

VOLUME XXV---NO. 249.--EIGHT PAGES.

LANCASTER, PA., SATURDAY, JUNE 8, 1889.

THE BLAME IS FIXED. **NEGSIGENCE OF THE SOUTH FORK FISHING**

CLUB CAUSES THE DISASTER.

THE CORONER CONCLUDES THE INQUEST

Dr. Buller Contributes Fifty Barrels of Disinfectant-He Loses Thirty Relatives By the Flood-Many People Clamor for bread-The Dam Examined By Engineers.

JOHNSTOWN, June 8. - The coroner's jury that was in sersion yesto; day at Nineveh terminated its labors in the afternoon. The verdict has been fully prepared and only lacks signatures. It is understood that the jury, after reviewing at length the successive breaks and careless repairs on the dam in past ywars, declare the executive committee of the South Fork Fishing club guilty of gross, if not triminal, negligence. To-day at Johnstown opened with heavy rain and an early morning thunder storm. The hillside streams were filled to

the braks and everything was dripping. Dr. H. Buller brought with him fifty b'greels more of his disinfectant. Dr. Buller was a former resident of Johnstown and lost thirty relatives in the flood, among them three brothers-in-law, three uncles and two aunts.

From Belivar to Johnstown the side tracks of the Pennsylvania railroad are filled with cars loaded with lumber, furniture and goods and wares of all descriptions for the sufferers.

At the Cambria iron company's works 900 men are at work, and it is thought the works will start in three weeks.

The men under Booth and Flynn are doing most excellent work, but the laborers working at the Cambria iron works and on the Pennsylvania railroad seem to be making more rapid progress. This is no doubt for the reason that these men are more used to this kind of work. About ten o'clock the rain was over and the sun came out with its fierce June heat,

Arthur Kirk has fired a number of charges of dynamite during the day and each time with good effect. The channels through the bridge are almost clear of debris and each charge of dynamite has loosened quantities of wreckage.

Judge Advocate Rogers, of General Beomer's staff, this morning decided an important question which arose by the scovery of forty bottles of whisky in a building on Main street. Gen. Hastings was disposed to confiscate as guard, according to a section in the military code which prohibited the sale of liquor within the limits of a military camp. Judge advocate Rogers ruled that it was private property and a licensed dealer had a right to sell liquor. Besides it was not a military camp, but a posse comitatus; the militiamen do post duty. Last eve-ning employes of Lutz & Son unearthed ten barrels of beer from the cellar of a building on Main street. The driver was bringing his capture away when Mayor Saml. Hastings arrested him. Gen. Hasenig knocked in the head of a barrel and let the beer run into the street. Under orders it was all destroyed, "You will be paid for the beer," said Gen. Hastings to the

vais to keep them back and preserve the lines, and sentries march up and down the entire length of the station challenging the entire length of the station challenging the approach of any one who desires to pass along the platform. For a distance of about two hundred feet to the railroad signal tower are piled barrels of flour, boxes of provisions, and supplies of all descriptions. Under the shed of the station an incongruous collection of cloth-ing is being arranged to allow of con-venient distribution. While they waited for the signal to commence eperations, a guard entered into conversation with a woman in the line. She was evi-dently telling a story of distress, for the guard looked about hastily to a spot where canned meats and bread were located and made a movement as if to obtain a supply for the woman, but the eyes of brother sol-diers and a superior officer were upon him and he again assumed his position. It is and he again assumed his position. It is said to be not unusual for the soldiers, under cover of dusk, to overstep their duty

in order to serve some applicant who, through age or lack of physical strength, is poorly equipped to bear the strain. All sorts of provisions are asked for. One woman asks boldly for ham, canned chicken, vegetables and flour. Another approaches timidly and would be glad to have a few loaves of bread and a little coffice.

Before complete system was introduced complaint was made of discrimination by those dealing out supplies, but under the present order of things the endeavor is made to treat everybody impartially. Pro-visions are given out in order, so that imposition is avoided.

Imposition is avoided. A big distributing point for clothing is at the Baltimore & Ohio railroad station, in the Fourth ward, known as Harpville, on the east bank of the Stony creek. All about the station are boxes, empty and full, active of the station are boxes, empty and full, scattered in confusion, and around and about these crowds are clustered as best they can. A big policeman stands upon a raised platform made of small boxes, and as be is supplied with goods from the station he throws about in the crowds socks, shoes, dresses, shirts, pantaloons, etc., guessing as rapidly as possible at pro-portion and speedily getting rid of his bundle.

MANY PERSONS STARVING.

"We are actually starving here for bread, " said William Duncan, of the Re lief committee. "We are out of it at 4 yesterday afternoon, and have not had any since. I understand S. S. Marvin shipped one car yesterday, but it has not been received. I think the papers are to

never got wet. The danger continued three-quarters of an hour, and no tongue can de-scribe the tempost. At 6 o'clock I was taken to the house of Train Dispatcher J. G. Walkingshaw, who cared for as many as could pack into his house. "With me there were: Miss Margaret Ely, of Madison, N. J.; Mrs. Sanzey and baby, Chicago: G. F. Griffith, Com. N. and N. Y. T. Co., 40 North river pier, New York, and the porter, William Woodger-all that were saved out of the three Pull-man sleepers.

man sleepers. "On Wednesday morning Miss Stinson's body was found at Lockport, eighteen miles below where she was caught by the flood. Mr. Shick's body has not been recovered.

THE DAM EXAMINED. Mr. A. M. Wellington, with F. P. Burt, resociate editor of the *Engineering News*, of New York, has just completed an examina-tion of the dam which caused the great dis-ster here. Mr. Wellington states that the dam in every respect was of very poor, inferior construction, and of a kind wholy unwarranted by good engineering practices of 30 years ago. Both the original and re-constructed dams were of earth only, with no heart wall, but only riprapped on the sinder in minuted and watered layers, which still show distinctly in the wrecked dam, the new end greatly added to its stability, but it was to all appearance simply damped in the an ordinary railroad fill, or, if ram-med, shows no evidence of good effect from it. Much of the old part is standing in fact, while adjacent parts of the new work are wholly carried of. There was no central wholy carried of masony either in the investigation. It has been the invari-ption is a single other the other in building. The advecting in the other in building in the sing of the other in any other part of the function of the other in any other part of the function of states of over fifty feet high which THE DAM EXAMINED.

It is doubtful if there is a single other dam or reservoir in any other part of the United States of over fifty feet high which lacks this central wall. The reconstructed dam also bears the mark of great ignorance or carclessness in having been made nearly two feet lower in the middle than at the ends. It should rather have crowned in the middle, which would have concentrated the overflow, if it should occur, at the ends instead of in the centre. Had the break began at the ends the cut of the water began at the ends the cut of the water would have been so gradual that little or no harm might have resulted. Had the dam been at once cut at the ends,

no harm might have resulted. Had the dam been at once cut at the ends, when the water began running over the centre, the sudden breaking would have been at least greatly diminished—possibly prolonged so that little harm would have resulted. The crest of the old dam had not been raised in the reconstruction of 1881. The old overflow channel through the rock still remains, but, owing to the sag of the crest in the middle of the dam, only 5] feet of water in it, instead of seven feet, was necessary to run water over the crest. And the rock spillway, narrow at best, had been further contracted by a close grating to pre-vent the escape of fish, capped by a good-sized timber and in some slight degree also by a treate foot bridge. The original dis-charge pipes at the foot of the dam had been permanently closed when recon-structed, and this, while a minor matter, compared to the others mentioned, further reduced the possible rate of maximum discharge. The net effect of all these differences of condition was that the dam, as it stood,

The net effect of all these differences of condition was that the dam, as it stood, was not much safer against excessive flood, apart from its inferior construction, than the original dam would have been with a crest only 3[†] to four feet high above the bottom of rock spillway, instead of seven feet. It is impossible to say if the rip-rap-ping of the new part of the dam was as good as the old or not, since it has been wholly carried away. A large amount of the old rip-rapping and slope wall still re-mains intact and is of excellent quality. It does not appear that there was any great

mains intact and is of excellent quality. It does not appear that there was any great amount of leakage through the dam before it broke. Destruction came from water flowing over the top. Mr. Wellington said that no engineer of known and good standing for such work could possibly have been engaged on it, since, in the particulars mentioned, it vio-lated the most elementary and universally understood requirements of good practice.

and after a time many inquiries were made as to why we did not go ahead. Some of the passengers who made the inquiry were answered faconically...' Washout, and with this they had to be satisfied. I had been over the road several times before and knew of the existence of the dangerous and threat-ening dam up in the South Fork gorge and could not help connecting it in my mind with the cause of our delay. But neither was I apprehensive of danger, for the pos-sibility of the dam giving away had been often discussed by passengers in my pres-ence, and everybody supposed that the utmost damage it would do when it broke, as everybody believed it sometime would, would be to swell a little higher the cur-mangh valley.

rent that tore down through the Cone-many valley. "Such a possibility as the carrying away of a train of cars on the great Pennsylvania railroad was never seriously entertained by anybody. We had stood stationary until about 4 o'clock when two colored porters went through the car within a short time of each other, looking and acting rather excited. I asked the first one what the matter was, and he replied that he did not know. I inferred from his reply that if there was anything serious up the passengers would be informed and so I went on reading. When the next man came along I asked him if the reservoir had given way, and he said he thought it had. "I put down my book and stepped out

had. "I put down my book and stepped out quickly on the rear platform, and was hor-rified at the sight that met my gaze up the valley. It seemed as if a forest was com-ing down upon us. There was a great wall of water roaring and grinding swiftly along, so thickly studded with the trees from along the mountain sides that it looked like a gigantic avalanche of trees. Of course I lingered but an instant, for the course i lingered but an instant, for the mortal danger we all were in flashed upon me at the first sight of that terrible on-com-ing torrent. But in that instant I saw an engine lifted bodily off the track and thrown over backward into the whirlpool, where it discovered

engine lifted bodily off the track and thrown over backward into the whirlpool, where it disappeared, and houses crushed and broken up in the flash of an eye. "The noise was like incessant thunder. I turned back into the car and shouted to the ladies, three of whom alone wers in the car at the moment, to fly for their lives. I helped them out of the car on the side to-ward the hill and urged them to jump across the ditch and run for their lives. Two of them did so, but the third, a rather heavy lady, a missionary, who was on her way to a foreign station, hesitated for an instant, doubtful if she could make the jump. That instant cost her her life. While I was holding out my hand to her and urging her to jump, the rush of waters came down and swept her like a doll down into the torrent. In the same instant an engine was thrown from the track into the ditch at my feet. The water was about my knees as I turned and scrambled up the hill, and when I looked ten seconds later it was surging and grinding ten foet deep over the track I had just left." How THEY GOT THEIR DICTATOR.

BOW THEY GOT THEIR DICTATOR.

How THEY GOT THEIR DICTATOR. On the afternoon of the 4th inst., there was a meeting of the relief committee at Johnstown, for the purpose of harmoniz-ing dissensions among the several commit-tees, due to conflict of their authority ; and it was unanimously resolved that James B. Scott, of Pittsburg. "be given full charge of all the work which may be necessary in reclaiming the Conemaugh Valley," and "that his will shall be supreme." Among those at the meeting was James B. Scott, Chief J. O. Brown, Captain William R. Jones, O. H. McKee, Sheriff McCandess, Halsey Williams, Assistant Superintend-ent of Police, O'Mara, George A. Kelley, all of Pittsburg: Cyrus Elder, of Johns-town, and Adjuant General Hastings. Captain Jones, the superintendent of the Edgar Thomson and the Homestead works, and formerly of the Cambria iron works, is superintending the working forces at

and formerly of the Cambria iron works, is superintending the working forces at Johnstown and has an exalted reputation as a manager. He said that it would cost "millions upon millions of dollars to maintain the valley and save it from a terrible collapse." He advised that the Johnstown men should "send for an engineer and have him pre-nare plans for the lowering and widening

pare plans for t owering of your river. Follow precisely the same course which they pursued a few years ago in lowering the river Clyde. Have it dredged deep enough to lower it a good distance below the level of your streets. Then go to work and add 70 per cent, to the present width of the river. In doing this make the job complete by extending the course of the stream considerably and get-ting rid of that sharp turn, which is a ace and a danger to any city situated a yours was, whether there is a dam abov or not. Change the courst of the river and ay the people for the property you must take to do it. "Our first duty is to clear away the debris. Our second, to rebuild our city. In the third place, we must get every man in Johnstown to work, and, me ant of all, bury our own petty strifes deep in oblivion and aid in this work with but the highest objects in view. Say to every man in Johnstown, 'Go to your store and begin business '?' Mr. Scott has

DOLLARS AND CENTS.

Many of Them Given by Lancastrians for Flood sufferers.

The following contributions have been received by the mayor for the relief of the Johnstown sufferers since Friday noon: Cash, \$1: boys' grammar school, South Duke street, \$6; Dr. M. L. Herr, additional \$5: Pierce Lesher, \$1: collection Second Evangelical church, city, \$50; West Chestnut street schools, \$7.45; from quarter ses-sions jurors, \$16, as follows : Wm.Sweigart, \$1; Levi S. Gross, \$5; Henry J. Hiestand, \$1 Samuel Sheirk, \$1 ; Henry Lutz, \$1 ; Daniel R. Lenhard, \$1 ; Geo. M. Allison, \$1 ; Geo. K. Diller, \$1; Tobias H. Hershey, \$1; Chas. A. Dunlap, \$1; Martin B. Good, \$1; Abram Morrow, \$1; Adam Hersch, \$1.

Lititz, Warwick and vicinity, \$200.10; Moravian church, Littitz, \$56; St. Paul's Lutheran church, Lititz, \$11.34.

Miss Carpenter's school, \$2.50; Miss Guthrie's school, \$2.20; Francis Shroder, \$100; D. B., \$2; a pupil of Miss Bundeil's

school, 25 cents. The contribution of the Walnut street schools, \$21.01, paid on Friday, was omit-ted in the published list in the INTELLI-

GENCER. Lancaster township, collected by J. H. Bausman: Philip Bausman, \$20; George E. Worst, \$10; Samuel Bausman, \$10; S. W. Potts, Jacob Betz, Adam Landis, Mrs. Elizabeth Lamparter, John L. Herr, B. M. Shenk, Henry Herr, J. H. Bausman, Abraham Herr, John H. Beeker, Benjamin B. Eshbach, each donated \$5; Henry E. Herr, Mrs. Fannie Hershey, John C. Herr, John B. Eshbach, jr., Jos. Burkholder, each \$2. each \$2.

each \$2. Samuel Ranck, L. W. Knapp, J. E. Ranck, A. Keeports, Jacob Kilheffer, Abrani Mehaffy, Harry Smith, Jeremiah Shuman, Mr. and Mrs. Heury Fisher, Amos Eckman, W. L. Hershey, Aldus Hershey, cash, Wm. Zohn, H. B. Rausman, Miss Barbara Becker, Jacob Loed, Jacob K. Fisher, Jno. E. Herr, Adam Charles, Isaac Heiney, cach 81.

Miss Barbara Becker, Jacob Loed, Jacob K. Fikher, Juo. E. Herr, Adam Charles, Isaac Heiney, each \$1.
D. E. Ranck, John Johns, Miss Barbara Charles, Philip Mohn and John Lechner, each 50 cents.
Collected at Kinzer and vicinity ; John S. Hershey, \$5; R. L. Himes, \$5; Harry E. Godshalk, \$1, E. Passmore, \$1; John Kessler, \$1; E. G. Bowers, \$1; John Horning, \$1; A. H. Denlinger, \$5; A. H. Brackbill, \$1; John C. Godshalk, \$1; George Phenninger, \$1; John C. Godshalk, \$1; George Phenning, \$1; Hiram Platt, 25 cents; Benjamin Brackbill, \$5; J. D. Ranck, \$1; Harlan Stauffer, \$1; Peter Beam, 50 cents; H. E. Musser, \$3,50; H. H. Keneagy, \$1; John K. Ranck, \$5; J. D. Ranck, \$1; Barlan Stauffer, \$1; Mary E. Aiken, \$5; David Doutrich, \$1; J. H. Keneagy, \$1; Jaan Stauffer, \$1; Mary E. Aiken, \$5; David Doutrich, \$1; J. H. Keneagy, \$1; Jamuel L. Kauffman, \$5; C. B. Hoover, 50; cents; D. M. Wright, \$1. Total \$53,75.

Christiana and vicinity contributions to the Johnstown sufferers: J. D. Harrar & Son, B. Walter, Christiana Machine Co., E. H. Plank and wife, James J. Brinton, Son, B. Walter, Christiana Machine Co., E. H. Plank and wife, James J. Brinton, Benj. Eavenson. Saml. Carter, J. H. Bro-sius, Jonathan Glick, Saml. Slokom, J. B. Kennedy, J. W. Slokom and wife, each 810.
Fieles & Bro., \$7.50. Nat Gillespie, jr., John Borland, M. P. Cooper, J. D. Harper, Hugh Ross Harry Davis, James Sproul, Wm. B. Moore, friend, Ambrosc Pownall, B. F. Walter, J. D. C. Pownall, S. Brinton, Jos. Hopkins, Saml. H. Townsend, each 85.
O. E. Paxson, W. S. Hastings, Wm. M. Chamberlin, Henry Rakestraw, Calvin Carter, each \$2.50. Rev. C. L. Gmil, Mrs. Sarsh Ree, I. A. Witmer, Dr. L. Pownall, Thomas McGowan, Herman Caruthers, T. R. Hirst, Wm. McElwain, C. Lingerfield, J. M. Beam, E. P. Zane, Francis Whitson, each \$2. A. J. Molcher, Frank Brinton, Wm. E. Thompson, Chas. Knight, S. Slo-kom, jr., E. C. Chandler, G. M. Knight, John Graham, sr., Cyrus Brinton, Mrs. Thomas Baker, Jos. Jones, Howard New-comer, W. R. Jones, H. B. Kent, Elwood Garrett, Wm. F. Pennock, Robt. Rigg, Sanl, Irwin, H. C. Moore, H. C. Witmer, Goo. W. Donaghue, Andrew Noble, Jno. McManamy, B. H. Pownall, A. Townsend, T. Livingston, A. W. Moore, Geo. Thomas, Rott, Smith, N. B. Warner, E. J. Knox.

Of the Wreck Of the Day Express at

MR. DAVIS' THRILLING STORY

The Pittsburg Leader has the following account of the flood by Mr. Swift Davis, of Safe Harbor, well known in this city. Mr. Davis said : "The express left Pittsburg on Friday morning at 8 o'clock, and arrived at Conemaugh three hours later. My wife and three children were on the first section as were also Miss Paulson and Miss Bryant, whom I was introduced to and asked to take charge of. Soon after we arrived track next the river had been washed away. '2n the ext track was an open freight trath, one car of which was full of line. Our section, the partor car, occupied the third track, while the second section had a position on the outside next the hill. The rain was coming down in torrents, and I felt a flot a danger of it to the second south Fork dam above us and I felt the danger of it.

was coming down in torrents, and I felt a little uneasy. I knew about the South Fork dam above us and I felt the danger of it bursting. I held a consultation with my wife about the advisability of getting out of the train, but it was raining so hard, and she not being well we decided that if anything happened we would have warn-ing enough to fiee to the hills. I then talked to the Pullman conductor and asked him what he thought of the danger. He said he did not know, but would go over into town and see if he could learn any-thing. Abut 4 o'clock in the afternoon we heard an engine coming towards us with hightning-like rapidity and whistling wildly. It was the warning. I then threw up my window and saw the water coming. I picked up my two oldest children, and told my wife to follow with the baby. When I got to the door I looked around and saw my wife without the baby. "Where's the baby?" said I. "The conduc-tor has it," she replied. "It was all I could do to save my wife and two children, then, even if the baby had to perish. We went out the front end of the car and climbed over the second section, shot over a plank and then ran up the hill

to perish. We went out the front end the car and climbed over the second section the car and climbed over the second section, shot over a plank and then ran up the hill a half mile, where I put my wife and one child, and then with my daughter Kate went out to search for the baby and the Misses Paulson and Bryan. My daughter found the baby in another house and took it to her mother. I then continued my search for the two young ladies. I met the Pullman conductor and asked him what had become of them. He told me that Miss Paulson and Miss Bryan had been saved, but I remained up all night looking for them, but to no avail. Between 5 and 6 c'clock in the evening the lime in the freight train caught on free from the heavy rain upon it. The freight cars burned and the fire communicated to the second section, setting fire to the Pull-man sleepers.

man sleepers. I don't suppose the water was one min-ute behind the engine that gave us the only warning, for when I looked out the win-

the behind the engine that gave us the only warning, for when I looked out the win-dow I could see it rolling down upon us. The passengers who got out of the rear end of the car had to wale through water up to their knees, but we did not get in high water at all. In less than five minutes after we crossed the plank I have spoken of the water was fully 10 feet above it. The water struck the train, I think, from the side and knocked the baggage car and one passen-ger coach of the track. A coal tipple tumbled down upon our engine and left ins a passage for over a minute. This I believe, is what saved our lives. The cars that were knocked off the track rolled over and I saw two men climb out of the window, go down twice and come up and inally disappear. The fire on the train was extinguished during the early part of the evening, but ignited again about 3 o'clock in the morning. Miss Virginia Maloney, of Elizabethtown, N. J., and a cook employed by the McCollough party were all who remained in the parlor car during the flood and were taken out as soon as the water receded. Had we all followed their example and remained in the Pullman cars the tale would not be half so hard to tell. We would have all been savad, Miss Maloney it was who told me of the fate of Miss Paulson and Miss Bryan. She said that when the engine whistled, thu two young ladies ran to the door, looked out and came back for their wraps. Then they went to the door again and jumped into the remaine torrent. That was the last so on the part of the tane torrent.

EIGHT PAGES .-- PRICE TWO CENTS

FOUND AT LAST.

Rev. Diller had preached the sermon to the Johnstown Grand Army Post on the Sunday before Decoration. The surviving members of that organization had great rogard for him, and were active for several days in the search for his body. Mr. Isaac Diller this morning received a

telegram from his son Samuel, which con-firms the sad news. His telegram is dated vesterday, and states that he has just found the bodies of Alonzo, Marion his wife and their child. They will be buried on Sunday, in the Morrell burying ground at Martinsburg, near Johnstown.

Four Episcopal elergymen who had been sent to Johnstown by Bishop Whitehead were working about the ruins when they came upon the body of their late brother. Clasped in one rigid arm was the body of his babe and in the other his wife, whose arms were about his neck.

A postal card from the Excelsior Sign company, of Chicago, to Bowman & Musser, of this city, directs them to give \$5.62, the amount of the sign they made for them, to the Johnstown sufferers.

Mrs. Sarah Smith, Mrs. Annie Walker, J. H. Smith, wife and two children, are among these who perished in the flood at Johnstown. They are all near relatives of Alderman Pinkerton, of this city.

Mayor Edgerley received a telegram this morning from Gen. Hastings that the store of Alex. Rex, for whom Harry Delbo, of this city, worked, was swept away. Delbo was saved.

Mayor Edgerley received the following telegram this morning from Governor Beaver:

Thanks for all you have done and are doing, all money contributions may be sent here by check to my order which I will gladly endorse over to treasurer of re-lief fund. Thanks again. Angels could do no better. JAMES A. BEAVER, GOVERNOT.

The Miller Soap company have offered through the mayor to General Hastings a enricad of sosp. Gen. Hastings has been advised of the offer.

Among the passengers on the Day Ex-press caught by the flood at Conemaugh, who are now safe at Philadelphia, are R. P. Swarr, of Landisville, and J. W. Miller, of this city.

WHAT A LANCASTER WOMAN SAW.

Graphic Account of a Survivor of the Day Express Horror.

Mrs. Winfield Smith, daughter of Mrs. Haddock, residing at 626 East Walnut street, this city, but who has been living in Harrisburg, was one of the survivors on the Philadelphia Express that arrived here yesterday morning in charge of John Barr. Mrs. Smith is stopping with her mother in this city, and no doubt will make her home with her in the future, as she says she will ot live in a town that is loca.co Mrs. Smith says that she was r ... from a visit to her husband, who ... Dennison, Ohio, and was on the sho section of the Day Express. They as Pittsburg at 8:10. When they arrived at Bolivar the water was very high, and at New Florence they ran on a siding for awhile. They arrived at Johnstown about 11, but could go no farther on account of high water. They waited there until the afternoon. When the water rushed upon them she seized a hatchet, broke one of the car windows and jumped out into the rushing water. She had gone down three times, when a gentleman named George Hippley, of Altoona, pulled her on a ro that was floating down the stream. They were on the water quite a while before the raft was washed ashore. She says the water did not come waves, but rolled on us like a large ball. "I was bare-footed and bare-headed and lost all I had except a very little clothing. The only protection I had was a gum cost given me by a gentleman. I saw the Hungarians robbing people and cutting off the ngers of the dead. I expected them to attack me next when some men marched on them with revolvers. They found bits of fingers and ears in their pockets. One of them had a great many fingers with rings on them. The men took this and the to a tree and hung him right before I saw a bridge going down stream with two or three hundred people clinging to it. It was rolling and pitching and all at once disappeared under the water with the whole crowd of people. I saw an old man with only his head and hands out of water just giving up when a big Newfoundland dog plunged in and caught him by the back of his coat and pulled him ashore. The dog dragged him upon the bank almost unconscious and licked his face. I saw a great many perish in the flames and could see their arms waving in the fire. It all seems like a dream to me and I have been dreadfully nervous ever since." Mrs. Smith trombles like a lent and tells her awful story with a volce choked with emotion and declaring the she can give no full account of .ne sights she saw in that terrible flood. "It was a dreadful night on the hills. We stayed on the hill all night and I have been sleeping on boards ever since. We were taken in by Mrs. Smith who lives on Prospect hill. On the same train were the Misses Livingoods, of Johnstown, daughters of a hardware merchant. They were also saved. When they got into Johnstown the next day they found that their father, mother and other sister were saved, but their grandparents were lost." CONDUCTOR BARE'S ACCOUNT. "About four o'clock I was standing at the buttet when the whistle began blowing a continuous blast-the relief signal. I went out and saw what appeared to be a huge moving mountain rushing rapidly toward us. It seemed to be surmounted by a tall cloud of foam. I ran into the car and shouted to the passengers, 'For God's sake follow me! Stop for nothing !" Mr. Barr speaks of a Miss Virginia Maloney who attempted to leave the car, but was driven back by the water. She tied securely about her neck a plush bag, sy that her identity could be established, if she perished. "Imprisoned in the car with her was a maid employed by Mrs. McCullough. They remained there until John Waugh, the porter, and I waded through the water and rescued them. "The only passengers 1 lost were Mina Paulsen and Miss Bryan, who stopped to put on their overshoes, and were swept away by the water as they stepped fro away by the water as they stepped from the car. Had they remained in the car they would have been saved as Miss Maloney was."

BRINGL'G ORDER OUT OF CHAOS. Johnstown Being Rapidly Cleared of

Johnstown Being Rapidly Cleared of Debris-Burning the Rubbish. Johnstown, Pa., June 7.—The progress made vesterday in the work of clearing away the ruins exceeded that of any pre-vious day, but was not equal to what has been done to-day. On Monday all was chaos, and that condition still exists at some other places, but in Johnstown proper working has been browth into order everything has been brought into order and system. Acres of rubbish have disap-peared, and the main and other streats, which were covered with smashed houses, store goods, broken cars, locomotives, etc. have been opened for such considerable distances that now a clear view can be had from river to creek at numerous points.

Chairman Scott, who is commonly called the dictator of the valley, a title which ex-presses what he practically is, appears con-fident that with the present force of men and at the rate of their progress until now, the main town will, at the end of next week, be in the condition that would be necessary to begin rebuilding. Contractor Wm. Flynn, who is directing about one-third of the 7,000 or more men working in the valley, says that more than 30 days' work, and, therefore, hundreds of thousands of dollars, will be required to get all the towns and villages in proper condi-tion for rebuilding. Among the dozens of fires consuming the

lumber and rubbish in Johnstown to was a heap of lumber about a hundred ong, varying in greatest width nearly fifty eet, and about ten feet high in the People passing these must be careful not to go very close to them without holding their breath. By means of this burning the extent of clearing done in a day has been agreeably surprising. Chairman Scott and the other authorities say there need be no fear of a conflagration in the saved portions of the town by eaused

fires, as everything is systematized now, every precaution is taken, and there is provision to prevent the spread of fire. It may be necessary in the next four days, Mr. Scott says, to burn up certain accumulations of houses and general wreckage without taking time to ascertain whether there are any house body. whether there are any human bodies underneath or not. This may be imper ative for the protection of the public health If so, Mr. Scott will not hesitate to give the order. He says, however, that at no plac where such action may be required wi will there be dauger of communication of the fire with inhabited buildings.

HOW THE SURVIVORS LIVE.

With a view of showing the character of iving in and about Johnstown, how the people pass each day and what the con-veniences and deprivations of domestic life experienced under the new order of things so suddenly introduced by the flood, an investigation of a house to house nature was made made to-day. As a result it was noted that the degrees of com fort varied with the people as the types of human nature. As remarked by a visitor :

"The calamity has served to bring to the surface every phase of character in man, and to bring into development traits that had before been but dormant. Gener-ally speaking all are on the same footing so far as need can be concerned. Whether houses remain to them or not, all the people have to be fiel, for even should they have money, cash is of no account, pro-visions cannot be bought; people who still have homes nearly all of them furnish quarters for some of the visitors. Militia officers, committeemen, workmen, &c. must depend upon the supply stations for

food. The best preserved borough adjoining Johnstown is Prospect, with its uniformly built gray houses, rising tier open tier against the side of the mountain, at the north of Johnstown. There are in the neighborhood of 150 houses there, and all look as if but one architect designed them They are large, broad gabled, two-story affairs, with comfortable porches, extend ing all the way across the front, each being divided by an interior partition, so as to accommodate two families. Nearly every householder in Prospect is

Searry every householder in Prospect is feeding not only his own family, but from two to ten others, whom he has welcomed to share what he has. Said one of these : " We are all obliged to go to the general department for supplies, for we could not live otherwise. Our houses have not been touched, but we have given away nearly everything in the way of clothing, except what we have on. There were two little stores up here, but we purchased all they

dame for this scarcity by exaggerating the supply. Of course we have received a large amount, but then if you take into ac-count that the military, police and visitors have to be fed, in addition to about 20,000 survivors, you can see that what would or-dinarily be considered a large supply is not much more than a drop in the bucket. Tell the good people that we need food more than any anything else just now, and that we need it at once. Of course we will need alother and other black of such as will need clothing and other kinds of sup-plies for two months to come, but our most pressing need is for bread.

Many graphic and romantic stories still pass current among the township people, and one of the most remarkable was re-lated by one of the survivors. He was rescued from a roof by some people in boats, and he said that most of the people who passed him were either shricking, rying or moaning with pain. But one oung girl, who swept past him, all alone orving on a roof, was singing in a loud, clear rolee, "Jesus Lover of My Soul," It sould be plainly heard above the roar of the flood, and there was not a tremor in her voice. For a short time it diverted his mind from the terrible position in which he was placed, and created a thrill of inexpressible admiration. Her frail raft, when it struck the debris piled up agains the Pennsylvania railroad bridge, capsized and the voice of the sweet singer wa silenced. The gentleman states that in the whole three-quarters of an hour the flood remained at its height, though hundreds

passed, in no instance did anything coming nder his observation approach this one for moral courage. Colonel Perchment, of the Fourteenth egiment, has a very poor opinion of the pecial officers and deputy sheriffs emspecial special oncers and deputy sherins em-ployed by the chief of police of Johnstown and the sheriff of Cambria county. Last evening one of his officers, while making a tour around the camp, was stopped by one of the deputy sheriffs in a very forcible manner and asked to give an account of himself. The officer stated his name and cauk and once more stated his name and rank and once more started to pass the man of the law. The latter caught him by the shoulder and turned him around, declaring that he could not go further without a pass. The officer said not a word, but pulled back and let the contumacious sheriff have

to the earth. The officer did not look back and the deputy did not pursue him.

MRS. SHICK'S EXPERIENCE.

Mrs. Shiek, the widow of Cyrus H. Shiek, of Reading, who is the sole survivor of the party of three, relates probably the most graphic and realistic account of the loss of the passengers on Day Express, because she was with them until they sank beneath the waters to their deaths. Mrs. Shick brought to her home in Norristown the of her sister, Miss Stinson, one of the ns. Mrs. Shick thus relates her victims. terrible experience :

"We started from Pittsburg at 8 o'clock on the first section of the Day Express. Miss Stinson, Mr. Shick and I were in the day sumson, ar, snick and 1 were in the day coach of the train, in front of the parlor cars. When we had passed by Johnstown we came in sight of a telegraph tower and could see the white caps of the anxious trainmen entering and coming out. From the rear of the coach I saw a bridge connecting the two towns sman in the middle and which ing. two towns snap in the middle and whirl away in the flood of the river. Then a single rider dashed eastward as hard as his horse could go, and presently from all the locomotive whistles came a blast that even the inexperienced knew was the dancare.

ger signal "Mr. Shick, sitting right back of me, said 'Come, there's danger,' and we rushed to the rear, passed through the first sleeper, and leaving the train at the steps between the two sleepers attempted to cross the low level intervening between the train and the town proper. Right in our way was a guily about five feet deep, spanned by a rough-hewn! foot-log a little below where rough-hewni loot-log a little below where we were. Mr. Shick and Miss Stinson-plunged down, and I saw Miss Stinson fall against the opposite bank, but Mr. Shick succeeded in reaching the top. "I turned to go toward the log, when Mr. Shick called out: "Come! Don't you see the water". By this time the cally way

see the water? By this time the gully was filling up with water that was fairly black with cinder. Two women were being carrist along with the current, and looking back I saw coming toward me a sea of water. I saw the 'glisten' on the top of the sarge, turned instinctively and rushed back to the middle Puliman. Pulling in several gripsacks, I closed tight all the vestibule doors, and found myself the only occurant.

"The interior of the car in which I was

understood requirements of good practice. He did not believe that any other dam of equal height had ever been constructed in this country wholly of earth, without some kind of special protection against leakag or abrasion by water in the centre of th

The estimates of the original dam indi-cate that it was made about half earth and half rock, but, if so, there was little evi-dence of it in the broken dam. The crip-rapping was merely a skin on each face, with one or more loose arous with the day with with one or more loose spauls mixed with the earth. The dam was 72 feet above water, 2 to 1 inside slope, 14 to 1 outside slope, 20 feet wide on top. Rock through-out was about one foot below the surface. The earth was pretty good material for such a dam, if it was to be built at all being of a clayey nature, made good pud-dle. To this the fact of it standing intact dle. To this the fact of it standing intact since 1861 must be ascribed, as no engi-geer of standing would have ever tried to so construct it. The fact that the dam was a reconstructed one, after 20 years' aban-donment, made it especially hard on the older part of the dam to withstand the

pressure of the water. WHAT CYRUS ELDER SAYS.

Cyrus Elder, general counsel of the Cambria iron company and a wealthy and prominent citizen of Johnstown, said to-day: "My attention has been called to an article which appears in print to-day in re-gard to the South Fork dam, and I think it is my duty to state for the benefit of the public what I know about this matter. When the rebuilding of the dam was begun some years ago the president of the Cam-bria iron company was very seriously con-cerned about it, and wished, if possible, to prevent its construction, referring the matter to the solicitor of the company, a gentleman of high scientific reputation who was then one of the general en-gineers. He condemned several matters in the way of obstruction and reported that this had been changed and that the dam was perfectly safe. My son George was at that time a student in the Troy Polytachnic Institute. His professor Troy Polytechnic Institute. His professor submitted a problem to the class which he immediately recognized as being the ques-tion of the South Fork dam. He sent it to

me at the time in a letter which of course is lost with everything else 1 possessed, in which he stated that the verdict of the class one behind the ear, which sent him reeling was that the dam was safe. The president of the Cambria Iron company being still anxious thought it might be good policy to have some one inside of the fishing and hunting corporation owning the dam. The funds of the company were therefore used to purchase two shares of its stock, which re placed in the name of D. J. Morrell ter his death these shares were trans After ferred to and are still held by me, although they are the property of the Cambria Iron company. TAKEN OUT ALIVE.

> Another victim of the wreck has been resened from the ruins. Mrs. Stantler was lying when found, on Thursday night in a cavity beneath a pile of beams and rafters, which held up the mass of ruins or top and prevented them from crushing her She was unconscious and was just breath

> Her hold on life was a very slender and it is not probable that she will live although she is receiving the tenderest of MR. SCHEERER'S ESCAPE.

Mr. William Scheerer, the teller of the

Mr. William Scheerer, the teller of the State Banking company of Newark, N. J., was among the passengers on the ill-fated Day Express. He says: "The parlor car was fully occupied when I went aboard the train, and a seat was ac-cordingly given me in the sleeper at the rear end of train. There were several passengers in this car, how many I cannot say exactly, among them some ladies. It say exactly, among them some ladies. It was raining hard all time and we were not a very excited nor a happy crowd, but were whiling away the time in reading and in looking at the swellen torrent of the river. Very few of the people were appre-hensive of any danger in the situation, even after we had been held up at Conemaugh for coachy five hours r cearly five hours. "The railroad tracks where our train

stopped were fully fourteen feet above the level of the river, and there was a large number of freight and passenger cars and locomotives standing on the tracks near us and strung along up the road for a consid erable distance. Between the road and the hill that lay out at our left there was a ditch, through which the water that came down from the hill was running like a mill race. It was a monotonous walt to us all,

Scott has gone vigorously to work and nobody can get into the Conemangh valley now without his permission. There is very lond complaint consequently and great embarassment to everyone having business there.

Relief for sufferers by Fire.

HARRISBURG, June 8.-Governor Beave has invited Governor Hill, of New York, to join him in a proclamation to the people of New York and Pennsylvania inviting them to make special contributions through their churches to-morrow for the relief of the sufferers by the disastrous fire at Seattle, and has suggested that these collec tions be immediately forwarded to a central committee consisting of ex-President Cleveland, Jay Gould, of New York, and George W. Childs, of Philadelphia, for transmission to appropriate authorities in Washington Territory for the relief of sufferers on Paget Sound. The governor has not yet heard from Governor Hill, but is hourly expecting his assent to this humane proposition.

Opening the Ratiroads.

PHILADELPHIA, June 8 .- The condition of affairs along the line of the Penusylvania railroad is reported to-day to be gradually improving. The bridge over the Susque-hanna at Montgomery will be completed by 8 o'clock this evening, and when this bridge can be used, trains to and from Pittsburg, Altoona and Williamsport will run with greater regularity and promptness. A temporary route Pittsburg via Lock Haven, Driftwood and the Allegheny Valley road will have to be used for some days yet, as it is not expected that the Middle division of the main line will be in condition to permit the running of trains before Wednesday. Work on the Pittsburg division, west of Altoona, is progressing so favorably that it is hoped that by the time the Middle division is in running order the line west of Altoona will be in good enough shape to run trains through from Philadelphia and New York to Pittsburg on the main line.

John Moss Would Not Tell.

CHICAGO, June 8.-John Moss, a member of Camp No. 21, of the Clan-na-Gael, was this morning put upon the witness stand on the coroner's investigation into the manner of Dr. Cronin's death. At the meeting subsequent to the murder, a resoution was presented in this camp denonneing the deed. Moss moved that it be tabled, remarking that " perhaps Dr. Cronin's removal was ordered by the exe cutive committee." When called to the witness chair this morning and asked to give the name of the presiding officer of the camp he refused to do so, and by order of the coroner was taken into custody. He finally said the officer was H. Joyce.

-\$5,000 From Dublin.

DUBLIN, JUNE 8.-Lord Mayor Sexton has cabled to America, £1,000 for the relief of the Johnstown sufferers.

A Merchant Falls.

Execution was sisted to-day, against John B. Fox, merchani, of Hinkletown, for

Livingston, A. W. Moore, Geo, Thoma T. Lavingston, A. W. Moore, Geo. Thomas, Robt. Smith, N. B. Warner, E. J. Knox, Howard Barr, John Knott, W. L. Jackson, P. E. Hannum, Andrew Shannon, W. R. Harrar, Geo. W. Mixter, J. G. Pownall, N. R. G. Pownall, Ellen Pownall, Wm. Me-Gowan, Levi Scarlett, W. T. Caldwell, Jos. McChurg, cash, John Potts, Janues Culber-son, E. G. Jones, H. E. Helm, Mrs. Dani, Webster, Lot Wilson, cash, cach **\$1**. Walter Sutton 75 cents. Cash, cash, J. F. Chamberlin, Thos. Chamberlin, D. Dono-ghue, H. C. Webster, John S. Rohrer, John Ferrait John Smith John Davis, W. F. Dr. Yengley's Two Brothers safe-Three

Ferrell, John Smith, John Davis, W. E. Ferrell, John Smith, John Davis, W. E. Chamberlin, A. P. Mast, John Witherow, A. S. Padin, John McGowan, Geo, Nixon, each 50 cents. Cash, Chas. Hall, Ross Thompson, Wm. F. Potts, Thomas Jones, Thompson, Wm. F. Potts, Thomas each 25 cents, making a total of \$302.

WEST LAMPETER'S CONTRIBUTION.

Collections from West Lampeter, Collections from West Lampeter, by school board and two assistants: B. Ezra Herr, Mrs. Lamborn, Hebron M. Herr, Christian R. Herr, Christian Herr, jr., Frank M. Herr, Jacob R. Herr, Daniel Beek, Henry Shaub, John B. Kendig, M. G. Meck, John Meck, John Kendig, sr., Christian Lefevro, Frederick Beates, John H. Kreider, Mary Herr, D. W. Har-nish, Jonas Shenk, H. H. Dietrich, Dr. G. W. Miller, Daniel Brubaker, John Godt-ner, El Bachman, Aunos Bowman, Jacob ner, Eli Bachman, Amos Bowman, Jacob B. Houser, Mrs. Rockafield, Benjamin Harnish, Aldus Herr, Isaac Weaver, each gave \$5

Rev. Amos Herr, Ann Burkholder and ister, each contributed \$10. Frank Weaver and Tobacco association,

Frank weaver and robards and persons contributed by a number of persons who asked that cash be credited, \$26.75.
 G. K. Herr, Jeremiab Herr, C. H. Hoss,
 A. H. Herr, Henry Wiker, Christian Esh-leman, M. B. Weaver, Jacob L. Houser,
 Cathering Lefters, each gave 38. Lizzie

ieman, M. B. Weaver, Jacob L. Houser, Catherine Lefever, each gave \$3. Lizzie Rohrer, \$1.25; Samuel Lefever, ar., \$1.56; Philip Hoffman, \$1.25.
John R. Caddy, Jno. M. Bachman, George Shiftner, John B. Herr, Jacob Wit-mer, H. B. Gontner, S. A. and M. L. Herr, Polly Eckman, B. L. Byers, Sample Trout, Martin Lefevre, David Kendig, Elam Krei-der, Henry Lefevre, Henry Connad, D. C. Lipp, Amos Harnish, Philip Meck, Samuel Weaver, John B. Kreider, A. Carpenter, Jacob A. Meck, Kate Bachman, Hattie Hoover, Andrew Killian, Lydia Houser, Daniel Kreider, Jacob Lefevre, Henry Daniel Kreider, Jacob Lefevre, Henry Grubb, each gave \$2 Mary K. Herr, Lizzie K. Herr, J.K. Herr,

Barbara Herr, Lizzie Herr, each contribu John Goll, Samuel Goll, Nat Harnish,

Enos Myers, Daniel Kreider, Jacob Herr, Joseph Hess, Elias Herr, Daniel S. Weaver, J. H. Bowman, Adam Landis, Lydia Cassell, S. Heidelbach, Christ. Huber, Simon Beaverson, Geo. De O. Hersh, Ed. Gaelen, F. J. Herr, Gontner, Hervoy Sheritz, Henry Kreider, Gontner, Hervoy Sheritz, Henry Kreider, G. W. Meck, A. B. Herr, Aaron Huber, B. K. Kreider, George H. Kreider, Joseph Herr, Frank Dillich, George G. Kreider, C. K. Herr, John Miller, John Lanius, F. B. Pinkerton, T. H. Ressler, George Marnish, Alse Leachy. Minler, John Lainus, F. D. Finkerlon, F. H. Ressler, George Harnish, Abe Leachy, A. E. Leaman, Amos F. Herr, Mrs. Fraelich, W. D. Lipbold, Jno. H. Burk-holder, Christ. Houser, Frank M. Weaver, Jacob Dorsheimer, H. Diffenbangh, H. Lefever, F. Hubbard, Emanuel Cassel, C. Nunemacher, Jacob Huber, E. H. Kreiler, Jacob Burkholder, Lohn Grouf, Norther, Jacob Burkholder, Lohn Grouf, Norther, J. Streiter, Jacob Burkholder, Jacob Huber, E. H. Kreiler, Jacob Burkholder, Jacob Kaster, Norther, Jacob Kaster, Jacob Huber, Leith, Grouf, Norther, Jacob Kaster, Jacob

Lefever, F. Hubbard, Emanuel Cassel, C.
Nunemacher, Jaeob Huber, E. H. Kreider,
Jacob Burkholder, John Groff, Newton
Weaver, Henry Musser, Geo. D. Lefever,
Wun, F. Singer, John Backwalter, Geo. K.
Woerth, Martin Kreider, John R. Kreider,
A. G. Mellinger, J. M. Hoffman, Miss B.
McCleary, Beckie Lefever, Isaac Herr,
John Miller, Adam Duniap, Cyrus Herr,
David L. Yost, J.R. Smith, Adam Deiter,
Sam Burkholder, Henry Stanffer, John
Hess, Frank Andrews, Joseph Herr, A. K.
Huber, Frank Landis, J. Milton Huber,
Dr. I. H. Mayer, J. Hildebrand, Wm.
Singer, C. H. Herr, M. Greenberg, R. M.
Graeff, Jno. Dunlap, C. Smith, Benjamin
Peters, B. Frey, E. J. Trout, Aldus
Weaver, Henry Kreider, A. L. Herr, I. B.
Uninger, A. B. Leaman, each 50 cents.
John Christ, Amos Tshudy, Ben Breneman, Albert Warner, Anna Eberman,
Maggie Berg, Amos Mowrer, C. Reedmiler and Peter Herr, each gave 25 cents.
The grand total handed over to the mayor
Nerday was Sill. With 375 provinger

The grand total handed over to the mayor on Friday was \$411, with \$75 previously contributed makes West Lampeter township's contribution \$486.

The amount of contributions received by Mayor Edgerley from the citizens of city and county up to 3 o'clock this afternoon was \$15,061.69.

ie back for their wraps. Th went to the door again and jumped into the raging torrent. That was the last seen of them. Miss Maloney said she would rather take the chances and remain in the car. She did so and was saved. The Pullman conductor handed our baby to Mr. James Dunn, of Chicago, who carried her safely up the hill to the house where she was found by my daughter."

AMONG THE LIVING.

Relatives Perish.

Soon after the first news of the great flood at Johnstown had been published, Dr. Henry Yeagley, who has many friends and relatives in that town, learned that some of them had perished in the flood. The doctor started from York for Johnstown on Tuesday, and went to Baltimore and thence by the Baltito more & Ohio railroad to Rockwood, where he overtook the relief train from Philadelphia, with physicians on board. He went with these to Johnstown. The doctor found things in the town just about as has been described in the newspapers, and that nothing had been exaggerated. He found no sickness, however, and was surprised to find the people in such good health. The doctor at once began to look for his relatives. He has two brothers, Dr. Andrew and Benjamin Yeagley, residing in the town. They lived next door to each other in brick houses which stood in the path of the flood. The houses were completely wrecked, but the members of both families were saved. The two doctors jumped from the roof of one of their houses to a tin raft, from which they were afterwards taken. Andrew burst a blood vessel and lost considerable blood. Some of the other members of the families had taken the warning and fled to the hills, where they were safe. The wife of Dr. Andrew was at a neighbor's where the water rose to the top of the second story. She clung to the rafters for several hours and finally made her way through the roof, from which she was rescued. May Yeagley, aged ten years, a daughter of Andrew, was on the hill when the rush of water came.

She came here with her uncle. The story of the drowning of John Dabert, the banker, has been published. Mr. Dabert was Mrs. Yeagley's brother. Besides Mr. Dabert, his daughter, Mrs. Susan Weaver, and her child were drawned. Mr. Dabert's son-in-law, another daughter and a grandchild were saved by crawling on a floating raft. Mrs. Dabert

was also saved, but she was badly injured and is now in a hospital. Dr. Yeagley returned to Lancaster this morning, arriving here at 1:25. He returned

by Baltimore and Philadelphia.

HARRY DELBO IS SAFE. Harry R. Delbo, son of S. L. Delbo, residing at 731 West Chestnut street, was working for Alexander Rex in Johnstown at the time of the flood. His family be lieved that he washamong the drowned. Last evening Mayor Edgerley sent a telegram to General Hastings, asking if the young man could be found. An answer vas received this morning, stating that Rex's place had been swept away and there were no traces of young Delbo. The family of the young man received a telegram this morning from the young man, dated Altoona. It stated that he was all right, and he asked that money be sent him to come home. The funds were sent him, and he will likely reach Lancaster to-night or to-morrow. It is believed that he walked from Johnstown to Altoona.

Reunion of Ninth Cavalry.

The reunion of the Ninth Pennsylvania cavalry will be held on Thursday next. Williams Grove was the place selected for this reunion, but the grounds cannot be put in condition and the place of meeting has been changed to Mechanicsburg, Cumberland county. Orders for excursion tickets can be secured from A. F. Shenck. Several companies of the regiment were raised in this city and county.

INDICATIONS.

WASHINGTON, D. C., June S.-Rain, warmer followed Sunday by alightly cooler southwesterly with