ORIGINAL DEFECTIVE

SACRAMENTO DAILY RECORD-UNION.

VOLUME LXI.--NO. 85. SACRAMENTO, SATURDAY MORNING, JUNE 1, 1889. WHOLE NO. 11,864.

DEATH AND DESTRUCTION.

DISASTROUS FLOODS THROUGHOUT PENNSYLVANIA.

Entire Towns Washed Away and Hundreds of Lives Lost—A Bursting Dam.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

PITTSBURG, May 31st.—The flood at Johnstown has resulted in an awful catastrophe. It is said that the reservoir above the town broke about 5 o'clock this evening and an immense volume of water rushed down to the city, carrying with it death and destruction. Houses with their occupants were swept away and many people drowned.

There is no communication with Johnstown, but the telegraph operator in the Pennsylvania Railroad Tower at Sang Hollow, twelve miles this side of Johnstown, says at least seventy-five dead bodies have floated past. The wires are all down, and no trains are running east of Blairsville, which is about twenty-five miles west of Johnstown. There is no way to get to the scene of the disaster and full particulars can hardly be obtained to-night although every effort is being made to do so. There will be no train through to the East before to-morrow.

ANOTHER ACCOUNT.

PITTSBURG, May 31st.—A sudden freshet is reported in the North Fork river, east of Johnstown, Pa., in the Allegheny mountains. Two-thirds of Johnstown is said to be under water, and railroad and telegraph poles are washed out. Pittsburg has had no wire communication with Johnstown for three hours.

ANOTHER ACCOUNT.

GREENSBURG (Pa.), May 31st.—A report has just been received here that the greatest portion of Johnstown has been flooded and hundreds of lives lost. Houses are floating about, and people who are free are panic-stricken and fleeing to the mountains. At a point near New Florence eighty-five persons have been seen floating down the river on drift-wood. One report comes that but two roofs of houses in Johnstown can be seen. The Covetown and New Florence bridges have been washed down stream, and all the buildings along the Conemaugh between New Florence and Johnstown have been carried away. The railroad towers have been abandoned by the operators.

TWO HUNDRED DEAD BODIES.

PITTSBURG, May 31st.—The latest reliable information received from Johnstown officials comes through the Pennsylvania Railroad officials, who aver that over two hundred dead bodies have been counted floating down the stream at Johnston alone, while along the line many additional lives have been lost. It is asserted there are but two houses in Johnston proper entirely above the water line. A special train bearing Pennsylvania Railroad officials and Associated Press correspondent has left this city for the scene. Telegraphic communication is entirely cut off, and until the lines are repaired and operators with the necessary instruments open up at the nearest point, but little reliable information can be obtained.

ENTIRE FAMILIES DROWNED.

BRADDOCK (Pa.), May 31st.—En route to the scene of the disaster, the telegraph wires being down absolutely for six or seven miles below the immediate scene of the disaster, and being in an unworkable shape for three or four miles distant, it was at least half-past 7 before an accurate outline of the effect of the tidal wave could be learned. The chief officials of the Pittsburg end of the main line of the Pennsylvania Railroad received most of their first information from the signal tower at Sang Hollow, six miles west of Johnstown. At a quarter of 8 o'clock a boy was rescued by the men in the signal tower of the railroad company. His name is unknown, but he said that with his father, mother, brother and two sisters he was swept over the breast of the new stone railroad bridge at Johnstown, that the boat capsized a few seconds later, and they were all drowned so far as he could tell.

The railroad operator officially reports that before dark they were able to count 119 persons clinging to buildings and wreckage or drowned and floating in the current. If this information is to be credited the damage in the town proper must be in the nature of a clean sweep. As early as 1 o'clock an alarm was sent to Johnstown that there was danger from the dam. The railroad officials were notified and in a very short time began to carry people from the town to places of safety on the regular trains and hastily improvised rescuing trains. Superintendent Pitcairn of the Western Division of the Pennsylvania Railroad was on his way to the South Fork and was notified of the impending trouble.

TWO YOUNG LADIES DROWNED.

TYRONE (Pa.), May 31st.—The Juniata river has overflowed its banks at this place and flooded the entire southern portion of the city, causing great destruction to property, and the people living in the flooded districts had to be removed from their homes in wagons to places of safety. All railroads entering this place are greatly damaged by the floods. The water was never known to be so high at this place. At Carmensville one man was drowned and at Clearfield two young ladies were drowned in trying to escape from the flooded district.

Susquehanna river overflowed its banks at Clearfield and the entire place is under water and all means of escape are cut off. Many people took refuge in the Courthouse and opera house. This evening it is still raining hard and the waters are rising rapidly.

ENTIRE VILLAGE DESTROYED.

GREENSBURG (Pa.), May 31st.—Johnstown is completely submerged, and the loss of life is inestimable. Houses are going down the river by dozens, and people can be seen clinging to their roofs. At Camptown Village several hundred of the inhabitants' houses are almost entirely covered, and a great many dwellings at Blairsville are submerged. Scarcely a dwelling in the vicinity of Sank Hollow can be seen. The bridges at Bolivar and Ninera, it is reported, have given away, and that Saltsburg, it is feared will be carried away. People here who have friends in the flooded district are eagerly waiting for news at the telegraph office. Great uneasiness prevails. The river at Livermore is rising, and great destruction will follow.

WAS IT A WATER SPOUT.

PHILADELPHIA, May 31st.—All the wires of the Pennsylvania Railroad, west of Wilmore Station on the Pittsburg Division, twenty-five miles west of Altoona, have been down since 8 A. M., and consequently information in regard to the break west of that place is very meager. Enough has been learned, however, to indicate that the rush of water is the worst ever known in that section. The Chicago Limited Epress, which left New York at 9 o'clock this morning, the fast line leaving there at the same hour, and the train leaving that city at 8 o'clock last night are all blockaded.

"Such a thing has never been heard of before," said the railroad Superintendent tonight, "and nothing short of a water-spout could have caused such damage." Lillys is a little mining town of about 300 or 400 inhabitants. For water to rise high enough to obstruct the passage of trains is unprecedented.

"A dispatch has just been received by me," said the Superintendent, "which says that the water is rushing over the tracks at a height of at least five feet above the roadbed, and this I say could be brought about by nothing short of a water-spout. I have no doubt that if our operator at Sang Hollow said he saw bodies from Johnstown floating down the river, as reported in the Associated Press bulletin, that it is true, as his tower is located right on the bank of the river."

RAILROAD BRIDGES SWEPT AWAY.

CHICAGO, May 31st.—At 10:30 to-night a dispatch was received by General Manager Pugh dated at Wilmore, from the conductor of the east-bound New York and Chicago limited, which left Pittsburg at 7 o'clock this morning, saying the train was safe and that all were well on board. Mr. Pugh inferred from this that the limited was laid up somewhere west of Lilly's. The conductor reported that the bridge at the South Fork was washed away, and expressed an opinion that all the bridges between South Fork and Johnstown would be swept away.

The Chicago and New York day express and all other east-bound trains are supposed to be laid up between Cresson and Pittsburg.

When Mr. Pugh was shown a copy of the Associated Press dispatch from Pittsburg announcing the breaking of the dam near Johnstown, he said that this report confirmed a dispatch received from Wilmore to-night, which stated it was reported to the Pennsylvania Railroad operator there that the South Fork dam had broken and the water had carried away the "coal tipple" and the "telegraph tower" at South Fork Station, and also a portion of the east-bound freight train.

The telegraph operator was in the tower and managed to escape, but several of the train hands are reported drowned. The reservoir or dam at the South Fork, which is said to have burst with such terrible result, was described by a gentleman acquainted with the locality in which it was situated for the old Pennsylvania canal. It has been owned for several years by a number of Pittsburg gentlemen who used it as a fishing ground.

The gentleman who gave this information said if the report of the bursting of the dam was true, he had no doubt that the damage and loss of life is fully as great as indicated in the dispatches. The conductor of the east-bound New York limited express, who reported the safety of his train, also said that the report had reached him of the breaking of the dam. General Manager Pugh said to-night that he could not understand what was meant when he received the dispatches announcing the damage to the tracks at Lilly's.

RAGING RIVERS.

All Railroad Traffic Through Pennsylvania Stopped.

GREENSBURG, May 31st.—Superintendent Pitcairn promptly took charge of the railroad and of work and began double duty, clearing the tracks and sending all possible aid to those in danger. His prompt work no doubt saved many lives. In order to understand the nature of this calamity it is necessary to describe the location of reservoir at Johnstown. It is about eighteen miles northeast of Johnstown and is the site of the old reservoir, which was one of the feeders of the Pennsylvania canal. This sheet of water was formerly known as Conemaugh lake. It is from 200 to 300 feet above the level of Johnstown, in the mountains. It is about three and a half miles long and from one to one and a quarter miles in width, and in some places it is 100 feet in depth. It holds more water than any other reservoir, natural or artificial, in the United States.

The lake has been quadrupled in size by artificial means, and was held in check by a dam 700 to 1,000 feet wide. It is ninety feet in thickness at the base, and its hight is 110 feet. The top has a breadth of over twenty feet.

Recognizing the menace which the lake held to the region below, the South Fork Club, which owned the reservoir, had the dam inspected once a month by a Pennsylvania Railroad engineer, and his investigation showed that nothing less than some convulsion of nature would tear the barrier away and loosen the weapon of death.

Steady rains of the past forty-eight hours increased the volume of water in all the small mountain streams, which were already swelled by lesser rains earlier in the week. From the best information obtained at this time, it is evident that something in the nature of a cloud-burst must have been the culmination of the struggle of the water against the embankment. The difficulty of obtaining definite information added tremendously to the excitement and apprehension of the people who had relatives and friends at the scene of the disaster.

FIERCE FLOODS AT JOHNSTOWN.

Angry Waters Spread Ruin and Desolation in Their Path.

JOHNSTOWN (Pa.), May 31st.—This city was visited to-day by the worst flood it ever experienced. The Pennsylvania Railroad is blockaded with water on the tracks, hundreds of houses are inundated and people are being removed to second-story windows. The railroad bridge across the Conemaugh is swept away. The water reached the second-story windows of the railroad depot, forcing the telegraph operators and employes to vacate.

The Conemaugh river swept away thousands of dollars' worth of property. This stream has its source in the mountains, where there was a water-spout. This morning a telegram was received from Sang Hollow, which says a number of houses were carried down the Conemaugh river and twenty-five or thirty people were supposed to have been drowned. A number of bodies were seen in the drift and debris, but on account of the raging water could not be rescued.

Some persons report the number of lives lost at fifty. A telegram from New Florence states that the water is twenty-three feet above low water mark. Almost every bridge on the river is swept away.

An artificial lake three miles above this place, covering an area of one square mile, with an average depth of twenty feet, burst. A great body of water poured into the already raging Conemaugh, and several hundred persons would have been drowned had not the people given the alarm, and the inhabitants in low lands left their homes. Houses were carried away, and the water rose so rapidly and so high that railroad telegraph operators were compelled to leave the towner at the station.

At 9 o'clock this evening it is reported that at least fifty bodies have been floating in the river past Sang Hollow. Some were not dead, and were clinging to pieces of drift, but could not be rescued.

EXTENSIVE LANDSLIDE.

HARRISBURG (Pa.), May 31st.—A great landslide is reported at Lilly's Station. The water is said to be ten feet deep on the Pennsylvania Railroad track.

WATER AT WILLIAMSPORT.

WILLIAMSPORT (Pa.), May 31st.—Reports at 10 o'clock to-night from points up the river are alarming. At Clearfield the water is considerably higher than in 1885. Two or three bridges were carried away, and there are fears for the safety of the boom at Lock Haven. A large force of men is at work on the boom here, trying to make it secure. The water is expected to reach here by morning. It is feared that 15,000,000 feet of logs in Lovalsack creek will be lost. It is raining hard here.

RELENTLESS WATERS.

The Situation at Harrisburg—In the Center of the Flood.

HARRISBURG (Pa.), May 31st.—This city has been in the middle of the deluge all day long. There has been a steady downpour since before daylight this morning, and up to 10 o'clock to-night four and a half inches of rain had fallen. Danger of a disastrous flood in the Susquehanna river is imminent.

Paxton creek, which separates East Harrisonburg from the main section of the city, is a raging torrent to-night. It is higher now than during the great flood of 1865. People along some of the streets have been taken from their houses in boats to-night to places of safety. The storm is still raging, at late hour, and there are grave fears for the safety of the people on lowlands.

FEARFUL DESTRUCTION OF LIFE.

Estimated That the Lost Will be Fully One Thousand.

GREENSBURG (Pa.), May 41st.—The course of the torrent from the broken dam at the foot of the lake to Johnstown is almost eighteen miles, and with the exception of one point the water passed through a narrow shaped valley.

Four miles below the dam lay the town of South Fork, where South Fork itself empties into the Conemaugh river. The town contained about two thousand inhabitants. It has not been heard from, but it is said four-fifths of it has been swept away.

Four miles further down on the Conemaugh river, which runs parallel with the main line of the Pennsylvania Railroad, was the town of Mineral Point. It had 800 inhabitants, 90 per cent. of the houses being on a flat and close to the river. It seems impossible at this time to hope that any of them have escaped.

Six miles further down was the town of Conemaugh, and here alone there was a topographical possibility of the spreading of the flood and the breaking of its force. It contained 2,500 inhabitants, and must be almost devastated.

Woodvale, with 200 people, lay a mile below Conemaugh, in the flat, and one mile further down were Johnstown and its cluster of sister towns, Cambria City and Conemaughborough, with a total population of 30,000. On made ground, and stretched along right at the river's verge were the immense iron works of the Cambria Iron and Steel Company, who have $5,000,000 invested in their plant. Besides these there are many other large industrial establishments on the bank of the river, and how badly they are damaged cannot be estimated. At 11 P. M. a railroad man says the loss of life will reach hundreds, and possibly over a thousand. The report of the loss of the towns above named cannot yet be confirmed.

AT HUNTINGTON.

People Driven From Their Homes and the Growing Crops Destroyed.

HUNTINGTON (Pa.), May 31st.—Incessant rain during the past seventy-two hours has overflowed the streams to an unusual degree, to-day's downpour being the heaviest ever known here. In consequence of the washing away of the Hyndman bridge, on the Bedford branch of the Pennsylvania Railroad, and the undermining of the railroad bridge at Mount Dallas, Bedford was to-day cut off from all intercourse with the outside world, and is likely to remain so for several days.

The rise in the Paystown branch at Everett is so great to-night as to submerge the principal streets, compelling many families to desert their dwellings.

Juniata river here is made sadly picturesque with floating out-buildings, timber, uprooted trees and remnants of destroyed farm buildings, with here and there carcasses of horses and cattle.

Ten families in Portstown, a suburb of this town, were driven from their homes this evening, and much of their household goods were washed away.

The growing grain in the immediate vicinity of Huntington is nearly all destroyed, and it is feared that this will be the result all over the country.

VARIOUS REPORTS.

Late Information from all the Flooded Sections Very Alarming.

PHILADELPHIA, May 31st.—Dispatches received up to midnight at the office of the Pennsylvania Railroad indicate that the situation is hourly growing worse.

The effects of the storm are now being felt on the middle division of that road, extending between Harrisburg and Altoona. Landslides and washouts are reported along the line between these places. No trains can be sent out west from Harrisburg until the storm abates and the extent of the damage can be ascertained.

The New York Limited east-bound, which is now at Wilmore, had a narrow escape from destruction. The conductor reports that immediately after his train had passed over the bridge which spans the river at South Fork, that structure was swept away by the rushing water.

LATER—Tracks west of Johnstown are at some points entirely carried away and the road beds are gone. The river for some distance above the bridge is filled with buildings and driftwood thirty feet high which is on fire and likely to damage the bridge, which is of stone, and the fire is beyond control. Johnstown is literally wiped out.

AT ALTOONA.

ALTOONA (Pa.), May 31st.—The highest and most destructive flood that has visited this place for fifty years occurred to-day. It has been raining continuously for the past twenty-four hours and is still falling. Juanita river is ten feet above low water mark and rising.

The lower streets of Gaysport, bordering on the river bank, are submerged and the water is two feet deep on the first floors of the houses there. The water rose so rapidly that people had to be removed in boats. Railroad travel is interrupted and all manufactories are shut down. Over $50,000 damage has been done already in that immediate vicinity.

PIEDMONT'S PREDICAMENT.

Immense Damage to Railroads from the Great Flood.

PIEDMONT (W. Va.), May 31st.—This place has been visited with the greatest flood since 1876. It began raining yesterday and continued until noon. It also rained some this afternoon.

Two hundred families living near the river were forced to leave their houses and flee to the hills. Father Weider, while rescuing families from Hendricks Island had a narrow escape.

The damage to property is at this time estimated at $10,000. The West Virginia Central and Pittsburg Railway is under water between here and Cumberland, Md. Two bridges have been swept away. The loss on all to that road will be $250,000.

No trains are running on the Cumberland and Pennsylvania road. Two trestles have been washed away. Loss, $20,000.

Nine Baltimore and Ohio trains are lodged here and 1,200 emigrants are on the streets. The western end of the road has been impassable since last night, and it is hard to say when travel can be resumed.

A number of landslides have occurred in the road between here and Grafton. The loss to the Baltimore and Ohio is very heavy, but cannot be estimated at present. At this hour, 11:30 P. M., the rain has ceased falling, the water is subsiding and no further danger is apprehended.

THE SUSQUEHANNA BOOMING.

HARRISBURG, May 31st.—Since this morning nearly five inches of rain has fallen in this vicinity, causing a flood dangerous in proportions. Many houses in the lower parts of the city are partially submerged, and the occupants are compelled to vacate, boats being used to rescue them. Paxton creek, a small stream, has expanded into a mighty river, threatening much damage.

A large portion of Steelton, two miles east of here, is under water. No trains from the West to-day on account of the washouts, and none is expected during the night. It is feared the Susquehanna river will rise to destructive proportions.

Japanese Women.

In Japan the women have taken kindly and quickly to the foreign methods of instruction, and prove themselves faithful and intelligent students. They show a great deal of ability in the hospitals and training-schools for nurses, and much quickness in learning, as well as fondness for whatever they undertake to study. A Japanese woman's education formerly consisted of a strict and thorough drilling in all the rules of etiquette, in learning to play on the koto and samisen, and in arranging bouquets; they were also taught, those of the upper and middle classes, to read and write the common language in the hirakanna or simple running characters, instead of the square characters of the classic language. All newspapers, novels and plays are written in the hirakana, and in Japan, as well as in other countries, women are great novel readers. There have been literary women in Japan, women who have written dramas, poems and novels, as well as those who read them. The women of Japan hope eventually to attain a position equal in consideration to that of American women. And since the wife of the Japanese Minister at Washington has been able to learn the English language in one year so that she speaks it fluently, it shows what a Japanese woman can do.

Pallet A. R. (to Polly Poser, the popular model)—"I want you to call up a look of expectancy; of a longing for something that you feel you will never grasp!" Polly (promptly)—"All right, Mr. P. I'll think of that thirty bob as you owes me for that last half-dozen o' settin's. That'll do the trick, if anything will!"

A man's time, when well husbanded, is like a cultivated field, of which a few acres produce more of what is useful to life than extensive provinces even of the richest soil when overrun with weeds and brambles.—*Home.*

The Philadelphia *Call* remarks that "the down-town bob-tail cars should bear the legend: 'Drop a nickel in the slot and see how much faster you could have walked home.'"

EAST OF THE ROCKIES.

TWO MEN INSTANTLY KILLED IN A COLORADO MINE.

Snow a Foot Deep in Wisconsin, and the Thermometer One Degree Above Zero.

[SPECIAL DIPPATCHES TO THE RECORD-UNION.]

CRONIN CASE.

More Evidence Regarding the Carlson Cottage Occupants.

CHICAGO, May 31st.—An evening paper says that some valuable information in the Cronin case has been gathered from "Mack," alias Williams, alias McWilliams, who was arrested in a cheap lodging house. Mack claims to be a carpenter, and he told the following story:

On the second of May he was working for a Mrs. Wilson, on North Ashland avenue, scarcely a block from the Carlson cottage. Mack was putting in some windows at the time. While at work a lady, whose name he understood to be Mrs. Dudley, came and began to talk with Mrs. Wilson. Mack was in the same room and he overheard every word. Mrs. Dudley, who is a stout, fleshy woman, was talking very bitterly against the physician who had attended her husband. Mack says he heard the name "Dr. Cronin" mentioned, but he didn't know whether the physician complained of was the Cronin referred to or not.

Mrs. Dudley seemed very much excited, and frequently made the remark in great spirit, "I will get even with him." Mrs. Dudley said she was working in an orphan asylum on Burling street, but that she was going to leave the asylum, and that she daily expected to go to live with her two brothers in a cottage near by. Mrs. Dudley pointed in the direction of the Carlson cottage in referring to the place she was going to move.

At the Chicago Nursery and Half Orphan Asylum on Burling street it was found that a Mrs. Dudley had been there, but had since gone away. It is believed that Williams is one of the men who rented the Carlson cottage, and that he is a carpetlayer by trade, and that he laid the carpet in the cottage.

MAC'S REAL NAME IS DUDLEY.

LATER.—To-night the police officials say they have learned that "Mac's" real name is C. E. Dudley. The supposition is that he is the husband of the woman mentioned in his story. The police say he was animated in telling the story by the desire to cause trouble for his wife, who left him on account of his brutality and drunkenness. They deny having any evidence connecting "Mac" with the case, but in this connection it should be stated that little except denials of the stories made public by newspapers has been obtainable from the police, and for the past few days they are very secretive.

ENTERED THEIR PLEA OF NOT GUILTY.

CHICAGO, May 31st.—This afternoon detective Coughlin, P. O. Sullivan and Frank Woodruff were arraigned in Judge Williams' Court, charged with the murder of Dr. Cronin. Each man pleaded not guilty and was taken back to jail.

DR. CRONIN'S CLOTHING DISCOVERED.

CHICAGO, May 31st.—Late to-night it is learned that Dr. Cronin's clothes have been found. The first clue was obtained by the finding of the underwear by the children mentioned in these dispatches several days ago. The police began vigorously to search for the remainder of the clothing, and near the mouth of the Fifty-ninth-street sewer unearthed the murdered physician's portmanteau, shirt and undershirt. They were buried over a foot under the ground.

The shirt bore the name of the murdered doctor, and the other articles were readily recognized as portions of his apparel. Strange to say, however, the vest was missing. In its place was a vest of much coarser material. This garment presumably belonged to one of the murderers or accomplices. For this reason the police are using every effort to suppress their discovery, hoping that Cronin's vest may be discovered in the possession of one of the murderers. The pants found were deeply stained with blood.

TROUBLESOME TICKERS.

It is Claimed that Market Reports are Public Property.

CHICAGO, May 31st.—In accordance with a previous announcement the official quotations of the Board of Trade will be cut off to-morrow from about 500 correspondents who are non-members of the Board. Arrangements have been made in most instances by commission merchants to keep their customers informed of the market changes and an increased force of telegraphers will be put on the floor to handle the business. The employes of the Gold & Stock Telegraph Company were sent out this afternoon to remove all of the tickers from the offices of persons and corporations not members of the Board. George M. Hurd secured an injunction from Judge Tully restraining the Board of Trade and the Western Union Telegraph Company from removing his stock quotation ticker. Hurd has a broker's office in St. Paul and Minneapolis and he claims to have as much right to an injunction as if he were doing business in Chicago. He insists that the market reports are public and not private property.

McGARIGLE, THE BOODLER.

He Returns from Canada and Pays a Fine of $10,000.

CHICAGO, May 31st.—Interest in the Cronin case was partially eclipsed to-day by a sensation created by the announcement of the return to Chicago of W. J. McGarigle, the ex-Warden of the County Hospital and General Agent of the Cook county famous boodle gang.

The history of this case and of McGarigle's sensational escape from the custody of Sheriff Matson, and his subsequent chase into Canada, needs no repetition at this time. Shortly before noon to-day McGarigle walked into Judge Shepherd's branch of the County Court accompanied by State's Attorney Longenecker, attorney Adams, E. J. Lehmann and James Fitzsimmons, the latter two being McGarigle's bondsmen. The Court officials and policemen waiting to give evidence in the criminal cases stared in amazement at the sight of the man who has been so long a fugitive in Canada.

The Court suspended proceedings in a case on trial, and lawyer Adams stated that an agreement had been made between the State's attorney and the counsel for the defendant, in view of the recent decision of the Supreme Court of Illinois granting Edw. McDonald, ex-engineer of the County Hospital, and a brother of Mike McDonald, a well-known political boss, a new trial. In view of that decision it had been agreed that a new trial shall be granted McGarigle, that he should enter a plea of guilty and pay a fine.

State's Attorney Longenecker said such an arrangement had been made, and he desired that a fine of $10,000 be imposed. He said McDonald, who was a co-defendant with McGarigle, had been granted a new trial, but that the State did not desire to try him again. He thought the arrangement with McGarigle, who had escaped to Canada, was the best that could be done. As to McDonald, he had served eighteen months in jail, and suffered more than McGarigle. The difficulties in the way of a successful prosecution of a new trial were insuperable. He therefore moved that a nolle prosequi be entered as to him.

The orders were made by the Court, and while the clerk was figuring up the cost McGarigle and his friends retired to the Judge's chamber. McGarigle said he did not wish to talk more than to say he proposed now to remain in Chicago. McGarigle was given three years in the penitentiary by the verdict of the jury and a fine of $1,000. The verdict was set aside by the Supreme Court of the State fifteen months after he escaped from the Sheriff.

There were altogether twenty-three indictments against him. It was one of these—the one under which he and McDonald were tried—that he was fined. The other twenty-two were stricken off. The costs of the trial and those resulting from the forfeiture of the bonds amount to about $1,000. This amount and the fine was paid to the clerk of the Court and McGarigle and McDonald are once more free men.

LOVERS SUICIDE.

The Girl Succeeded, but a Pump Saved the Boy.

CHICAGO, May 31st.—At Ranshackle, in a two-story house, on the south side of the line, reside two families named Sullivan and Bell. Last night Nellie Sullivan, aged 19, and John Bell, aged 21, took morphine enough to kill a dozen men. The other members of the families discovered this fact some hours later, but failed to send for physicians until they saw the girl was dying. When the physician finally arrived and administered emetics the girl was beyond recovery, but it is supposed Bell will recover.

The cause of the suicide is a complete mystery. The young couple were lovers, and there was no opposition to their marriage. The police are investigating into the neglect of the other occupants of the house to summon a physician at once. It is attributed to stupor or indifference superinduced by drink.

SNOW A FOOT DEEP.

The Thermometer in Wisconsin One Degree Above the Freezing Point.

MILWAUKEE, May 31st.—This morning large heavy moist flakes of snow fell in this city until the ground was covered. The trains arriving on the St. Paul from the north were covered with snow. The temperature in this city this morning was 33 degrees, one degree above the freezing point. Railroad men report over a foot of snow south of Fond Du Lac, on the Northwestern road. Crops have been considerably spoiled by the late frosts. Reports from all parts of the State are that the snow was heavy. In Sauk county small vegetation has suffered very considerably. In many localities the strawberry crop is completely destroyed. The small grains and fruits are badly damaged in the tier of lake shore counties. Fruit and berry crops suffer most in Wisconsin.

EASTERN TURF EVENTS.

Slow Time Made—Americana and Senorita Make a Dead Heat.

NEW YORK, May 31st.—Overhanging clouds to-day threatened a downpour at any moment, but nevertheless there was a fair attendance at Jerome Park. The track was fast, but the fields were remarkable for their smallness. The races resulted as follows:

First race, eleven-sixteenth of a mile, Iago won, Telephone second, May Queen third. Time, 1:13½.

Second race, one and one-eighth miles, Fides won, Americana and Senorita dead heat for second place. Time, 2:00¼.

Third race, three-quarters of a mile, Lonely won, Brown Charlie second, Khafton third. Time, 1:19½.

Fourth race, 1,400 yards, Eolian won, Connamara second. Time, 1:23¼.

Fifth race, 1,400 yards—Miracle won, Crusader second, Topeka third. Time, 1:24

Sixth race, three-quarters of a mile, Earnest won, Long Knight second.

AT LATONIA.

CINCINNATI, May 31st.—It rained here to-day, and, as a consequence, the Latonia track was a veritable sea of mud, making the going very heavy, and causing the scratching of numerous of the entries. The attendance was light, but all that could be expected under the circumstances. Many of the horses have already left the Latonia track to take part in the St. Louis meeting. The races to-day resulted as follows:

First race, three-quarters of a mile, Jakie Toms won, Holland second, Clamor third. Time, 1:22¼.

Second race, one mile, Kedar Khan won, Castaway second, Nyleptha third. Time, 1:53½.

Third race, nine-sixteenths of a mile, Adele M. won, Ballyhoo second, Lady Blackburn third. Time, 1:01½.

Fourth race, one mile and seventy yards, Ban Hazem won, Dad second, Quindaro Bell third. Time, 1:56¾.

Fifth race, the Sensation stakes, three-quarters of a mile, Avondale won, Starter Caldwell second.

EGAN ANGERED.

He Defends the Character of His Friend, Alexander Sullivan.

NEW YORK, May 31st.—Minister Patrick Egan, who is to sail to-morrow for Chile, is indignant over the story of Mortimer Scanlan, of Chicago, of his alleged transactions with Alexander Sullivan in relation to Land League funds. He expressed himself in very emphatic terms about those who, he says, are trying to blacken the character of Sullivan. He claims the story that he turned over $1,000,000 of League funds to Sullivan while he was Treasurer for that organization is absolutely false.

MAN OR MOUSE.

A Deposed Preacher Who Wants His Son to be a Reporter.

NEW YORK, May 31st.—The investigation of the Classes of the Reformed Church in America into the charges against Rev. Hooper, of unsavory Californian notoriety, of lying and contumacy by the administration of the sacrament while under suspension, was concluded this evening. Rev. Dr. Duryea admitted the guilt of the accused, but pleaded extenuating circumstances. The Classes unanimously voted to depose Hooper from the ministry.

While waiting for the verdict, Hooper said he expected that he would be deposed, as he had been tried by "a picked jury." After the verdict he added: "If my son grows up to be a mouse, I shall make a theological student out of him; if he grows up to be a man, I shall make a newspaper reporter out of him."

Vigilantes in Nebraska.

OMAHA (Neb.), May 31st.—A special from Springfield, Neb., says that a farmer named John Newell was found dead in his bed yesterday with over twenty bullet holes in his body. He had been very free in denouncing the Vigilance Committee, and was charged by the Vigilantes and their sympathizers with harboring cattle thieves. The same day about 3 o'clock in the morning a body of masked men called at the house of a neighboring settler and seized George Babcock, a settler who had formerly lived there, but moved to Springfield. They carried him off and he has not been heard of since. He was also an anti-vigilance man.

Atlantic and Pacific Election.

BOSTON, May 31st.—At the annual meeting of the Atlantic and Pacific Railroad today the following Directors were elected: E. F. Winslow, Jesse Seligman, W. F. Buckley, W. L. Frost, Bryce Gray, Edward H. Pardee, W. B. Strong, B. P. Cheney, G. G. Magoun, J. J. McCook, Alden Speare, L. C. Wade and J. A. Williamson. The Directors chose the following officers: President, J. A. Williamson; Secretary and Treasurer, H. W. Gardner; Auditor, E. E. Hancock; General Manager Western Division, D. R. Robinson; of General Division, H. L. Morrill. President H. G. Nutte resigned his office on account of ill health.

Two Men Killed in a Mine.

DENVER (Col.), May 31st.—A St. Elmo special says: At 10 o'clock last night, as John O'Hagan and Thomas Rupp were working in the stopes between the second and third levels of the Mary Murphy mine, the timbers gave way and they fell 700 feet. The wall-plates loosened, letting 150 tons of ore fall upon them. All hands went to their rescue, but when taken out at 8 o'clock this morning both men were found dead and horribly mangled. Both men were single and have no relatives in this country.

Courtship by Letter.

NEW YORK, May 31st.—A pretty romance is connected with the marriage of Martin George, a mining operator of San Francisco, to Caroline Jenkyn, of England. She arrived yesterday on the steamer Gallia. George met her at the pier. The bride is young and beautiful. The courtship was conducted almost entirely by mail. The marriage ceremony was performed in this city by Rev. C. H. McAnney, pastor of the Washington-square Methodist Church.

Shutting out English Syndicates.

ST. LOUIS, May 31st.—The incorporation of the brewery concerns of this city was completed to-day, the articles having been filed this afternoon. The new association includes eighteen brewers—all in the city except Lemp, Anheuser, Busch and Obert. There will be no change in the management. The only object in forming the association is to keep the breweries from selling out to English syndicates.

California Fruit in Chicago.

CHICAGO, May 31st.—The Porter Bros. Company, agents for the California Fruit Union, sold to-day through the Adams & Lewis Auction Company one carload of California apricots, peaches and cherries. Some of the apricots were too ripe. The peaches sold at $3 to $2 20 per box. Apricots sold at $3 50 to $1 70 per half-crate. Royal Anne cherries sold at $3 per half-crate.

Chicago's Tough Weather.

CHICAGO, May 31st.—The rain-storm which has prevailed for the last three days continues this morning. The high wind of last night in this vicinity uprooted trees, blew down telegraph poles, and did considerable damage to other property. Low lands are flooded in many places and residents are seeking safety on higher ground.

Suicide of a Clergyman.

PHILADELPHIA, May 31st.—Rev. Dr. Wm. F. Gage, pastor of the Bond-street Church, Hartford, Conn., committed suicide by jumping from the fourth-story window of the Orthopædic Hospital to the sidewalk. He was undergoing treatment for melancholia, superinduced by overwork.

DIPLOMATIC CONQUESTS.

Will the United States Build Up a Commercial Rival?

[From the S. F. Call.]

The New York *Sun* charges that the principal of the two Canadian railway lines has taken alarm at the evidence taken before the Interstate Commerce Committee and has hastened to Washington to secure the roads in their profitable traffic "by the methods which accomplished the Canadian reciprocity treaty and the treaty of Washington." The *Sun* adds: "These easy diplomatic conquests, to our shame be it said, were won with money and the uninterrupted flow of champage." The treaty just concluded with Germany on the Samoan difficulty indicates that the present Administration is less susceptible to such influence than some former administrations have been. If the principal of the two Canadian railroads thinks to carry his points by opening a few bottles of champagne he will most certainly be disappointed. The *Sun* has received what it considers trustworthy information that on the 17th of this month the Canadian Pacific Railway was to apply to the Treasury Department in Washington to be designated a common carrier between any and all parts of the United States by rail or water. This application the *Sun* asserts, received the support of the United States Collector of Revenue at Portland, Me. It is intimated also that Mr. Blaine does not look upon the application with disfavor. In the absence of positive information about Mr. Blaine's position on this important matter it will be well to accord him the general consideration of being neither a knave nor a fool. The State of Maine may have special reasons why the Canadian roads should be given the position of common carrier, but Mr. Blaine knows very well that he is not the Secretary of the State of Maine but of the United States. Of all our statesmen he has been the least subject to near-sightedness. Years ago, when he was a Representative from the State of Maine, he could see the Pacific Coast and appreciate the peculiarities of its position. He will hardly be less far-sighted now when he holds a national office and is especially bound to take into consideration the interests of the whole country. The *Sun*, while disposed to give credence to the report that Blaine may help the Canadian railway in this matter, gives the following conclusive reasons why he should not:

The Canadian Pacific road is a military highway, planned and built for the swift movement of brigades and divisions of a British army to strategical points on our country's northern boundary, from Maine to Washington Territory. Three-quarters of its line is in a wilderness. Its local traffic does not pay the cost of running its trains. It must have full participation with the American transcontinental roads in the internal and coastwise commerce of the United States to earn money enough to pay running expenses and avoid a bankruptcy that will rot its ties and bridges and wash down its track with rain and wind. To help this hostile British military railway steal from the American railroads American traffic and travel in quantities sufficient to maintain in effective order and constantly available condition an engine of warfare against the United States is a crime of the grade that made Benedict Arnold infamous.

ARID LANDS.

An Important Meeting to be Held in San Francisco Tuesday.

[S. F. Bulletin, May 31st.]

At the last session of Congress the United States Senate appointed a committee to consider the question of irrigation of arid lands. The duties of this committee will be to visit all communities that it may be able to, and consider such subject in each place and gather all data in relation to the same that is available. After the appointing of the Senate Committee Hon. William M. Stewart of Nevada was chosen Chairman and, acting in such capacity, Senator Stewart will be the adviser of the Senate Committee concerning such investigation on the Pacific slope. From what can be learned the Senate Committee will start for this coast from St. Paul, Minn., on the 1st of August, and will probably arrive in San Francisco some time about the middle of the month.

California being directly interested in this particular subject the State Board of Trade is sparing no pains to help the Senate Committee in its labors, and as a result a committee has been appointed to work with that end in view. The gentlemen that will act on the committee have all signified their intention of serving, and for the consideration of the subject the first meeting of the Committee on Irrigation and Arid Lands, that will act under the auspices of the California State Board of Trade, will meet at the rooms of the State Board on Tuesday next at 2 o'clock for the discussion of the subject.

Hon. M. M. Estee has been appointed Chairman of the local committee, and has already issued a call to the different members to assemble in this city on the day above mentioned. In his letter Chairman Estee says that he has recently received a letter from Richard J. Hinton, Engineer of the United States Geological Survey at Washington, which contains many important recommendations that should be presented at a very early day for the consideration of the committee above referred to. It is desirable, the letter says, that the committee should present a statement of the needs of this State on the arid land and irrigation questions, and early action is required on the part of the committee, so the same can be prepared and presented for the consideration of the Committee of the United States Senate on Irrigation and Arid Lands when it pays its visit to this coast, which is not now long distant.

The committee that will act in conjunction with the committee of the United States Senate has been appointed, and consists of the following gentlemen: Hon. M. M. Estee, Chairman, Napa; W. H. Mills, W. L. Merry, San Francisco; General N. P. Chipman, Tehama; Hon. C. S. Wright, Stanislaus; Hon. Jesse D. Carr, Monterey; Major E. W. Jones, Los Angeles; L. M. Holt, San Bernardino; Frank H. Cunningham, San Diego.

Humming Bird on the Ground.

All writers on the subject of ornithology whom I have consulted agree that the humming bird never alights on the ground. I beg leave to differ with them Near my home is a field that in the summer time is