

THE PENNSYLVANIA HORROR.

JOHNSTOWN, Pa., June 9.—The progress of the work at Stonebridge to-day was more satisfactory. More was accomplished in removing the debris than in any three other days. A stationary engine on the bridge did more work than 50 men. A huge mass of broken and bent iron, immense timbers that men were trying to move for days were lifted from their places and moved with ease. The large force of men heretofore employed at this point, has been taken to other points. A small force with the aid of the engine is doing more efficient work. A heavy charge of dynamite was put off to-day. It did a great deal of good, demonstrating that heavy charges must be used. Three bodies were found lying close together, to-day, near Stonebridge. Ten or twelve were found in that vicinity.

At Cambria a vast amount of provisions and clothing was distributed. Long lines of sufferers stood in the rain waiting their turns. No one without an order received anything. Every department is under the strictest discipline. Most excellent work is being done. The hurried burial of the dead in the cemetery at Prospect Hill is causing the residents of that beautiful suburb a great deal of anxiety. The bodies are placed in cheap coffins, none of them secure; the odor from the decomposed bodies rises to the surface and attracts dogs howling and pawing over the graves. The coffins are only put three feet under the ground, as there is not time to dig the graves deeper. It has been found necessary to place guards in the cemetery to drive the dogs away.

Thirty-five bodies were recovered to-day—11 at Stonebridge. Those taken from the water were in a much better condition than those found among the debris. The latter were horribly bloated and distorted in feature; decomposition had set in. The bodies are now almost beyond recognition.

1,889 BODIES RECOVERED.

An official report gives the total number recovered 1,889.

An official bulletin of the state board of health to-day says no contagious disease prevails. There are a few cases of a mild type of measles. No signs of an epidemic are manifest. The air continues pure and wholesome; the water is pure. The bodies still in the wreck are covered with earth and are not dangerous to health. J. N. Menden, in charge of the removal of bodies from the ruins, says up to date they found over \$6,000 in money in the pockets of victims. The largest sum was \$3,114. He states that the robbing of stores and dead bodies still continues.

The debris of the raft on the eastern side, near the bridge, was fired to-night. This means that a number of bodies must be burned. The fire is burning slowly; no authority was given for the measure. General Hastings did not care to talk of it.

BOSTON, June 4.—The legislature to-day amended the Johnstown Relief Bill and made the amount for the sufferers \$30,000.

PHILADELPHIA, June 4.—The subscriptions up to this evening to the various funds in this city for the relief of the sufferers by the floods in the State aggregate over half a million dollars.

HARRISBURG, Pa., June 4.—The mayor of Williamsport telegraphs to Governor Beaver, asking for aid for thousands of homeless people in that city. He states that the loss there on lumber alone is over \$5,000,000. The Governor has promised to send money and provisions.

SARATOGA, June 4.—\$2,000 were raised in ten minutes to-night for the Johnstown sufferers.

POUGHKEPSIE, June 4.—\$1,638 has been sent the Johnstown sufferers and as much more has been subscribed.

PHILADELPHIA, June 3.—The Pennsylvania Railway has donated \$30,000 and the directors individually \$5,000 for the relief of the flood sufferers at Johnstown and elsewhere. The Reading Railway has subscribed \$10,000 and the Cambria Iron Company \$20,000. A citizens' relief fund has been started. Drexel Morgan & Co. have contributed to it \$10,000. The fund already amounts to \$150,000.

NEW YORK, June 3.—The *Mail and Express* to-day contributed \$5,000 to a Johnstown relief fund. Mrs. W. H. Vanderbilt gave \$3,000, Mrs. Elliott F. Shepard \$2,000, and Mrs. Wm. D. Sloane \$2,000. Other subscriptions were received swelling the

fund to about \$13,000. The Maritime Exchange to-day raised over \$3,400. It took but a few minutes for the well known citizens invited this afternoon to the City Hall by Mayor Grant to subscribe nearly \$55,000 for the flood sufferers. Isidore Wormser announced that the Stock Exchange had raised \$15,000. Alex. E. Orr announced that his exchange had \$10,000 ready.

JOHNSTOWN, June 11.—The debris of the raft on the eastern side near the bridge was fired last night. This means that a number of bodies must have been burned. The fire is burning slowly. No authority was given for the measure.

JOHNSTOWN, Pa., June 11.—This is the last day for clearing away the effects of flood by the civil authorities; to-morrow the State takes hold of the stupendous work of restoring the valley to its condition before the flood, and all the work done after to-day will be under the supervision of Adjutant General Hastings. Constant rain is again present this morning. Were it not for the valuable aid of the rain in keeping the river full and cooling the atmosphere the work of clearing away the wreckage and searching for bodies would have been much greater. Even as it is the fumes arising from the decomposing bodies of persons and animals are most offensive and at times almost overpowering. The horror of the situation has not diminished but rather grows. Search for the dead continues and in all sections and directions the dead are being found.

Fifty cases of Boots and Shoes just arrived; the assortment is complete. Prices are guaranteed to be lower than the lowest. R. B. Belyea & Co.'s.

SEATTLE DEVASTATED BY FIRE

SEATTLE, W. T., June 7.—A tempest of flames swept away the entire business portion of this city, incurring a loss of a million of dollars and rendering penniless and homeless hundreds of people. The flames burst forth in a building on Madison and Front streets, and spread with such appalling rapidity and such resistless fury that there stands but a single large business house in the whole business part of the city. The magnificent Occidental Hotel, the San Francisco store, Union block, Ponca block, Heeler Leary building, Post Intelligencer building, and indeed the whole line of business buildings bounded by Seneca street on the north and the water front on the south and east has been laid waste by the furious element. The flames passed down the front of the street to the Occidental hotel, destroying the block on both sides of the street, and destroying all that lower portion of the city tributary to Commercial street. A detailed sketch of the disaster cannot at this time be given. A record of the losses would include every business man of prominence in town. It is one frightful calamity from which few have escaped, and from which these few who remain may not hope to escape. Of course tremendous efforts were made by the fire department poorly supplied with apparatus to stay the progress of the flames. Of course all the citizens made common cause with the firemen in a hopeless fight, and struggled with might and main for the salvation of the city. There were many others, too, whose first thought was to save their individual possessions, and the streets were soon crowded and in many places blocked with teams loaded with valuables of every description seeking places of safety on the hills. Hundreds of men were at work disgorging the many business buildings of their contents and loading them into wagons, in many instances procured at enormous price, and sending them through choked thoroughfares. No description can be made of the scene. Everybody was excited and many frenzied. At four o'clock the fire was under control. The entire business portion was in ruins, not a building west of Second and South Fourth streets nor South University street left standing. The loss is now conceded by the most conservative to be not less than sixteen millions. Port Townsend and Olympia firemen arrived before midnight, but too late to do any work. Hundreds of people without lodgings are sleeping on the ground. The city is under martial law, guarded by three militia companies and a special committee of 200 citizens. About 100 thieves were arrested. There were few casualties. There are authentic reports of only two death—victims' names unknown. Several merchants have already ordered stocks of goods. Contracts

have been let for material for several brick blocks, and people are confident that the town will be rebuilt. The *Post Intelligencer*, which was burned out, is getting out a ten column edition in a private house. Telegrams conveying offers of assistance have been received from all the cities on the coast.

The burned district, comprising 64 acres, now presents the aspect of a huge oven, of burning coals and threatens even further destruction.

The whole business portion of the city was destroyed by fire. Mr. Wallis, manager of the Pacific postal and Canadian Pacific telegraphs, wires that he saved his telegraph instruments and opened for business on the street within 20 minutes after being roasted out of the old office.

It is estimated that the total loss by fire, in buildings alone is, \$10,000,000; the personal losses will probably reach \$20,000. It is thought many persons must have perished in the flames. Giant powder was used to blow up buildings in the hope of staying the progress of the flames, but to no effect. It is reported two men were lynched for stealing.

SAN FRANCISCO, Cal., June 7.—The burned district of Seattle covers 31 blocks and comprises the business portion of the city, the resident portion having escaped. From official figures furnished by local and foreign insurance companies to coast review newspapers, the property loss will be \$7,000,000. The loss is partly covered by insurance amounting to \$2,230,000.

PORTLAND, Oregon, June 7.—Late despatches from Seattle state that the loss from the fire there yesterday will not fall short of \$10,000,000. It is estimated that the total insurance reaches from \$1,000,000, to \$4,000,000.

Already, in many places, workmen have begun to grade and clean up lots preparatory to building. Many merchants have secured quarters in the resident portion of the city and will open in the morning with the remnants of their stock. The city is quiet and everybody is hopeful.

SEATTLE, W. T., June 11.—The town is rapidly quieting down through the vigorous measures taken to maintain order. Still, families are living in tents. It is generally believed not more than five persons perished. Suffering has been alleviated by the arrival of bounteous supplies. The bank vaults have been opened and the contents found uninjured.

Be sure and call at R. B. Porter & Co.'s this week and see their new dress materials. They have marked them at astonishing low prices. The sale is going on.

Some Memorable Inundations.

The calamity which has befallen the Conemaugh valley naturally recalls other disasters by inundation. Some of the most destructive have been the result of the sea invading and submerging the land. An inundation of this kind occurred in the year 353 in Cheshire, England, by which 3,000 persons and innumerable cattle perished. Another of the most awful of destructive floods occurred in Dort, Holland, in the year 1421. It was caused by the breaking of the dykes along the river Meuse, and drowned 10,000 persons in Dort, and more than 100,000 in Dollart, in Friesland and in Zealand.

In the year 1530 occurred the still more awful inundation in Holland caused by the failure of the sea dykes, at which time 400,000 persons were drowned. And in 1617, at Catalonia, 50,000 persons were drowned by a flood.

Among the most memorable floods of the present century have been the following:

Larca, Spain, was destroyed in 1802 by the bursting of a reservoir, and 1,000 persons drowned. There was a dreadful flood in Austria and Poland in 1813, by which 10,000 persons perished. In 1830, at Vienna, the dwellings of 50,000 people were laid under water. In 1833 no fewer than 10,000 houses were swept away and 1,000 persons drowned at Canton, while equal destruction was caused in the cities of China. Awful and destructive inundations occurred in France in 1840, 1846, 1856, 1875; in Italy, in 1879; in India, in 1876; in Hungary, in 1879, and less destructive floods in England in various years.

An instance of the more recent terrible destruction of human life by water occurred in Java along Sunda strait at the time of the quake and volcanic eruption and tidal wave of 1883, at which time 40,000 persons perished. More awful still was the destruction in China in 1887 by the Yellow River over-

flowing and changing its course to the sea. Some 10,000 square miles of populous territory were flooded, 3,000,000 persons rendered homeless and 500,000 to 750,000 drowned. —*Telegraph*.

Ladies send in your orders for samples of New Dress Goods—Styles Quality and Price sure to please—to R. B. Belyea & Co.'s.

Canada's Relations with the States.

ST. PAUL, June 10.—The senate committee on relations with Canada are in the city. Senator Hoar, chairman of the committee expressed himself as follows about their work: "We have visited San Francisco and all Canadian points. From there we went up to Portland, Seattle, Tacoma, and other points, investigating as we went. At every place we held meetings and took testimony that was freely volunteered on commercial relations with Canada. Of course, we have nothing to do with any prospects for closer relations, politically speaking, but we are anxious to find out the sentiment of the country on closer commercial relations. Legislation must be enacted next session on the subject. For the purpose of obtaining information that will serve as a guide in framing such legislation we are taking this trip. Everywhere along the route we have been met with an expressed desire for closer relations. The international railway systems are becoming so complicated that some arrangement is necessary to prevent any clash of interests between the two countries."

Gents' Straw Hats, Celluloid Collars and Cuffs, in all the newest shapes, at R. B. Belyea & Co.'s.

Reformation.

The *Sun* thus refers to recent appointments to the Senate of Canada, as indicating a reform in that body:—

Of late Sir John Macdonald has been showing a disposition to strengthen the senate by calling thereto the most successful and intelligent business men in the leading cities. Senator Sanford of Hamilton, appointed a few years ago, is perhaps the most extensive clothing dealer in Canada. Senator John Macdonald of Toronto, appointed still later, is the head of the foremost dry goods house in the Dominion, and one of the most enlightened of Canada's mercantile men. Senator Drummond of Montreal, is the leading spirit of the board of trade in his city, and is probably foremost among its handlers of merchandise. He was called to the upper house contemporaneously with one of the best known French-speaking business men in the Province. And now we have the appointment of Mr. Edward Murphy, who came to this country a poor boy, and by his own ability and high character has come to be a partner in one of the largest hardware houses in America. This latest nomination is commended no less warmly by the grit journals than by the press supporting the government. Mr. Murphy has a reputation as a director of charities and a promoter of moral reforms, which makes his appointment popular with the masses, while his business knowledge and standing commend it to the commercial classes.

Job lot of Ladies' Kid Button Boots at half price, at R. B. Belyea & Co.'s.

A Wonderful Machine.

John G. Williams, of New York, has invented a machine by which he claims that large packages of mail and even cars containing passengers can be whisked from New York to Boston, a distance of 230 miles, in less than an hour. This would be equal to a speed of four miles per minute. The machine consists of a magnetic car, hanging from a single rail, where it follows a streak of electricity. With one-horse power it is said that one ton can thus be transported a distance of 1,440 miles a day at a cost of 30 cents. This in mail matter would represent some 2,880,000 letters, and by this system packages if mail could be sent off every five minutes of necessary, thus preventing large accumulations. The single track is to be carried on tipods some distance above the ground, and the car will pass through coils of insulated wire at intervals. Boston Scientists, before whom the machine was tried, say it is a success.

Read R. B. Porter & Co.'s advertisement in to-day's issue.