110 feet. The top has a breadth of over 20 feet. It was inspected once a month by the Pennsylvania railroad engineers, and their investigation shows that nothing less than some convulsion of nature would tear the barrier away and loosen the weapon of death. The steady rains of the past twenty-four hours increased the volume of water in all the mountain streams which were already swelled by the lesser rains early in the week.

THE NATURE OF A CLOUD-BURST.

From the best information obtainable at this time it is evident that something in the nature of a cloud-burst must have been the culmination of the struggle of water against the embankment. The difficulty of obtaining definite information added tremendously to the excitement and apprehension. The course of the torrent from the broken dam at the foot of the lake to Johnstown is almost eighteen miles, and with the exception of at one point the water passed through a narrow V shaped valley. Four miles below the dam lay the town of South Fork, where the South Fork itself empties into Conemaugh river.

FEARFUL LOSS OF LIFE.

The town contained about 2,000 inhabitants. It has not been heard from, but it is said that four-fifths of it has been swept away. Four miles further down, on the Conemaugh river, was the town of Mineral Point. It had 800 inhabitants, and 90 per cent. of the houses were on a flat close to the river. It seems impossible at this time to hope that any of them have escaped. Six miles further down was the town of Conemaugh, and here alone was there a topographical possibility of the spreading of the flood and the breaking of its force. It contained 2,500 inhabitants, and must be almost devastated. Woodvale, with 2,000 people, lay a mile below Conemaugh in a flat, and one mile further down were Johnstown and its cluster of sister towns, Cambria and Conemaughborough, with a total population of 30,000, on made ground.

FOUR THOUSAND LIVES LOST.

It is thought that as many as four thousand lives are lost. At the river's verge were the extensive iron-works of the Cambria Iron and Steel Company, which have $5,000,000 invested in their plant. Besides these there are many other large industrial establishments on the bank of the river, the damage to which cannot be estimated.

A dispatch from New Florence says the country people are coming into the news centers in large numbers, telling stories of disasters all along the river banks in secluded places. John McCartney, a carpenter, who lives at Johnstown, left that place about half-past four yesterday, says the scene was undiscribable.

The people of Johnstown had been warned early in the morning to move to the highlands, but they did not heed the warning, although it was repeated a number of times up to 1 o'clock, when the water poured into Cinder street several feet deep. Then the houses began rocking to and fro, and finally the force of the current carried buildings across streets and vacant lots and dashed them against each other, breaking them into fragments.

These buildings were freighted with the poor wretches who so shortly before had laughed at the cry of danger. In some cases as many as fifteen people euld be counted clinging to a single building.

It is said to be next to impossible to get to Johnstown proper to-day in any manner except by row-boats. The roads are cut up so that even the countrymen refused to travel over them in their roughest vehicles. The only hope is to get within about three miles of Johnstown by a special train or by a hand-car.

PITTSBURG, PA., June 1.—Reports from all along the Kiskiminetas river into which the Conemaugh empties are most distressing. The river near Saltzburg is filled with wreckage. The volume of water is unprecedented. The iron bridge connecting Blairsville with Blairsville intersection has been carried away and with it a train of heavily loaded cars standing on the bridge to hold it in place. This was the largest and strongest bridge on the West Pennsylvania railroad. All towns in the Kiskiminetas valley are more or less flooded. Among them are Livermore, Saltzburg, Appolo, Leechburg and Avenmore, having populations from 8,000 to 10,000 each. Coketown is reported completely submerged.

GREENSBURG, PA., June 1.—The first section of the day express which passed here at 9 o'clock was lying between Sang Hollow and Johnstown yesterday afternoon when the water came down, and the flood cut one of the cars, containing about fifty or sixty passengers, loose and it was carried away and it is supposed the passengers have perished. A few of the occupants of the other cars may have escaped, but it is doubtful.

DUBOIS, PA., June 1.—The heaviest floods in this section occurred Thursday and yesterday. The rain came down in torrents, without intermission, until yesterday noon. The low-lying parts of the First Ward were entirely submerged, while small out-buildings, in many cases floated away.

WASHINGTON, June 3.—The flood here has subsided. The loss to property all along the wharves in Washington and Georgetown and in the business portions of the city which was submerged all day yesterday is incalculable, but will probably reach one million dollars.

Many poor people living in the submerged portions of the city lost everything they had. The draw on the Virginia side of the Long bridge, together with one span of the bridge, were carried away early this morning by the rushing but rapidly falling waters of the Potomac, and thus all railroad communication with the south is cut off.

Railroad communication with the West is also interrupted and no western mails have been received at the post-office since Saturday morning. Western and southwestern mails are expected to-night *via* Buffalo and New York, and thence to Washington over the Baltimore and Ohio railroad. From the South along the Alexandria, Fredericksburg and Richmond and the Virginia Midland roads come reports of the destruction of bridges and washouts that will put a stop to all travel and traffic south for a week. The Western Union telegraph wires are broken and the service south and west badly crippled.

RICHMOND, VA., June 3.—The river here is rapidly falling and by night will be in the banks of the river. The damage here has been very considerable in the way of damaged goods, mud, &c. In the inundated districts no one person however, has sustained any great loss. The reports from all portions of the State indicate that the railroads have been heavy losers. Bridges have been swept away, arches and other masonry wrenched out of place, and washouts have occurred at innumerable places.

So far as heard from the losses at Fredericksburg and vicinity seem to have been the heaviest in the State. They are placed at five millions, but it is believed when the waters recede and the excitement passes away those figures will shrink considerably.

PETERSBURG, VA., June 3.—Not within the memory of the oldest inhabitant has Petersburg been visited by a flood as fierce and destructive as that which surprised it on Saturday. From the very heavy rainfall on Friday it was to be expected, of course, that there would be considerable of a freshet, but all anticipations were surpassed by the reality. Such a volume of turbulent waters has not rushed down the Appomattox within a half century, at least. The big flood of March 9, 1851, was as nothing compared to it, either in the area covered or in the damage inflicted upon property.

JOHNSTOWN, PA., June 3.—A [illegible] five cars came in from Cumb[illegible] this morning, loaded wit[illegible] thirty men to help cl[illegible] The general under[illegible] work, and about s[illegible] on the station pl[illegible]

A report of [illegible] drowning of [illegible] purened b[illegible] damper ex[illegible]

When Johnstown was reached every one was anxious to get to work to assist in the work of rescue. A party was made up and started for the lower part of the town. Their path was covered with trees, rocks, fences, parts of houses and every imaginable thing. When the lower part of the town was reached the scene presented was beyond description. Half has not yet been told, nor never will be, as to the extent of all the wreck. From the Pennsylvania railroad to Main street there is nothing standing but a stone church and large brick school house. The Mansion house is gone, and over one hundred people perished there. From the Baltimore and Ohio depot you can see for blocks in every direction, and between the depot and this point there is standing only a part of the Morrell block and two small brick offices, that were protected by the Morrell building. The town was at rest early in the morning. Everyone was thoroughly exhausted with the terrible strain and work of the last two days and nights. The town is under martial law and everyone who goes about the place is challenged and required to give an account of himself. The water has subsided to a great extent, and the streets in the main part of the town are free from water. The falling water has laid bare the terrible work of the flood, and the full extent of the disaster is only being ascertained now. The streets are one reeking foul smelling mass of wood and debris, and the work of seeking for bodies has only fairly begun. The latest estimates put the loss of life at from 10,000 to 12,000. It is is impossible to get a correct account of the number lost. Everyone is so tired out and overcome by the disaster as to be merely unable to give any accurate details or figures. The work of identifying the dead goes on very slowly, and comparatively few so far have been identified.

Fifteen minutes before the flood came, Mr. Decker, the Pennsylvania railroad agent, read me a telegram he had just received, saying: "The South Fork has broken." As soon as they heard this, the people in the station, numbering about six hundred, made a rush for the hill. I certainly think I saw one thousand bodies go over the bridge. The first house that came down struck the bridge, and at once took fire, and as fast as the others came down they were consumed. I believe I am safe in saying that I saw one thousand bodies burn. It reminded me of a lot of flies on fly paper, each one struggling to get away, with no hope and no chance to save them. I have no idea that had the bridge been blown up the loss of life would have been any less. They would have floated a little further with the same certainty of death. Then again, it was impossible for anyone to have reached the bridge in order to blow it up, for the waters came so fast that no one could have done it. I saw fifteen to eighteen bodies go over the bridge at the same time.

From under the large school house 124 bodies were taken last night and to-day, and in every corner and place bodies are being found, and are being buried as fast as possible. The necessity for speedy burial is becoming manifest, as the stench arising from the bodies is sickening. A number of bodies have been found with bullet holes in them, showing conclusively that in their maddening fright suicide was resorted to by many.

FREDERICK, Md., June 3.—The flood in the Potomac river has subsided and the waters are again flowing quietly on in their regular channel along its entire course. The evidences of the ruin and general desolation wrought by its terrible destructive power during the past few days from Point of Rocks to Harper's Ferry can now be fully seen. Today the people to whom the flood was more merciful than to others once again entered their homes, and in an almost heartless way began the work of restoring them to a habitable condition. Many found upon crossing their threshholds that the task of beginning life anew as far as the accumulation of material comforts and necessaries was concerned was again before them. The majority had lost nearly their all, and that which remained was in either such a ruined or filthy condition as to be almost worthless. But for the relief from the surrounding country many would actually be suffering the pangs of starvation.

DESTRUCTION AT HARPER'S FERRY

At Point of Rocks, Berlin and Harper's Ferry assistance will be needed by many for some days to come. At Harper's Ferry today the scene of ruin and wreck presented was a most pitiful one. The town was just beginning to feel once more that it had about fully recovered from the effects of the war and was on the road to prosperity when this last blow came, and now there seems to be but few hearts stout enough to put forth any renewed efforts. From one end of Shenandoah street to the other but little could be seen but damaged buildings and thick mud. When the flood was at its highest the water stood in the street to a depth of between 10 and 20 feet, and nearly every resident suffered more or less. Two houses one owned by James Steadman, and the other by Thomas Burley, at the corner of Shenandoah and Bridge streets, were carried away. The loss sustained will aggregate, including paper mills, at least $50,000 or $70,000. Only one span of the London bridge across the Shenandoah river remains standing. The wagon-way at the side of the B. & O. iron bridge over the Potomac was considerably damaged in many places by buildings, trees, logs, &c., striking against it, but the section through which the trains pass is intact and safe for travel.

HAVOC AT SANDY HOOK.

At Sandy Hook most of the railroad sidings were washed out and carried bodily a considerable distance. Iron rails could be seen in all directions, broken in half or twisted into every conceivable shape. The loss to the railroad at this point will probably amount to $150,00, while that sustained by the canal company, in the loss of buildings, will reach an aggregate of fully $100,000.

AT POINT OF ROCKS.

At Point of Rocks Messrs. Hickman & Wright suffer a loss of about $5,000. They had started their goods in two large gondola cars, in the hope of saving them, but the water came up so rapidly that both cars were toppled over on their sides and the entire stock lost. The completion of the new bridge over the Potomac at this place will now be delayed at least three months. It was finished several days ago and was to have been delivered to the bridge company by the contractors on Saturday. Their loss will amount to between $10,000 and $15,000.

FREDERICK COUNTY'S LOSS.

The loss to Frederick county, Md., in the destruction of bridges and roads alone, it is now believed, will amount to between $100,000 and $150,000. It was learned this afternoon that one of the reservoirs from which the water supply of Frederick [illegible] furnished was also badly injured.

LYNCHBURG, VA., June 3.—[illegible] almost isolated from the [illegible] damage by the flood [illegible] light. It will [illegible] in the agg[illegible] height [illegible]