years old, accompanied by 25 cents in cash, saying: "Here is 25 cents which I want to go to the sufferers at Johnstown, not to feed the soldiers."

The Chicago Men's Opinion.

The members of the committee from Chicago who came to Pittsburg to investigate the condition of the sufferers at Johnstown returned to this city last night, and are stopping at the Anderson. The committee consists of City Controller W. J. Onohaw, chairman, and Messrs. Ballard and Rend. Colonel Rend, in speaking of the matter to a DISPATCH reporter last night, said: "We found the condition of things at Johnstown worse than we had pictured or imagined. We are convinced that words cannot describe or imagination conceive the magnitude of the calamity.

"We were particularly impressed with the work done by the Pitsburg committee, and believe thoroughly, as we have telegraphed to Chicago, that a better committee could not have been formed in any city in the country. They are men of large hearts and great intellects, and are doing all that can possibly be done by any committee appointed for such a humane and charitable purpose.

"Of necessity, of course, the work of the distribution of the relief cannot assume the sympathetic order will no doubt be inaugurated in a few days when things will be in a more tangible shape. The difficulties to be overcome at Johnstown are almost identical with those experienced by us, after our great fire in 1871, although this calamity

Is Far More Frightful.

as regards loss of life. The feeling in Chicago is one of the deepest sympathy with the people of Johnstown. Perhaps our people are moved more by the recollection of our own calamity, when we received most generous aid from the people of this State as well as the rest of the country. Thus far our contributions have come from the business men, but that sum will be considerably augmented by by popular subscriptions, as the masses of our people are all anxious to contribute. Terrible and deplorable as the disaster is, the cloud has a silver lining, through which we see such exhibitions of fraternal feeling throughout the land. It is not only sympathy that inspires the people on an occasion like this, but patriotism. Race, religions and all other lines are obliterated, and the people of the entire country become united in one common sentiment of generous humanity. In a word, in cases like this we see exhibited the best side of human nature."

The committee will leave for Chicago today.

Contributions Received Yesterday.

Last night a committee from Logansport, Ind., came in, bringing with them $500 in cash and a carload of clothing and provisions. They will go up to Johnstown today. In addition to this $500, Treasurer Thompson received $25 from Lake City Lodge, I. O. O. F., of Lake City, Iowa.

The Standard Oil Company has sent in 75 barrels of oil for use at Johnstown.

Last night Dr. J. R. Thompson, who has charge of the State Board of Health, prepared 100 drums of carbolic acid, 100 cases of bromine, 50 barrels of Bullen's disinfectant and 2,550 barrels of chloride of lime. Dr. Bullen will take these goods this morning to Johnstown.

William Flinn telegraphed to R. G. Gillespie, of the Philadelphia Company, last night for six or eight good foremen. The Philadelphia Company will send them this morning.

Harry S. Paul, of the Americus Republican Club, went up yesterday and relieved A. J. Logan, who has had charge of affairs in Morrellville, and who was called home by pressing affairs.

A letter was received from J. D. Test, of Sharon, Pa., last night, offering to take a girl of 11 to 13 years to raise. He gave the Rev. C. E. Locke as a reference. The application will be turned over to the Children's Aid Society.

The way Ohio worked for the Johnstown sufferers is shown by a circular that came in a bundle from Havmar, O., last night. The circular was headed "Mayor's Proclamation," and one paragraph read:

"An appeal for help comes to us from Pennsylvania. The disaster that has overwhelmed her people in the calamity that has befallen Johnstown and neighboring villages, calls for help from all. Let us do what we can. Remember that in our time of trouble Pennsylvania responded nobly."

Awaiting the Conference.

At the Chamber of Commerce little was done yesterday. All was expectancy in regard to the conference at Johnstown, as all future action depended on its result. Great progress in the work at Johnstown was reported by Mr. George A. Kelly, who had returned. He reported that a system of ration tickets was being put in force on the plan of meal tickets, the man coming for rations getting them and having his ticket punched for the number of days they were for, making it impossible for a man to duplicate rations for a certain day if he had once obtained them, as his ticket would tell.

In the afternoon two representatives of the American Mechanics of the Southside visited the committee to come to some satisfactory arrangement in regard to their supplies. At present they have representatives at Johnstown, but have trouble working independently of the Central Committee. The committeemen advised them to put their supplies into the General Committee's hands, but they refused to do so.

THE WOMEN'S WORK.

Headquarters of the Relief Society Kept Open All Day Yesterday.

The work of the Ladies' Relief Committee was carried on at the Second Presbyterian Church as usual yesterday. The Sunday school exercises were abandoned for the day and the front doors leading to the schoolroom were locked, and all who had business with the Relief Committee were admitted at the side entrance. The church services were conducted as usual.

In the committee room but little work was done besides caring for the refugees who were received on Saturday. Inquiries were made during the morning for three persons, supposed to have been lost. The committee learned, however, that the ones in question were in this city alive, and directed the inquiring friends where to find them. In the rush of business, however, the committee forgot the names of the people.

At 9 o'clock in the morning Frank Reynolds and wife, of Harrisburg, asked for aid. They were detained at Johnstown by the flood and are on their way to Chicago. Jessie Proctor, also of Johnstown, was taken care of by friends on the Southside. John J. Lewis and child, Margaret, came in at 1:45 P. M. and wish to be sent to Wilkesbarre. Donations still continue to pour in, many boxes of clothing and other articles being received yesterday which arrived from distant points Saturday night.

MISS BRYAN'S BODY FOUND.

The Valley of the Conemaugh Continues to Yield Up Its Dead.

Searchers among the ruins in Johnstown succeeded in recovering and identifying the remains of Miss Bryan, of Philadelphia, the traveling companion of Miss Jennie Paulson on the melancholy journey which ended in a horrible death of both young ladies in the flood. The body was brought to this city from Johnstown last night by Mr. Freyvogle, and taken to the undertaking establishment of D. J. Boyle, of Webster avenue, where it will be held pending the arrival of relatives from Philadelphia.

Home for Johnstown Sufferers.

The Executive Committee of the Knights and Ladies of Honor Relief Corps have made arrangements and founded a temporary home for Johnstown sufferers. The home is located at 121 Webster avenue, where all persons or organizations are requested to send the distressed they may be able to support, irrespective of class or creed. Donations will be received at the office of the Executive Committee in the Eisner and Phillips building until further notice.

A TREMENDOUS TASK

President Roberts, of the Pennsylvania Railroad, at Johnstown.

OFFICIALS MASSED THERE

The Damage to the Road Appalled Superintendent Pitcairn — Every Contractor in Ohio and Pennsylvania Who Can be Obtained Will be Given Work—Millions of Dollars Lost by Delay.

Although the Pennsylvania Railroad people laid an embargo upon the passage of trains over the main line eastward yesterday, an engine and a luxuriously-appointed palace car managed to elude the general order, for the very good reason that President Roberts himself was on board. The special train slipped into the Union depot yard over the Allegheny Valley tracks at 8 o'clock yesterday morning, and was switched on to the main line without a minute's delay, and departed eastward as quietly as it came, bound for Johnstown. The Pennsy President was traveling incog, but a DISPATCH reporter succeeded in baffling the mysterious trainmen and obtaining a clear idea of the causes that prompted President Roberts' sudden journey from Philadelphia.

It was in response to an urgent telegram sent on Saturday night to Philadelphia by Superintendent Pitcairn, which was so strongly worded as to leave Mr. Roberts no alternative but to come, and come at once. With him in the special car were General Manager C. E. Pugh and W. J. Latta, officials of the road. The special ran to New Florence, where it was sidetracked and a carriage was taken, and the long drive over the mountains to Woodvale, several miles beyond Johnstown, was begun. These tactics were adopted to prevent any of the people at or near Johnstown from having any knowledge of the

Massing of Pennsylvania Officials

at the scene of devastation wrought by the flood. The President and his companions were met by Messrs. Pitcairn and M'Crea, and a very important consultation occupied the remainder of the day and lasted far into the night.

It is well known that Superintendent Pitcairn has let no grass grow under his feet since the stoppage of traffic beyond Johnstown. Fifteen thousand men have been gathered at Johnstown, and trainloads of timber and stone have been forwarded with the utmost dispatch to the scene. All the local officials have been working unremittingly, and since the Allegheny Light Company succeeded in throwing light on the scene last Thursday night the laborers have been working day and night. The big bridge at Buttermilk Gap has been rebuilt and trestled in parts, and a few miles of road relaid. To his astonishment, Superintendent Pitcairn found, however, that he had barely made a commencement. The magnitude of the job appalled him. President Roberts was informed by telegraph that the situation was such as to call for his immediate presence, and he replied, saying he would come without delay. At the same time he directed Mr. Pitcairn to summon all the contractors in Ohio and Indiana who could be secured, and to telegraph right and left for men and materials in addition to all therefore secured. It is likely that 5,000 more men will be at work by to-morrow, and it is believed that several weeks will elapse before the main line is open, even with the herculean energies now at work and the large additional force to be put on.

It is a Serious Question.

It is no wonder that Superintendent Pitcairn stood aghast at the prospect. The exigency is extraordinary, and is rendered doubly serious by the topography of the road between Johnstown and Altoona. It is not like rebuilding seven ruined bridges and laying track upon level ground. The inaccessibility of the road intensifies the difficulties, and the destruction of the roadbed is the most serious blow of all. Years have been expended in rendering the roadbed solid, and its reconstruction along precipitous edges of the mountains will take time. Every foot of the roadway has to be put in order so as to enable materials to be transported to the scene as fast as wanted. Even after the temporary work has been completed a large force of men will be at work for months before the former "limited time" can be attained with safety. In Johnstown itself there is an infinite amount of work to be done. Although the stone viaduct that breasted the flood is apparently all right and is being used for construction train transportation, a Pennsylvania road engineer says the bridge must be rebuilt eventually, as it has been permanently weakened by the tremendous strain it withstood.

Manufacturers Kicking.

The Cambria Iron Company, the Gautier Steel Company, the Johnstown Steel Rail Company, and the immense manufacturing interests in the vicinity of Conemaugh have notified President Roberts that they look to the Pennsylvania Railroad for immediate transportation of new machinery and a renewal at the earliest moment possible of switch relations with the main line, as contracts involving not thousands but millions of dollars depend absolutely upon the Pennsylvania Railroad for fulfillment, both in shipment of materials and finished work. No time is being lost by the manufacturers, and resumption of their work must be antedated by the railroad. Some idea of the gravity of the situation has dawned upon the officials, and there is going to be the greatest hustling on record in the Conemaugh valley within the next few days.

Substantial Work Advocated.

It has been Superintendent Pitcairn's advice that permanent and substantial work be done at once on all the switch connections by an adequate force of men, as it would prove the cheapest in the end. The switch yard at Conemaugh was a marvel of engineering skill, and other connections with manufacturing concerns were almost equally complicated. So complete has been the destruction that there is more work off the main line than is comprised in that necessary to operate passenger traffic. It is hinted that vigorous admonitions directed at the Pennsylvania line have been expressed all along the line and especially in Pittsburg. The call is for haste and lots of it, and President Roberts has grasped the situation after some hesitation and not a little doubt as to the real extent of the disaster. It is fairly presumable that his optimistic hopes of an immediate resumption have been dispelled by the actual idea he received of the tremendous amount of damage. His precautions in the way of concealment of his visit to Johnstown, and the causes therefor, seem to indicate that the head of the "greatest corporation in the world" is considerably exercised over the condition of affairs.

Employes' Wages Delayed.

It looks as if the Pennsylvania Railroad employes of the Pittsburg division, would have to undergo some delay in the receipt of the month's wages falling due on June 13th. It has been semi-officially given out that delay would certainly arise in getting the "check-roll" through from Altoona to this city. A large amount of money will be involved in the delay and several thousand employes will be somewhat inconvenienced.

QUIET AT THE DEPOTS.

But Few Persons Applied for Passage to Johnstown and All Were Refused.

The publication of the fact that positively no trains would be run on either road to Johnstown all day yesterday, had the effect of keeping away from the depots thousands of useless sightseers who would otherwise have besieged the ticket offices. Those who did put in an appearance were informed that under no circumstances could they get east of Bolivar, and the prospect of a walk of 20 miles each way was either not very encouraging or their desire to see Johnstown had diminished greatly, as they decided not to go. But very few people, however, essayed to go out to the stricken city. The efforts put forth by the railroad officials and the persistent appeals of the newspapers, have borne good fruit; sightseers are daily becoming less in number. The people are beginning to recognize the fact that only good hard workers are needed at Johnstown, and people who have no business there are in the way, and only succeed in hampering the work of those who are trying to do good.

The only three trains that went to Johnstown yesterday were relief trains laden with provisions, and were sent out over the Pennsylvania Railroad. One left at 9 o'clock in the morning, another early in the afternoon, and another at 9 o'clock last night.

No passengers will be taken east of Bolivar during the week, except those who are provided with the proper passes from the Citizens' Committee.

The crowds at the Baltimore and Ohio depot were smaller yesterday than on any other day since the flood. All day long the station wore a deserted appearance, and the only persons visible most of the time were employes of the road.

UNDERTAKERS' WAR.

Twenty-One of the Pittsburgers Who Side With Mr. Flannery Return to Johnstown—Statements From Both Sides.

Twenty-one undertakers from Pittsburg and surrounding towns reported for duty to James J. Flannery yesterday morning, and were by him sent to Johnstown. They were instructed to establish a morgue at Kernville and report for further orders after that had been done to Dictator Scott.

Of the entire 21 there was not a man who sided with W. H. Devore, and without exception they denied every charge made by the Grant street funeral director.

"Even if there had been such drunkenness as Mr. Devore alleged," said one of them, "I can't imagine how he could have discovered it. He wasn't with us one-third of the time, and while we were working in the morgues he was calmly sleeping on a feather bed up in a fine residence on Prospect Hill. True, he embalmed a corpse or two while we were embalming hundreds, but his labors were not arduous in the least. How he got around Dr. Lee, of the State Board of Health can easily be imagined. He probably introduced himself to the Doctor as the Chairman of the Pittsburg undertakers, and as such he was shown all possible honor for the work done by our people entitled them to no little credit, and Dr. Lee doubtless knew it."

Undertaker Devore's Side.

At Mr. Devore's establishment, where the writer called to get that gentleman's side of the unpleasant controversy now on, it was learned that Mr. Devore had not been home since last Sunday, and that it was not known when he would return. Frank Calhoun, who was in charge of the place, said that so far as he could see petty jealousy was at the bottom of all the troubles. Mr. Devore, he said, was selected as Chairman of the Undertakers' Committee en the road up to Johnstown, Mr. Flannery's brother making the motion which elected him. "After that, however," said Mr. Calhoun, "a lot of those shirt tail undertakers, I mean by that the men who really never learned the business, and who don't know whether to insert embalming fluid in an artery or not, became envious of his position and made a kick. That's all there is in or of it."

"Do you mean to say that there were undertakers at Johnstown who didn't understand how to dress a corpse?"

"Certainly I do. Why, the only body that was shipped here at all, reports to the contrary notwithstanding, was embalmed in the most faulty manner imaginable, and we had no little trouble in getting it in proper shape for shipment to Ohio, as per instructions received by us from friends of the deceased."

Mr. Flannery was called upon late in the evening. He was exceedingly averse to talking, and said that anything Mr. Devore might have said was probably said in the heat of passion, and hence in a measure excusable. He denied, however, that the work of the undertakers had been anything but first class, and in addition praised all who had volunteered their services.

All Worked Manfully.

"Everybody worked manfully," said Mr. Flannery, "and everybody will continue to work manfully until the end has been reached."

"It is said Mr. Devore was elected Chairman of the Undertakers' Committee on the road up to Johnstown?" suggested the writer.

"So he was," came the reply, "but it was as temporary Chairman, for that day only. I had been elected permanent Chairman long before that, and the only reason that I did not go up was a desire on my part to stay here and secure carriages gratis for the transportation of the sufferers to and from the depots."

MOUNTAINS OF MAIL.

The Pittsburg Postoffice Clerks Overworked—The Enforced Rest of a Few Days Being Atoned for With a Vengeance.

The temporary holiday given the Pittsburg postoffice employes for a few days last week on account of the entire cessation of Eastern mails was the precursor of the liveliest season of work that ever fell to the lot of Uncle Sam's industrious mailing contingent. At midnight last night, after four days and nights of continuous hustling, the mailing department of the postoffice got the decks clear of accumulation and the force went home to enjoy a well-earned rest. Double turn has been prevailing, and the 14 clerks looked as begrimed and wearied after their Sunday job as do the members of the various relief committees at Johnstown. While the pious Postmaster General—who doesn't want any more working on Sunday in his department—was teaching his Sunday-school class in the city of Brotherly Love, the perspiration was rolling from the mail clerks as they attacked a mountain of mailsacks and sorted mail for all points East and West. The air was filled with packages of belated letters and newspapers which were being shied into the open mouths of capacious mailbags with an accuracy of aim which would put a small boy and his pea-shooter to the blush.

Early yesterday morning two trains on the B. & O., and one on the Valley Road came in bringing an immense amount of mail. Wagonloads were driven into the little blind court between the postoffice proper and city hall, and the sacks were stacked as high as the ceiling but gradually melted away as the energetic clerks worked with a will as they were assured that the end was in sight. Among the mail of yesterday was that contained in car 31 of the postal service which was laid up in Altoona over a week since.

One of the postoffice officials stated that the magnitude of the work done at the Pittsburg postoffice during the flood crisis had not been appreciated by the public. In the first place the discontinuance of the regular postal car service meant that all mail from the East was simply bundled into sacks, sent by roundabout lines and marked "Pittsburg Dis." This meant that every sack of mail so marked had to be opened, sorted and resent from Pittsburg to points West and northwest, the entire through mail thus coming within the Pittsburg jurisdiction. Another thing that made the work more difficult was that the newspaper mail had been handled so roughly that addresses had become illegible. Letter mail was, of course, all right, as it was tied up in small packages. No better work has ever been done in a crisis in the history of the American mail service.

DESERTED RIVERS.

But Few Persons Watched the Flow of the Waters Yesterday—The Health Boats Not Returned Yet.

The scene along the banks of the Allegheny river yesterday were in striking contrast with those of the same day one week ago. Then thousands of people thronged the bridges and wharves on both sides watching the floating mass of debris passing by, eagerly scanning every piece of a house or a log for the remains of some poor victim who had gone down in the flood of Friday. Yesterday the watchers numbered only tens where they had numbered thousands: the bridges were deserted save for the usual throng of Sunday promenaders, while the once pueturbed waters were almost cruel in their calmness. There was hardly a ripple of a wave to suggest the fury of one short week ago, nor a block of wood to show the wreck that had been wrought.

The health boats sent out to patrol the Allegheny and Ohio rivers had not returned up to a late hour last night and are not expected back before this evening.

TAKE HEED OF IT.

A Lesson Drawn From the Calamity in the Conemaugh Valley.

At the Union Park Chapel, Allegheny, the Rev. J. H. Barnett gave a discourse to his audience last night upon the subject: "The Valley of Death. Impressions, Facts and Lessons Gathered on the Spot."

The speaker gave his audience a very vivid description of the scenes in the devastated city, and at the close of his remarks he went on to say:

"Does it not seem very remarkable to you, that in this great age of electricity, railroads, telegraph, telephone and even church bells the people were not apprised of the advancing danger? Well, they were, but they did not heed the warning. It was the old story of crying wolf too often.

"It is the same in our Christian life. The people say: 'Oh, we have heard that story about Christ so often!'

"Mark you, my friends, that such will not be the case with you. The question of eternal life and salvation is always put to you, now take heed on it and do not disregard it."

MAY WRECK JAMES.

A Child Named in Commemoration of the Johnstown Disaster.

Evin Arthur James is the name of one of the Johnstown refugees, who, with his wife and family of five children, is stopping with Mr. Davy Jones in North Braddock. Before the deluge the James family consisted of seven children, but two of them perished. The youngest of those yet remaining is a little infant girl three weeks old, and at the time of the flood had not yet been named.

On Saturday its parents gave the little creature a name and called it May Wreck James, which alone will tell the sad story, without repetition, that the awful wreck to life and property in the Conemaugh Valley occurred on the last of May.

The child was being dressed by its mother when the flood came and was swept from her embrace. It was rescued several miles down the river the next morning, after having been on the water the entire night with nothing about it but a bandage.

THE FLOOD A TEXT.

Drawing Pulpit Lessons From the Great Calamity.

WHAT DOES IT TEACH?

Seven of the Local Clergy Answer the Question for the Benefit of Their Hearers—Views of Rev. Messrs. Purves, Burnett, Felton, Leak, Reid, McCrory and Boyd—The Last Named Censures the Railroad.

"The Lord sitteth upon the flood. Yea, the Lord sitteth king forever."

It was from this text that Rev. George T. Purves, pastor of the First Presbyterian Church, preached yesterday a sermon entitled, "Lessons from the Flood."

The text was, in the speaker's opinion, the earliest description of a thunder storm. The poet takes us to Mt. Lebanon, and describes the sublimity and the devastation of a mountain storm. Moreover, he does not merely describe nature, but regards nature as the servant of God, and sees in its awful forces symbols of of the power and authority of the deity.

The words of the text had been brought to the speaker's mind by the Johnstown disaster. It would be sad if such a calamity did not make its impression upon all minds and hearts. He did not pretend to understand it. God was his own interpreter, but he did know that "God sitteth upon the floods," and he felt that some good might come from the catastrophe, if by means of it we could get clearer ideas of life and duty.

The first lesson that he would draw from the flood was a commentary upon the weakness of human life. We need to be aroused by great events to realize how slender a hold we have on life. What perils surround us. We may build great cities, but they are liable in a twinkling to be swept away. Human life is like a candle that is soon snuffed out.

The second lesson from the flood was in the revelation it gave of what was best and noblest in human life. Communities, like individuals, get their best lessons from their sorrows. Class barriers are broken down, and in the presence of a great calamity rich and poor, high and low, stand side by side and hand in hand. Sympathy, fraternity and human love come like lights in this darkness.

The third lesson was that God was the sovereign arbiter of men's lives and fortunes. There is no alternative between recognizing this and blank atheism. If we take atheism and say there is no God, we take none of the bitterness from the calamity, the wan faces of the dead still stare at us, homes are still desolate, and we have taken away all the consolation of religion. There are no flowers of hope to strew upon the nameless graves.

The fourth and last lesson was that there remained one possession indestructible to man. Houses and railroads may go, fortunes be swept away, but the inner character remains. That he carries with him into eternity and the inner life of the Christian is beyond the reach of all storms and tempests.

PHILOSOPHY AND LESSONS.

Rev. Dr. Felton's Discourse at the Christ M. E. Church Last Night.

A very methodical and systematically arranged lecture was the discourse of the Rev. Dr. Felton at the Christ M. E. Church on Penn avenue last night on the theme: "The Philosophy and Lessons of the Johnstown Disaster."

The reverend speaker took his Scriptural text from the tenth verse of the twenty-ninth Psalm: "The Lord rideth upon the floods and is king for evermore."

"The events of the last few days," the speaker commenced, "developed two things, the wonderful destruction of human life and property and the wonderful response of sympathy and assistance of men. In contemplating this great catastrophe there are two classes of thinkers. The one believes that such a calamity could not have transpired within the province of a God, who is all powerful and good and hence he says: 'There is no God.' The other thinker says that it is perfectly reconcilable with the idea of God, goodness and law."

The speaker then claimed that these events, properly considered, prove the existence of God and government by reference to facts, and that such effects are in harmony with great laws generally known. Then he gave illustrations from the effects of the laws of force and gravity, the laws of decay and recuperation.

"God," he continued, "governs our relations to all these laws and forces by the law of intelligence, and when we put ourselves in harmony with His laws and utilize them they produce for our good, but when we put ourselves into antagonism to them we are destroyed."

This closed the philosophic treatment of the subject, and the lessons the speaker drew from his text were that man must not disregard God's natural laws in his relation to them and his utilization of them. Man has made great progress in the past in the control of forces of nature to his interest, which is proved by the decrease of human deaths.

At the close of his discourse the Rev. Dr. Felton said:

"In the face of such calamities men become brethern. Want is the request and Christian impulse is the supply."

THE LAW OF NATURE.

Its Forces Brought About the Great Disaster at Johnstown.

"The Great Calamity" was the title which the Rev. T. J. Leak, of the North Avenue M. E. Church, Allegheny, had chosen for his sermon last night. Applying to the text from Luke xiii., 4, he said:

"There are events in the history of our race which startle us to the very depth of our natures. We have all read the story of Sodom and Gomorrah. We have read of the outpouring of the lava from the mountain of Vesuvius and the destruction of Herculaneum and Pompeii. We have read of the great floods and famines in China. But never has a disaster of such magnitude been brought so close before us as the one which occurred last week.

"How many questions crowd themselves upon our minds when we conceive such a thing as the calamity at Johnstown? There is at first the question of our relation to God and His relation to the disaster. Some people say it is the fulfillment of a prophesy. Others say it is the penalty for the sinfulness of the people. But I do not look upon it in that light.

"I do not think that moral sin will ever be punished by great physical disasters. Neither do I think it came upon us to teach us a great lesson. Because, do we understand the lesson? No! Well what good is a lesson to us which we cannot grasp?

"I believe it is simply the result of the workings of the laws of nature. The Lord put those laws into force at the beginning of the world, and he does not interfere with them unless in very extreme cases. In those cases he has made known to us the reason of his interference."

THE PENNSYLVANIA COMPANY

Blamed in Some Measure for the Disaster by a Braddock Preacher.

Rev. Dr. T. N. Boyle, of the Methodist Episcopal Church in Braddock, preached last night on the topic "Some Lessons on the Johnstown Disaster." He quoted the sayings of some who were inclined to put the blame of the disaster on Providence, and asked the question, "Did God build the dam?"

His argument was that Providence had nothing whatever to do with it. He said if it had there would be no consistency in swearing in a jury to make an effort to put the responsibility on some person else.

Rev. Boyle held that according to natural laws and the extra work that had been put on the dam, it could only stand so much pressure, and in consequence of this being more than it was prepared to bear had given way, causing its volumes of water to pour out, sweeping death and destruction before it.

He held that the Pennsylvania Company were in a measure responsible, as they should have let go its contents when they had no further use for it. He said that what the people wanted Congress to do now was to establish a department of public safety for the National Government, that it could come to the rescue and make provision for the people in cases of this kind.

THE PEOPLE'S DUTY.

The Rev. W. J. Reid, D. D., Explains the Time for the Duty's Exercise.

At the First United Presbyterian Church the Rev. W. J. Reid, D. D., took his subject for a sermon upon the Johnstown disaster from the text of Isaiah xxvi., 20:

Come my people enter thou into thy chambers and shut thy doors about thee. Hide thyself as it were for a little moment until the indignation be overpast.

The theme of the discourse illustrated the duty of the people of God in time of a calamity. This duty the reverend orator stated consisted in being separated from the world, coming into communion with God and being earnest in devotions.

The second point of the discourse dealt with the time in which it becomes necessary for the people of God to perform their duty, and the speaker then said that everybody had to do his duty at all times, but especially in times of calamity. He then dwelt upon the event of a public calamity where the duty of the people toward God and fellow citizens should be even more free to exercise itself, and at last he stated that a man owes a duty to himself in personal affliction when the church is cold.

THINGS PUT UNDER BAN.

Rev. J. T. McCrory Dwells on Warnings and Consequences of Neglect.

Rev. J. T. McCrory, of the Third United Presbyterian Church, yesterday took for his subject in the morning, "Genuine Christianity and its Spirit as Brought Out by the Recent Dreadful Calamity," and in the evening, "The Voice of Warning Unheeded, and the Consequences."

He took for a text in the evening, Ezekiel, xxxiii, 7-9:

So thou, O son of man, I have set thee a watchman unto the house of Israel; therefore thou shalt hear the word at my mouth, and have them from me.

When I say unto the wicked, O wicked man, thou shalt surely die; if thou dost not speak to warn the wicked from his way, that wicked man shall die in his iniquity, but his blood will I require at thine hand.

Nevertheless, if thou warn the wicked of his way to turn from it; if he do not turn from his way, he shall die in his iniquity; but thou hast delivered thy soul.

Rev. Mr. McCrory did not treat the question in the style that would indicate that those on whom the Tower of Siloam fell were worse than their neighbors, but seized the occasion to stir up his hearers to a sense of the all-presence of death in all forms and in all places. He said the Bible was full of warnings. Warnings to those who make calculations that ignore the infinite power of God; warnings against dependence on mere human agencies to protect against damages; specific warning to parents, to teachers and preachers and to Christians, against the neglect of their vows, etc.; warnings to the young against forms of evil, gambling, dancing, theater-going, drinking and bad literature, and finally, warning to all against putting off preparation for meeting God.

In reference to the last clause, the speaker asked how many people in Johnstown deliberately put off preparation for meeting God until it was too late. Death comes without warning, not only on the street, in the street cars as well as in the imminent deadly breach, but in the houses of God in the clear sky.

The text seems to give the minister considerable latitude in the character of watchman.

At the morning service about $300 were raised for the relief of the Johnstown sufferers.

CHILDREN IN GREAT DEMAND.

Benevolent Societies Very Anxious to Receive Johnstown Orphans.

[FROM A STAFF CORRESPONDENT.]

JOHNSTOWN, June 9.—"There is great rivalry among benevolent societies all over the country to see how many Johnstown children they can collect," said Miss Hancock, of the Children's Aid Society of Pennsylvania to-night. "Nine children were taken to Philadelphia today to the Northern Home for the Friendless by Miss Walk. I think it is a great mistake to remove the little ones from Johnstown, unless they have no friends. The various benevolent societies are wild on the subject, and they will take Johnstown children for the advertisement when they would not accept others. Our work here is not to remove the children, but to care for them until the remnants of the families can be gathered together. We have been discussing all day what to do with a boy who has an uncle. I claim it is a mistake to take him away from his friends.

"The name of every child that is placed in homes or in families is recorded on a slip that is placed in a fireproof safe. We make out a complete record so that the child and friends in the future will know where it came from. I regret that the benevolent societies are trying to glorify themselves. We are constantly receiving supplies of food dainties, clothing, etc., and as fast as we get them we distribute the articles where they will do the most good. We have plenty of applications for children all over the country."

Rev. Mr. Cornet and Dr. W. F. Sawyer will receive children at the Red Cross headquarters for Scranton. Mrs. Alston, Miss Lysle, Mrs. Hutchins, Mr. Orr and Miss Wilcox, representing the Children's Aid Society of Pittsburg, have been in the city two days looking for children. They sent two orphans to Pittsburg this afternoon. ISRAEL.

DOCTORS DON'T HITCH.

Another of Those Mooted Disagreements, at a Very Bad Time.

[BY ASSOCIATED PRESS.]

JOHNSTOWN, June 9.—It leaked out to-day that there had been a tremendous row among city doctors. When the call was first issued it seems that Doctors Dickson and J. Guy McCandless took charge of all physicians who reported to the Chamber of Commerce. They, it is claimed, got a number of young students and inexperienced doctors and brought them here. Experienced city physicians, who were not of their school, were told, it is claimed, that they were not needed.

Dr. Dickson and his brother physicians came here, it is said, under the expectation that many operations would be performed. When they arrived and found such was not the case they returned to the city, remaining only two hours in Johnstown. Others followed them, until there were no physicians to attend patients until Philadelphia doctors arrived. They have now returned home.

A Pittsburg physician said this afternoon that if it were not for the doctors here from other points in the State this city would be in a bad way. Pittsburg experienced physicians will not come, claiming that they have been snubbed when their services were first offered. A lively scene took place at the Union depot last Sunday when the volunteer physicians were refused.

THE SALOONS ARE CLOSED,

But It Is Impossible to Punish Anyone Who Opens His Bar.

JOHNSTOWN, June 9.—Chief of Police Hart arrested a hotel keeper named Myers last evening for selling liquor. He was taken to the guardhouse and remained there for the night. This morning he was released. Nothing was done to him, as no law covers his case. He has a hotel and a licensed bar. For this reason he can sell within the camp. He was so badly frightened that it is not likely he will attempt to open his saloon. If he does, Chief Hart will have his license revoked by the County Judge.

Saloon Keeper Watkins was compelled to close his saloon last night. He remained closed to-day. The selling of liquor is not done openly, but is on the same plan as the numerous city "speak-easies." There is but little drunkenness among the men, as liquor is not to be had very easily. Express companies will not ship it from the city to private individuals, and it is a difficult matter to get it shipped to parties in authority.

MILES OF RAILROAD TRACKS GONE.

Three Weeks at Least Before the Pennsylvania Road is Restored.

JOHNSTOWN, June 9.—Mr. W. M. Ferguson walked down from South Fork to-day, following the line of the Pennsylvania road. He said that all the railroad tracks from South Fork to the viaduct were swept away. The old viaduct is gone. A part of the road known as the Deep Cut is half filled with earth and sand, and the tracks are lost. A mile and a half of tracks from Mineral Point to the cut is lost. A trestlework is being built where the Deep Cut bridge once stood. From the viaduct to the South Fork, he said, was six miles.

It will be three weeks before the road will be open for travel, and months before it will be restored to its former stability.

CAUGHT IN THE VERY ACT.

Four Men Arrested While Robbing the Wreck of a Store.

JOHNSTOWN, June 9.—Four men were arrested this morning by Chief Hart for robbing. They were found in the ruins acting as workingmen. Chief Hart suspected them and detailed a man to watch them. The detective caught them in the act of robbing a store and instantly placed them under arrest. They were placed under guard and then driven out of town, with a warning that if they returned they would be severely dealt with.

One of the men was from Philadelphia, one from Pittsburg and two from Johnstown. Their names were not taken by Chief Hart.

Secretary Burke Sick.

John J. Burke, the Secretary and stenographer of the General Relief Committee of the Chamber of Commerce, is quite ill, being broken down as a result of the extremely severe and protracted work of the past ten days. Dr. Mayer, who is attending him, had serious doubts at first regarding his condition, but now thinks he will pull through.

A Well-Known Traveling Man.

JOHNSTOWN, June 9.—The body of Siras Schick, one of the best known traveling men in the country, was found in the ruins of the Hurlbert House. He was in the employ of the Reading Stove Company. Jesse Orr, President of the company, was immediately notified.

THE CITY WILL PAY

Policemen and Firemen Who Went to Johnstown.

RED TAPE LAID ASIDE.

The Speak Easies Did a Lively Business Yesterday, Although Two Were Raided and All Drunken People on the Streets Were Arrested—Heavy Forfeits Required of the Visitors.

Speaking of the police of Pittsburg (and the firemen, too, for that matter) who have been on duty at Johnstown since the flood of Friday week, the question has frequently been asked whether they would be paid by the Relief Committee or the city for their services. An effort was made last night to find J. O. Brown, Chief of the Department of Public Safety, in order to see about the matter, but that gentleman was not at home. Controller E. S. Morrow was encountered, however, and when spoken to said: "The city will pay all its employes who have been on duty at Johnstown, to be sure.

Would Not Hesitate.

"For my part, I shouldn't hesitate a moment to pass a pay roll with their names upon it. This calamity overrides all law, in that its necessities must be met promptly and without cavil. Chief Brown met me last Monday and remarked that he should have consulted me before sending the boys up, but I told him that at such a time it was unnecessary to consult anybody."

The "Speak Easies" Were Running.

The proprietor of a Pittsburg "speak easy" resembled the fabled green bay tree yesterday, inasmuch as he flourished. Fear of Judge White and the next year's License Court was sufficient cause to keep the doors of the regular saloons locked as tight as wax, but these combined elements of terror had no effect whatever on the genial gentlemen who, having been refused the right to sell malt and vinous liquors, followed the example of the private who, upon being informed that it was not within his power to place a General in the guard house, immediately proceeded to show his contempt for military discipline by landing his superior officer high and dry within the military bastile.

The hot weather combined with the fact that everybody was afraid to drink hydrant water resulted in hundreds and hundreds of thirsty men skirmishing around in search of a friendly side door. And in most cases they found it, too. The officials of the law, when asked if they had received any instructions not to pay attention to the "speak easies" so long as they were orderly and were made almost a necessity by the existing circumstances, replied that they had not.

The Officers Were Active.

But the officers were active in a measure, nevertheless. At Central station yesterday morning Captain Dan Silvus made a little speech to the day relief just before they went out for duty. Said he: "I want Chief Brown's order in regard to Sunday drunks carried out to the letter to-day. It's not necessary for a man to be so drunk that he lies in the gutter before he is a subject for arrest, but if you see a man staggering along the street or sleeping in a hall or doorway run him in." This order had the desired effect, and by 4 o'clock 12 drunks had been taken in by Truby Shall, having been picked up along Shingiss street, Old and Second avenues and Water street, showing that "speak easies" were open.

Inspector McKelvy, Special Officer Kelly and several other officers on the Southside raided two "speak easies" yesterday morning about 10 o'clock. They first went to the place of Barney Scanlon, on Manor street, between South Eighth and Ninth streets, where the proprietor and five men were arrested. A visit was then made to the place of Patrick Labelle, at the corner of Manor and South Ninth streets, where Mr. Labelle and eight other men were arrested. All were locked up in the Twenty-eighth ward station house, where they gave fictitious names. Later in the day some of the visitors were released on forfeits of $30 apiece, but the proprietors were both retained for a hearing this morning.

A FORTUNATE BROTHERHOOD.

The Masons Find Their Losses Much Smaller Than They at First Supposed.

[FROM A STAFF CORRESPONDENT.]

JOHNSTOWN, June 9.—Mr. James McKean is looking after the interests of the Masons. They had an organization of 250 here, and at first it was reported they had lost 100 men, but Mr. McKean says there will not be half that number. The deputies are taking a census, and they will not be able to report before to-day. The Masons are fortunate. Their brothers have contributed stacks of money, and the order will start them up in business and put them in as good shape as they were before. Mr. McKean felt sure that some of them would be better off than before the flood.

Building Inspector Frank was here to-day, but not in an official capacity. He thinks most of the buildings left are badly wrecked and will have to be torn down. Some of them, he says, might be moved to new foundations. ISRAEL.

DRIFT PILES IN THE OHIO.

West Virginia Health Officers Firing Accumulations as They Find Them.

WHEELING, W. Va., June 9.—This morning Dr. George I. Garrison, member of the State Board of Health, accompanied by a committee of Councilmen, went up the Ohio about 20 miles above this city, on an inspection