DIRE DEVASTATION.

A VALLEY OF DESTRUCTION.

The Worst Calamity of the Age on the Western Continent.

THE SOUTH FORK LAKE.

THE TRUTH ABOUT THE DAM.

The Waste Gates Were BI eked to Save the Sportsmen's Fish,

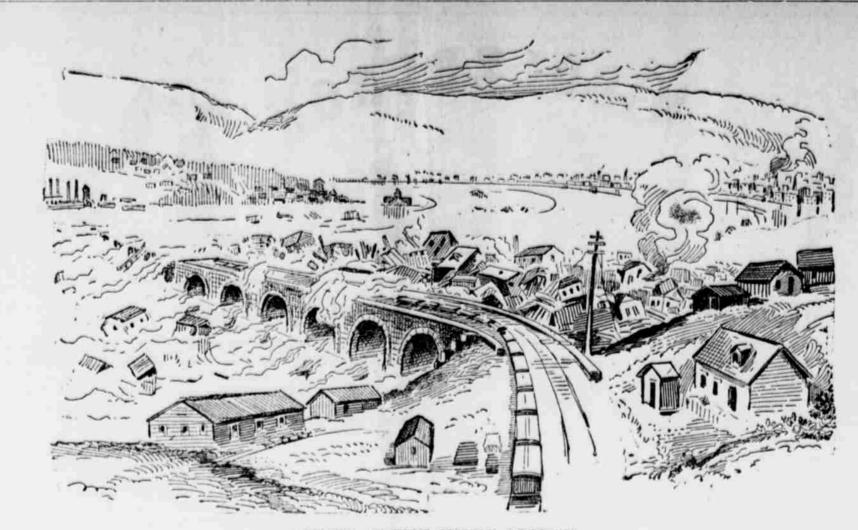
The first accounts of the flool in the Conemaugh seemed like the wildest exaggeration to those accustomed to hearing tales of disaster, but when sober and intelligent eye-with sees described the scenes at the time the made waters dashed upon the helpless villages and cities in the ill-fated valley, and from the facts now obtainable as to the extent of the destruction to property and the awful fatality of the watery avalanche, they are found to be far below the truth.

It is now certain that the South Fork dam gave way about 3 o'clock Friday afternoon from the erosion of the waters which overflowed it, and that the contents of that lake which covered an aers of three square miles with an average depth of 30 to 40 feet, rushed down the valley of the South Fork and the Concmaugh which were alrea y above high water mark. The fall of these streams both being very great, the swiftness of the flood exceeded the speed of the fastest express trains. A solid mass of water, driftwood, rocks, trees on I everything that lay in its path, to the height of forty or fifty feet dashed down the narrow valley sweeping houses, taitroad cars and locomotives down to the dam formed by the stone bridge of the P. R. R. at the lower end of the city of Johnstown.

Warning that the dam was likely to break at any moment was sent out, an t all the residents in the valley might he a escaped, but many did not hear the alarm and many who did made no effort to escape. That any of the thousands who had not fiel before the deluge struck the city should have escaped was miraculous.

The work of removing the debris and caring for the dead, whose bodies are to be found everywhere along the banks or this modern Styx, goes on every day, Thousands of men are at work, but it completed.

The investigations of a New York Sun rehuman agencies for the calamity that his ting Club, the has ciation of wealths Pittsburg gentlemen toat has for four or five years past been endeavoring to establish a sportsmen's paralise at Commungh Lake, When they leaved the lake they closed the waste gates through when all the water that had ever before accumulated in Consumingly Lake hadfound a safe and spe dy exit. When the Penrsylvania Canal was atancould the dam b camy u plass and was my greeted. The towar in which the machinery for managing the waste gates was located is and to have fallen into rules. A few years ago the lake was leased by the Pittsburgh Sportsmen's Ass codlum Engineer Falser, if the Camber's Icon Corepany, made an inspectra of it and procouncil mecondition daugetons. The Association set out, t. ev. o. chired to improve and strength a 4 . They did out off two is it from that not the dam and m y have strongthoned it is a me respects, but either because the waste-grates w reso damaged that to repair them would have been no expensive job, or the other reason mentioned-the four that the five would escape-the wastesgules, so ever one wh lives near says, were permanently stopped 14.25



SCENE AT THE STONE BRIDGE.

a brilge, the deposit of gravel is thin, but the heavily wooded point on the other side has lisannea ed, and gravel tan feet deen covers the spot. On the opposite bluff the trees have seen stripped away and the side of the hill forn out for 4) fest up, a clear evidence of the terrible force of the torrent as it whirlabout the right-angled turn. The surface of the little half- mile valley suggests not sing more forcibly than that the system of hy-Iraulic mining used in the gold regions had ison worked here for a long time. The debr s is all of heavy rock and gravel. There is no light litt in it. The rush of the waters carried with it everything but the heaviest that it picked up.

The dam was simply a gigantic hesp of arth dumpsi across the course of a mountain streau between two low hills. It was faced on each side with a layer of heavy rough stone loosely throw a to get her and uncomented. This pile of ourth was, as has been stated, about 75 feet high and 90 feet thick at the basy. At the summit it was leveled off so as to be about 21 fest wids, unia wago real crossed is. It was an ordinary distroitand there was no rock or masonry beneath it. The wilth of the s ream at the bottom of the dam was about 4) will be many days before their task is feet. At the top the dam was about 400 feet long. It was built straight across the gap and neither face nor back w s currat. The

slops were about the same on both face and perier show clearly that the major part of back. The dam was built many years ago whatever responsibilities may belong to to create a reservoir for use as a feeder to ¹he Penusylvania Canal. The builders placed desolate i the Conemaugh Vailey must be in the 40-foot space at the bottom, where pize dupon the South Fork Fishing and the creek ran, five huge pipes, each as large as a hogshead. These wars covered by an arch of massive masoury and were arranged to be opened or closed by levers in a towar that was built in the center of the dam.

FIFTEEN PASSENGERS LOST. Fifte n People Were Lost Besides the Colored Porter.

The official railroad reports of the dead and missing from the eastbound trains that left Pittsburg last Friday now give the numlerat 15 passengers and the colore 1 porter of the Fullman car New Orleans. There were no losses trom the first two trains.

A PASSENGER'S STORY.

Swift Davis, of Safe Harbor, formerly a Fit sturgh (it 220, was one of the passenger's of the doomed Day Express. He was in company with his wife, three children, Misa Jennie Paulson and Miss Bryant, Ali but two young ladies escaped, and Mr. Davis none to Pittsburgh and told the following story of their escape:

The Express arrivel at Conemaugh about 10:30 and we were informed that it would be necessary to lay over on account of a bridge at Lilly's being vashed away. We were nll o i the first secto i of the train and had haraly been side-tracked before a piece of the railroad track next the river was washed away, the rain in the meanwhile coming down in torrents. I became very anxious about this time and held a consultation with the conjuctor, who said that he would go into the town to flad out the cause of the trouble, and I decided that if the dam should burst or anything of that sort happened, that we would take to the hill alongside of which our train was standing.

THE WARNING WHISTLE.

"We waited there until 4 o'clock in the afternoon, when an engine, coming down the track and whistling louily, apprised us of the dauger. The conductor took our baby and I and my wife kept the other two children and we all fist up the hills for half a mile. When 1 went back afterwards the baby was all right in a farm house, but no traces could be found of the two young ladies, although it was said by the conductor that both had been saved. The water had during this time come down the track at a eactainate, being only a minute later than the engine which gave us warning. 'O se passenger coach and the baggags car we e thrown from the track. A freig a train s a ling alongsi is, and having one car full line, caugat fir about 5 o'clock in the wearg, but it was soon extinguished. If the prople has rom i set in the Pullman car many who perished would be living osday. Lat erwards learned from a young aly, a Miss Maloney, who remained in the Pu may car, that the Misses Paulson and Beyon, both jumpsi from the train into the vater att r having gone back to get their wraps. They were never seen after that,

TALES OF DISTRESS.

Extent of the Devastation in Lycoming, Clinton and Tioga Counties.

In all the history of Central Pennsylvania there has never been known such high water, or have local floods been attended with such disastrous results as that of the last day of May and 1st of June, in 1835, and again in 1876, Centre county had flools, but this time the waters were two feet high-r than on either previous occusion, At Coburn the waters reached their worst, They spread over the eatirs town, and in some pl cos the waters, by actual measurement, were thirty feet deep. To add to the horror of the situation was the fact that it. was at night and pitch dark, while the raiu descended in torrents. There is not one good house left standing in Coburn, Individual

losses cannot be enumerated, but the total loss will aggregate fully \$330,000 in Coburn. be valley is strewn with dead boliss of all kind of animals. The Lewis urg Railroad, fron Coburn to Lewisburg, a distance of 45 miles, is a complete ruin, only 15 miles of track yet remain-

The best estimates puts the loss of life in Williamsport at 25. Three hundred houses were carried away, and every building was floode !. The greatest wrack is along the river bank north of the Reading depot. The lumber men estimate that of the 252,-

000,000 feet of logs an 1 60,000,000 feet of saws ed lumber in the boom, valued in all at \$4,000,000 nearly one-fourth remains, a great deal can be recovered, and the loss will not

FEARFUL RAVAGES.

A WIDE AREA OF DISASTER.

The Sweep of the Storm and Prop erty Losses,

It is interesting to trace the rise, roogress and extent of the rain storm that culminated last week in Central Pennsylvania on the w stern slope of the mountains and in the great Susquehanna basin. Its progress is observable by the weather reports from Southern California, where it appeared on Sunday, May 26, to the New England States the close of the week. Its course was varied, north and south from an east and west line, by prevailing winds. With ut doing any very serious damage in the West it reached Western Pennsylvania on Monlay, May 30, and it was held here through Friday, when it divided, one sect on passed to New England and another southeasterly, deluging Maryland, West Virginia and Virginia. An atmosphere thoroughly siturated was held over Western and Contral P nusylvania by the force of north sast and southeast winls, The downpour only added to the accumulations of heavy rains of the preceding six

weeks. The fearful loss of life in the Consmaugh Valley, resulting from exceptional circumstances not existing elsawhere, has withdrawn attention from the great losses of life and property by the flood in all the breadth of the great Susquebanna basin, along the Fotomac, and on the James and other rivers

AFTER THE DELUGE SCENES IN THE RUINED CITY

Registering the Survivors and Car. ing for the Dead.

Restoring the Waste Places-Town **Rising From the Ruins**,

There is no break in the dreely work at re sovery. Captain Jones, manager of the Es gar Thomson Steel Works and the imm Carnegie interests, arrivel Tuesday, Howa accompanied by 800 men, principally free Braddock, Little Washington, the rost vards, East Liberty and McKeesp rt. They made their headquarters just beyond the depot, and began operations. One hundred at afty tents were pitched and a rough table two or three hundred feet long, was crated oetween the long, white rows of canvas is the first attempts to clear out the wreat the methods were to fire the great piles and burn them up as rapilly as poshis Captain Jones at once protested a raine that He declared it was inhuman. He said ever tick of timber should be turned over al the rubbish examined before the tores wa applied. While this point was being damas sd s me workman, who had been over an in s pile of debris, came upon the bely de woman, This made the captain's argument rresistible, and his plan was at oner delia

In less than two hours 16 holies halten ound in the immediate vici sity of the city and from this out therough examples will be made of everything bafore the for ue lighted.

Superintendent A. V. Pation, of the Baltimore and Ohio Railroad Company, and in inspection the valley of death from in South Fork to the railroad bridge at in Point. His estimate is that between the and 10, 000 people have perished, while the 6,000 dead animals are buried in the wreat age. This is not an exaggerated estimat out the result of careful investigation, Sa ntendent Patton having put in two day ooking over the flooded district and gates ng the facts from all sides. He estim hat it will require fully two months to de his valley of the mountains of detris.

Run to the Hills.

A Paul Revere, lies somewhere among b sameless d ad. Who he is may nevel crown, but his ride will be famous in h dstory. Mounta : on a grand, big baying te came riding down the pike which m hrough Conemaugh to Johnstown like m ingel of wrath of old shout ng his pris dous warning: 'Run for your lives to h tills !!

The people crowded out of thereine along the thickly settled streets, awe-man and wondering. No one knew the net a ome thought he was a maniac and lage On at a deadly pace he rode, and and cang out his awful cry. In a few mone nowever, there came a cloud of run is he broad streets, down the narrowsky grinding, twisting, hurling, overland grashing-annih lating the weak and arong. It was the charge of the floid w

The present appearance of the wreck of the dam i dicates the truthfulness of the story, Three are remnents of the wastr-gate massonary, but there is no indication that they have been of any practical use for a long time. Whatever may have be a the indirect cause of the giving away of the hear of irt that dammed the upper Comemange the tearful power of the mass of water which wes the direct cause of its yielding is evident eliabout the place now, All the water in that area of three miles long by a mile and s qu r er wide, pas el out through th' g p in the dam a d poure it se f upon the valley Is low materrent 75 fest deep and 200 fee wide Rubing through with a velocity a nos i convevalletorse cast a mass, d took a full hour to ex and the ris rvolrant the tremendous pre-sure belind that usual the fluo Loute the most disastrous work

SIGNS OF THE TORBERT'S POWER.

Four-thing of the awtul force of the cur rent can be a en in the land before the dam. Form rly it was a densely wooded little valley rearly straight away for half a m b, where it turned so abruptly to the right as to make a'm at a right angle. The creek co ing down through the sluice-way, and d wa the mountain side, wild rid n propied course through the bottom of the valey. Just before the tura it swept out a good way toward the left, and made on the right bank a long point of la d. This point was particularly heavily wooded. On the spposite bank was a high bluff covered with forest down to the water's edge. For three-Sourths of the distan a from the dam to the turve the formerly wooded flats are now towerel with gravel, course stone and big tocks 20 feet deep at the upper end, and not es than 10 at any point. The creek runs through the 40-foot g p, wh re the waste gates use 1 to be, and throug 1 a deep gully in the moss of gravel and stole there is no vessign of trees or underbrush. Just before the long curve begins, where for merly there was

THE LO'S OF LIFE. Scarcely On sharf of the Population Saved.

S modoubt has been expressed as to the estimate that 12,000 to 15,000 people have tern lost in this floole 1 district. Of course there is at present no way of determining with muy degree of exactitud's how many are load, but the guesding is reaso vable a dicoareative, and based or close figuring.

In the first place it muss be and escool hat this is the grouest disister in distory, and no one brain can compass its details. Its p solulities are boundless, its misery ublite, and its descruction lost in the untat om able larkness of deata; At least 2,591 bolis have been found; 2,000 at the lowest calculation, are in the burned delais in the river; 3,000 are in the unsearched southanks around the Cambria Works, down along the river and in the low-

er part of Johnstown; from one to two thousand are scattered in the valley from Woodville to the bridge, and a thousaul or two are below the brilgs, between Johnstown and Boliva . Hu streds were carried down to the broad rivers in the tremendous current and may never come into the hauds of the living.

Less than one-half the population have registered, so that the other half are still missing, and of these at least threa-fourths onu t have perished.

A RUINFD TOWN.

The Thriving Manufacturing Borough of Woodva e.

Woodvale, the busiling little borough which lay east of Jo instowa, with its tall maple trass on both sides of the Pennsylvania railroad, has been almost wips1 out of existence. The flood that carried off the greater portion of the town blastel the high anticipations of the residents that the borough would soon become a thriving little industrial city. Her manufacturing plants gave employment to the majority of the 2,530 r sidents of the place, but the flood has kills ed them.

If a hand coul i reach out of the sky and take in its grasp houses an i pu'l them out of sight the task could not be do to more effectually than was do a by the flood of last week. There were 295 houses out of the 324 in Woodvale washel away. Those remaining are on the hillside, where the flood could not get at them.

It was announced to the residents of the place that the Johnstown Steel Company, better known as the Johnstown Steel Street Railway Company, had decided to move their dismantled worss from Woodvale to Moxham, on the other side of Karaville. The Company have a steel plant at toat place and think it will facilitate matters to have their Woolvale interests at the same place as the steel mill.

THE SUSQUEHANSA FLOODS.

Loud Cry Fee Help From Another Section of our State.

Dispatches from Lewisburg, Pa., declare that 50 persons went down with one of the bridges at Williamsport and were drowned. The flood on the west branch of the Supquehanna was a qr cedented. Five spans of he railroad bridge as Lewisburg, Pa., were swept away, and the gas works, water works and m lis floole ! out. The los at this place is \$75,0.0. Every bridge on the river from Suntury to Clearfield was washed away.

he situation in the town of Lewstown which has been cat off from the world since list Friday, is thus bridly described; Eight river bridges were swept away. There is only ne open ra ho d here. The hi hways of the own are covered with debris 10 feet high. Many of the population are being fet and sheltered in the Court Houss. The waters we nice feat higher than in 1847. No lives were lo t The da mage to property cannot be estimated.

Superintendent Pettit of the Pennsylvania Railroad, successed in getting to the edge of Lock Haven Tuesday morning at 9:30. All the houses had ir am six to ten feet of water in them. The recoding water left considerable mud in the streets an I dwellings. Only one person is know to have been drowned at Lock Haven, but s veral lives were reported lost at Mill Hall, four miles from Lock Has ven.

Peanfield, Pa. The flood here was the highest for 25 years. All the dams on Baanett's Branch are gone, 11,000,000 feet of logs escaping from Caledonia. Craig's mill at Winterburn and Hoover & Hugus's mill and tramway here are much damaged. No lives are lost nor dwellings caried off.

A Portland, Me., business man lost a \$20 gold coin on his way to work a few days ago, aad, returning at night, found the same piece on the pavement, where it had remained unnoticed all day.

merchants 55003 B \$2,500,000. 1 00 estimate their loss at \$589,000.

Wellsboro, Tioga county, is in a very bad shape. A number of people were drowned. Much property was destroyed, and the pasple are suffering for the necessaries of life. All the bridges in the lower end of Lycoming county are gone.

THIRTY LIVES LOST IN CLINTON.

Reliable reports from Lock Haven state that while only one person was drownel in that city, the lot of those known to have perished in the county of Clinton is 30 or more. The property loss will reach millions of dollars, and business is at a standstill. Danger is now threatened them from sick-

In Marylan I the loss of life by the floots may not foot up more than 50, but the damage to property is enormous. Hun leads of prople are homeless and many are halfstary d and without sufficient clothing. The gins at home, have d-scided to divert a portion of the Johnstown fund to the relief of those who have been made destitute mearer home.

AT WILLIAMSPORT.

Thousands Homeless and Without Clothes-State Aid Promised.

Mayor Forseman, of Williamsport, Pa., in telegrams to Governor Beaver says the boom was cleared of logs and lumber. The awful mass carried away many houses and all their contents. Thousands of people of Williamsport are homeless and without anything but the clothes upon their backs. Many of the people are in absolute want for the necessaries of life. At the meeting called Tuesday, \$7,000 in cash were raised. The city badly needs disinfectants, Dead animals and all kinds of filth are strewn upon the streets, and grave fears of an epidamic are entertained. Stocks of goods of fores in the center of the city are ruised. It Is impossible to estimate the loss and damage to different kinds of property. Five million dollars is a low estimate of the loss on lumb r slone. Other losses are larger. The surrounding country has suffered just as badly. B soms, bridges and villages have been swept away and the less of iiie has been cons derabla,

Decrease in Circulation,

A statement prepare i at the Treasury Department shows that there was a not decrease of \$16,780,608 in circulation during the month of May last, and a net increase of \$1,973,910 in money and bullion in the Treasury during the same period. The princip d loss in circulation was in gold cartificates. United States no es and national bank notes, and the principal gain in Treasury holdings was in standard silver dollars. United States notes and gold no:es in the order named. The total circulation June 1 is stated at \$1,097,470,751, and the total money and bullion in the Treasury on the same date, \$664,-693,230.

of tide water in Virginia. They were tremenious, and under other circumstances would have been the center of interest,

The d struction of property in the valleys of the Su-quehanna and its tributaries was without p-rallel. The city of Williamsport has been grievously stricken. The destruction of lumber interests there and elsewhere was very preat, run 4 og into many millions, Happily, while the loss of life has been considerable, it bears no relation to that on the Consemaugh. Cour y aut railrout bridges, and valuable jublic and private improveme is have been swept away. In some of the central counties not a bri Ige is left stand-

Goin South, along the Potomac the destruction has been, the wreck of the Chesapeake an I Ohio Canal-origin and by Washington-from Cumberland to Georgetown bein; the most serious result. This mea s not Balti nore people, believing that charity be- only the total loss and abandonment of a great water way, which originally cost \$11,-000,000, and upo - which has been expended since its be uning nearly 40,000,000 more, but it means also the death of Georgetown as a coal port, and an inc deulable toss in business to the merch n s of that place and the coal operators of the Cumber and regio i.

> Still going South, the damage in Virginia, carticularly in the James river valley, is said to be incalculable, in property, crops, and railway destruction. Many lives were lost, and a dispatch from Richmond says: 'Virginia has p o ably saffered more than any other State except in loss of life.' .

Any estimate of the values of property lestroyed in Pennsylvania, the border counties of New York and the three States south can only be an approximatio 1 of the vague character. It is most and but for appalling the loss of life, in itself would be recognized as the greatest calamity that has befallen the parts of five States involved. An estimate by active men located there of losses in the Conemaugh Valley, with its 40,000 populas tion between South Fork and the Allegheny, and its great in ustries and railroad improvements, is placed at \$20,000,000. In the Su quehanna basin, from New York down to Port Deposit, at the mouth of the river, in lumber, mills, railroad property, county imporovements, and private property etc., the loss counted as no: 1ses than \$10,000,000, and in Maryland and Virginia \$5,000,000. These estimates take no account of the loss of time and business; consequent on the su-pension of operations in large communities in

all departments of activity. Here we have a total destruction of property in this limited area, compared with the entire area of the States over part of which the storm swept, of not less than \$38,000,000. The estimate of course a crude, but it gives a fairly good idea of the immense destruction of property.

THE plans for the enlargement of the port of Hamburg, Germany, have been approved. The improvements with cost \$1,000,000.

its coronet of ruin and devasts which grew at every instant of its pros Forty feet high, some say, its according there, was this sea, and it traveled was wiftness like that which lay hidles is neels of Mercury.

On and on race i the rider, and on all ushed the wave. Doz ms of people taking if the warding and ran up to the hills h aithful rider-it was an unequal con fust as he turned across the milrial bit he mighty wave fell upor him, and in tider and bridge all went out into dark rether. A few feet further on saved of the Pennsylvania Railroad mana Pictsburgh were enaget up and hursh the cauldron, and the hear of the perreached. The hero had turned tell right nor left for himself, out role a leath for his townsmen.

COUNTING THE LIVING

The Culy Way to Number the Di One Author ty Places the La of Life at 15,000.

While the loss of life at Johnstonia he surrounding boroughs of Casura cellsville Kernville and Conemault never be known, yet a fair a tempt 32 being made to ascertain it within a rep ble limit. This is being don + throughaid of registration, which was as ablabil the direction of H. G. McCounsurby a Buchanan. Twenty-eight agencies will men have been established within their district and all survivors have been the to register themselves and familer The work was begun Monday and Wa

day evening 8,000 persons had real There were 29,500 people residing is a town on I the borcughs named isin terrible catastrophe. When the work istration is finished, it will be known how may y persons are missi g. In inteing thoroughly and carefully don

IN OTHER PARTS.

Wide Spread Dest uction Oats the Conemaugh Valley.

Since telegraphic communication is r stored, it has become known as a di that all to central and northers out the State are com; letely washed of the loss of life and property is gride few exceptions, than in any case yet " The information is that floods have laid waste the valleys of all riversal in Jefferson, Elk, Cameron, McKass Tioga, Lycoming, Sullivan, Colusia tour, Northumberland, Dauphin, Ta iata, Mifflin, Huntinglon, Blair,

and Clearfi 1d counties. Rejor.s have been received d 103 lives on the west branch of the hanns, a d details have not 70 seived from many of the district have suffice i. E. sough is known b to make it certain that the total loss

up into many thousand live all millions of d llars.