

IMPROVEMENT ALL AROUND.

Iron, Steel, and Wool Show Up the Best.

R. G. Dun & Co.'s weekly review of trade says: The better feeling which was observed a week ago in the iron and steel and the woolen industries still continues, and improvement is now felt in prices as well as in magnitude of transactions.

Reports indicate improvement in trade at Cleveland and Pittsburgh, and in the wool and groceries trades at Philadelphia. Collectio ashore no improvement on the whole.

The sales of Southern iron continue large, and prices of pig at Pittsburgh are rather lower, but the Thomas Iron Company has advanced its quotations to \$17 for No. 1.

Breadstuffs are stronger. Less favorable crop reports are the pretext; probably excessive speculative sales the cause.

The business failures number 250, as compared with a total of 225 last week and 213 the week previous. For the corresponding week last year the figures were 232.

MANUFACTURING NOTES.

Work has been resumed at the West Virginia China Works, at Wheeling, with lots of orders and excellent prospects for the future.

After a continuous run of 11 months, the National Furnace at Da Per, Wisconsin, was blown out on the 18th inst.

The Columbia Rolling Mill Company, who works at Jersey City, has bought 100 tons of mill machinery to be delivered before June 15.

The new buildings of the National Forge and Iron Works, East Chicago, Ind., are about completed, and the new machinery is now being put in place.

The record of the Midland Furnace for May is certainly a good one. This is a charcoal furnace 50x10.

The New Birmingham Iron and Land Company, of New Birmingham, Texas, are making vigorous efforts to build up that new iron-making district.

British shipbuilders Very Busy. The shipbuilders in Great Britain have never been so busy as they are at present.

The Clyde shipbuilders have some 150 vessels, of the aggregate tonnage of 500,000, on hand, and yet the output of new work during the past few weeks has been considerably less than the contracts secured.

SIX KILLED OUTRIGHT. A Battle Between Whites and Blacks in Texas. At Given's store, 18 miles southeast of Austin, Texas, a colored constable named Wilson undertook to arrest a white man whom he charged with horse theft.

A Fatal Ride. At Louisville, Ohio, the west bound limited express on the Pittsburg, Fort Wayne and Chicago Railroad ran down a horse and buggy containing Lawrence and Peter Streb brothers, and two boy brothers, named Edward and Frank Sefert.

BRICE GETS THERE. The New Chairman of the Democratic National Committee. At noon Monday the Democratic National Committee was called to order for the first time since the death of Mr. Barnum.

BEAVER'S AIDS. Ten Men Who Will Compose the Flood Commission. Governor Beaver has appointed the following commission, in conjunction with himself, will have charge of the distribution of the funds for the flood sufferers.

Brothers Drowned in the Calumet. George and Charles Sherwood, aged respectively 14 and 17 years, sons of a conductor on the Northwestern Railway, were drowned in the Calumet river near Chicago.

Grinnell's Hard Luck. Forty of the principal business houses in Grinnell, Iowa, were burned, besides many smaller structures. The loss is \$200,000, and insurance \$75,000.

SEVENTY KILLED

Appalling Loss of Life in an Irish Railroad Collision.

PICNIC TRAIN WRECKED.

The Mud-Run Horror Duplicated Across the Sea.

MANY LITTLE FOLKS MANGLED.

A train containing an excursion party from Armagh has been wrecked near that place, with appalling result.

The train contained 1,200 persons, composed of Methodist Sunday school scholars, their teachers and relatives. They were going on an excursion to Warren Point, a watering place at the mouth of the Newry river, County Down.

The excursion party left Armagh in the morning in two trains. The accident occurred at the point where the trains had to ascend a grade on a bank fifty feet high.

A dozen corpses were found beneath the engine in a parboiled condition. Some of the occupants of the runaway cars tried to escape, but the doors were locked.

A car driver named Hughes, who visited the scene of the disaster, was so horrified at the sight that he died on the spot. His corpse was taken to Armagh in his own car.

Another account of the disaster says that the engineer of the second train, finding his engine powerless to pull the train up the deep grade unlinked several of the cars with the object of taking the front portion of the train to the next station and returning for the remainder.

The bodies of the victims were arranged in rows as soon as recovered. Many were mangled beyond recognition. There is scarcely a family in Armagh that has not some one dead.

The accident happened opposite Sir Capels Molynaux's establishment, on the Belfast road. The bulk of the children were in the front portion of the train. Only about a dozen little children were killed.

All the bodies have now been taken from the wreck. The total killed is 72, of which 4 have been identified. At the formal inquest the Magistrate said it appeared on the face of it that there had been most culpable negligence.

TWO HUNDRED INDICED.

Investigations of the United States Grand Jury in Tennessee.

The United States grand jury, which has been investigating the manner in which elections in the Tenth Congressional district of Tennessee, have been conducted during the past four years, submitted its report to the court.

Indictments were returned against nearly all the judges and clerks, some 200 in number, of the last election in this congressional district.

The particular offenses for which most of the men are indicted are for not returning the poll list and count to the clerk of the county court, as the law requires.

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He has given his own word to several Philadelphia banks that they will be reimbursed if they advance the money. The net legislature is to make the Governor's word good.

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- E. W. H. Filer, of Philadelphia. Thomas Dolan, of Philadelphia. John Y. Haber, of Philadelphia. Robert C. Ogden, of Philadelphia. Francis B. Reeves, of Philadelphia. James B. Scott, of Pittsburgh. Reuben Miller, of Pittsburgh. S. S. Morris, of Pittsburgh. John Fulton, of Johnstown. H. H. Cummins, of Williamsport.

George and Charles Sherwood, aged respectively 14 and 17 years, sons of a conductor on the Northwestern Railway, were drowned in the Calumet river near Chicago.

The accident occurred near the Panhandle bridge, Kensington. The boys were bathing and the younger one got beyond his depth. His brother went to the rescue, but both were drowned. The bodies were recovered.

THE DESERTED RESORT.

Appearance of the Valley for Miles Below the Dam.

AT JOHNSTOWN.

TOWNS RISING OUT OF DEBRIS.

The Progress of Affairs in the Ruined Valley.

The torch was applied to the mass at the stone bridge and Thursday it is burning furiously. An informal consultation was held between the contractors and General Hastings after the merchants' meeting, and a short time afterwards the debris was fired.

The loss of life is being gradually graded down. Commencing at 500 in the Pittsburgh papers of Saturday June 1, which was then estimated a high figure, it has gradually ascended to 14,500.

The Cambria Iron and Steel Company will commence the erection of about 400 temporary houses for their workmen as soon as a lumber can be secured. The company owned about 600 houses, and 200 of these were swept away.

Seven thousand men are at work repairing the damage done on the Middle Division of the Pennsylvania Railway, where eight bridges and 31 miles of roadbed were swept away.

The following is the first complete list of passengers lost from the Day Express, on the Pennsylvania road, at East Conemaugh, on the day of the flood:

- Miss Long, of Curwensville, Pa. Her body recovered. She had three children in her charge, but they have not been found. Cyrus Schenck, of Reading, Pa. Miss J. B. Rainey, of Kalmazoo, Mich. Miss Paulson, of Pittsburgh. Miss Bryan, of Philadelphia. Mr. R. S. a cripple; residence unknown. Mr. Ewing, of Logansport; body not found. Manager of the Mansfield Base Ball Club; name unknown. Body not found. E. Lyon, of New York; body not found. F. Phillips, colored porter on the Pullman car, residence Thirty-eighth street, Philadelphia. W. Shelly, of Newark, N. J., body not found. Mrs. J. F. King, residence New York; body recovered and buried. Mrs. Laura King, residence unknown; body not recovered. Anna Bates, companion of Mrs. King; body not recovered. Mr. Swinford, of New Berlin, O., age 70 years; weight about 150 pounds; body not recovered. Mrs. Edward Swinford, of St. Louis, destination Middleboro, Pa.; body not found. Mrs. McCoy; body recovered and buried. Two boys, sons of Mrs. McCoy; bodies not recovered. Mrs. H. K. Smith and child three years of age; bodies not recovered.

It will be seen by the above list that at least 21 persons were lost, yet the railroad company claimed that only seven people were lost from the train. This list was received by Lieut. Rogers, who has charge of the Bureau of Information, and is correct.

NUMBERING THE DEAD.

Close Figuring Puts the Johnstown Victims at 3,000.

Colonel John I. Rogers, head of the Bureau of Information, to whom was referred the work of listing the dead, lost and missing by General Hastings, has completed his report to order and submitted it to General Hastings. Relative to the adoption of orphanages, he says only one has been adopted by outside parties, the others having been taken by their friends.

Wholesale merchants are trying to comfort them, and are offering all the old merchandise some handsome inducements to start again. A circular has been received by these men from several Pittsburgh firms offering them all the credit they want.

Washed Away by the Flood.

The flood washed out and completely destroyed every saloon but one in Johnstown. Borough, all the saloons in Woodvale, and a part of one of the saloons in Kernville. There were all together 138 saloons in these places before the flood.

Another peculiar thing is that all the Chinese laundries were completely washed out and a number of Chinamen are missing. All the voting districts in the First, Second and Third wards of Johnstown have been swept away also, and on the 18th of June when the Prohibition Amendment comes up there will be but few voting places.

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MANY HOUSES BURNED.

Fire Sweeping Through Forests in Wisconsin and Minnesota.

NEWS IN BRIEF.

One man was burned to a crisp, two others were burned so badly that they will likely die, and two more were seriously burned by a fire at the Bear Creek refinery at Johnstown, just outside the city limits of Johnstown, on the Allegheny Valley Railroad.

State Prohibition Chairman Palmer estimates a majority of 30,000 for the prohibition amendment in Pennsylvania.

The high liquor license law in Delaware, which has just gone into effect, makes the lowest license \$200 and the high \$1,000, at the option of County Commissioners.

Hippolyte, at latest accounts, was in possession of Port Au Prince and Legitim was in possession of the American Consul, where he had placed himself for safe keeping.

The threatened strike of 4,000 miners in the Tuscarora was Valley has been prevented by the miners agreeing to the summer schedule. All the mines are running and the prospects are good for steady work.

The Porto Rico has been a visitor from Vienna to Austria of the Regency of Servia as a case belli, and hopes that European diplomacy will secure a mod-ratio in hostility.

It is reported that Uniontown, Kansas, is completely swept away, a calamity almost as bad as that of the Conemaugh valley.

All previous "confessions" of Woodrat, the horse thief, who has been indicted for complicity in the Cronin tragedy, have been eclipsed in an entirely new story from the pen of a writer in the Times.

The weather crop bulletin for the week ending Saturday, June 15, 1889, says: The weather for the week was unfavorable to small grains in Minnesota and Dakota owing to the small amount of rain.

The most terrific storm ever experienced in Berkeley county, W. Va., passed over the southwestern portion Sunday evening. A destructive gale was followed by a disastrous thunderstorm, and then in turn by a hail storm, which did great damage.

The Shanghai Courier of May 10 contains news which the paper received from a correspondent at Chung King to the effect that Li Chow, a city of some importance in Upper Fanchow, was reported as being nearly destroyed by fire a month previous.

The supply of cattle has been liberal and mostly common, and the market lifeless except for good grades, which sold at about last week's prices.

The receipts of hogs have been light and the market active at 10 to 15c per cwt. higher, choice light selling highest; prospect fair for next week.

The receipts of sheep have been fair, and market active at about last week's prices. We quote as follows: Prime Ohio and Indiana wethers, weighing 110 to 120 lbs., \$4.30 to 4.60; good, 90 to 100 lbs., \$4.75 to 4.95; fair to good, mixed, 85 to 90 lbs., \$4.50 to 4.75; prime yearlings, 85 to 90 lbs., \$4.30 to 4.50; good yearlings, 75 to 80 lbs., \$4.10 to 4.30; mon to fair 50 to 60 lbs., \$3.25 to 3.50; veal calves, 110 to 120 lbs., \$4.25 to 4.50.

VIOLENT STORM.

A Destructive Gale Followed by Thunder and Hail.

Latest News of Stanley.

A City Practically Destroyed by Fire, and Ten Thousand Lives Lost.

FLOOD NOTES.

The flood traveled at almost railroad speed—about 3 minutes to the mile. It passed the telegraph tower below Mineral Point about 5:40 and struck Johnstown about 4:05, thus making the run of 7 miles in about 25 minutes.

In many instances large trees struck household furniture and shot clear through them like a cannon ball. Many houses were found transfixed by huge logs or whole trees after the subsidence of the flood which had failed to pass entirely through the house and remained sticking in it like ponderous arrows.

One of the incomprehensible freaks of the flood was the sparing of the row of frame dwelling houses that hang over the bank of the Stonycreek on Stonycreek street. To the casual observer they would seem to be doomed in such a fashion, and yet only one of them was moved from its foundation.

Washington city has contributed \$25,000 for the relief of flood sufferers at Johnstown. President Harrison's personal subscription was a check for \$500.

The Lord Mayor of Dublin, has remitted another check for \$1,000 for the benefit of Johnstown.