MC2398

POOR DOCUMENT

TODAY.
We continue the publication of a new American serial story.
TAKEN BY SIEGE
is the serial story of the year, and portrays real life as it is today.

The Evening Gazette.

READ THE WANTS
in the GAZETTE today and every day.
You can get a want in the GAZETTE for TEN CENTS a day.

VOL. II.---WHOLE NO. 323. ST. JOHN, N. B., FRIDAY, JUNE 7, 1889. PRICE TWO CENTS

BOARDING.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

WANTED.

WANTED—A strong active lad that has had some experience in the tin business. Apply to A. G. Bowes & Co., Canterbury st.

WANTED—The people to know that Jones, the instalment man, keeps only at 36 Dock st., and has no connection with any other concern.

LOST.

ON Saturday last, between Prince William St. and the Provincial Asylum, a parcel containing a suit of clothes. The finder will oblige by leaving same at the GAZETTE office, 21 Canterbury street.

FOR SALE

FOR SALE—The pleasantly situated House, 134 Brittain near Sydney st., containing 9 Rooms, W. C. &c. Terms easy. For particulars apply to H. J. PITTS, 179 Union St.

TO LET.

TO LET—Two Houses, on King St. East, Nos. 219 and 221 containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATON, corner of Princess and Pitt street.

TO LET—DWELLING HOUSE, No 274 Princess street, formerly occuppied by G. J. Chubb, Esq. Possession given immediately.
ALSO—DWELLING HOUSE, No 272 Princess street, at present occupied by C. A. Palmer, Esq. Possession given about 1st June. Rent low to good tenants. Anything that may be required to put the houses in thoroughly good order will be done. Apply to E. & R. McLEOD, Barristers, Ritchie's building.

HOUSE TO LET, partly furnished, 244 King street, (east.) Large yard and garden. 10 rooms, with all modern improvements. Gas and water.
Also a Building on St. Davids st, suitable for workshop. Apply to MRS. H. ROBERTSON, 224 King street east.

TO LET—The UPPER FLAT in house Guilford street, Carleton, lately occupied by C. A. Shamper. Apply to A. H. DeMILL, Palmer's building.

TO LET—House known as "The Farns," on the Bay Shore, near Carleton. Apply to A. H. DeMILL, Palmer's building.

TO LET—A pleasant and convenient Flat, six rooms, 218 Duke st. Apply at premises.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barn, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.

FOR SALE, OR TO RENT—From 1st May next, pleasantly situated Brick House, No. 85 Hazen street, at present occupied by K. Shives, Esq. House contains 11 rooms, with bath room, gas and water; good yard in rear; location finest and most desirable in the city. For further particulars apply to FRANK W. MULLIN, care American Rubber Store, 65 Charlotte street.

TO LET—A DESIRABLE SELF-CONTAINED Tenement, No. 161 Waterloo street, containing 10 rooms, with all modern improvements, bath room, arranged for hot and cold water; also good sewerage. For further particulars, apply to A. Younglaus, City Market Clothing Hall, 59 Charlotte Street.

TO LET—No 109½ Queen street, now occupied by Mr. Chas Ledford; six rooms, including bath room. May be examined any afternoon. E. T. C. KNOWLES, 107 Prince Wm. street.

TO LET—The COTTAGE situate in Lancaster belonging to the Estate of the late John Clark; contains ten rooms, with china closet, bath room, hot and cold water, and water closet; frost-proof cellar; hot air furnace, etc, etc; also Garden with apple trees, currant bushes, etc. House will be let separately or with Farm containing 70 acres in good state of cultivation. Will be let for one or more years. Enquire of W. W. Clark, Mayor's office. W. W. CLARK and J. A. CLARK, Executors.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A. L. SPENCER, on the premises.

TO LET—From first of May next, the commodious premises, No. 105 Germain street, at present occupied by W. Malcolm Mackay, Esq. This is one of the best finished and most centrally located dwellings in the city; has hot and cold water, gas and other conveniences. May be seen on Tuesday and Friday afternoons from 3 to 5. Apply to W. J. DAVIDSON, 87 Water street.

TO LET—From first of May next, the premises on Sydney street, at present occupied by Chas. G. Turnbull. May be seen on the afternoons of Wednesday and Thursday of each week. For rent and other particulars apply to W. J. DAVIDSON, Water street.

TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

TO LET—Lower flat of the house 25 Exmouth street, six rooms, modern improvements, hot and cold water. Apply on the premises.

Removal Notice.

JAMES S. MAY & SON,
Merchant Tailors,
HAVE REMOVED TO THE
Domville Building, Prince Wm. St.,
premises formerly occupied by the Bank of Montreal, and are now ready for business.
Stock Complete for Summer Trade
and will be added to from time to time with the Latest Incoming Novelties.

WANTED,

A respectable woman to do general house work. Apply to Hugh Nealis, 73 Dock street, or to Mrs. Hugh Nealis, Fort Dufferin, Carleton.

RUBBER CLOTHING.

We have in stock the most desirable styles of
RUBBER CLOTHING
for Ladies and Gents wear.
ESTEY, ALLWOOD & CO.,
Dealers in Rubber Goods and Mill supplies,
68 Prince Wm. St.

WILLIAMS BROTHERS,
Cash Grocery stores.

STAR FLOUR Bbl	5.70
AMERICAN OIL gal	25c
BROOMS	12, 16, 18 and 20c
PICKLES bottle	15c
WHEAT GRITZ bag	25c
NEW CHEESE lb	14c
WOODSTOCK BUTTER, choice. lb	24

WILLIAMS BROTHERS,
Corner Princess and Charlotte, and 115 Brussels street.

KING STREET STOVE STORE.
REFRIGERATORS ONLY $10.00

$10 $10
CHARCOAL FILLED.
P. S.—Our Jewel Range with Oval or Round Fire Pot and Ventilated Oven is perfection. Call and see it.
SHERATON & SELFRIDGE

WEATHER INDICATIONS—Fair, followed on Satnrday afternoon by showers, warmer, winds becoming southerly.

HUNTER, HAMILTON & MCKAY,
97 King St.

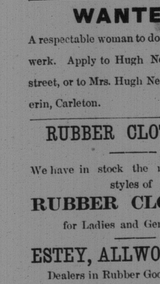
On the following recommendation we bought all our lace curtains:
"They are strong and Serviceable."
Will you buy yours on the same recommendation?
Why not!

WALL PAPERS.
I have just received another large lot of new Goods of all grades, borders to match, also, a large variety of plain and decorated window shades.
F. E. HOLMAN, - - - 48 King Street

ATTENTION
is today called by
DANIEL & ROBERTSON,
to the following new goods for gentlemen's wear.
WHITE SHIRTS with open fronts, REGATTA SHIRTS, NIGHT SHIRTS with colored trimmings.
TAN AND BROWN KID GLOVES with newest fastenings.
Sizes, 7, 7½, 7¾, 7¾, 8, 8½, 8¾.
To arrive on Saturday,
12 DOZEN WASHING TIES.
LONDON HOUSE RETAIL, - - - - 1, 3 and 5 Charlotte st.

KEDEY & CO.,
DRY GOODS.
First sale has been a grand success at their new store,
213 UNION STREET.
Next to the Corner of Waterloo st.
A few ends of those cheap Summer Silks left, at 30 cents. Call early if you wish one. K. & Co.

DR. SHARP'S ENGLISH TONIC BITTERS.



These well known and unrivalled BITTERS, prepared by a peculiar and elaborate Chemical process, from rare plants and herbs, and entirely free from all mineral, acid, and other noxious ingredients, have been found the most useful in Dyspepsia or indigestion, Diseases of the Liver and Kidneys, and Irritability of the Bowels.

In all cases of Debility; whether arising from illness, fatigue, or other causes, they prove eminently serviceable and afford *incalculable benefit*; and, being devoid of all spirituous and other injurious stimulants, may be given with happiest effects to *young children*, correcting in them the tendency to the generation of worms, and other Bowel complaints.

FOR FEMALES these Bitters are peculiarly suitable, giving tone and vigor to the system, and imparting new strength to the frame, which *protracted nursing* or other exhausting causes may have impaired.

They have been extensively and successfully used by the Medical Faculty, many of whose most distinguished members in New Brunswick, Nova Scotia, the United States elsewhere, have given ample testimony in their favor.

These Bitters produce a feeling of buoyancy, removing depression or melancholy, and hence are of great value in the treatment of Mental and Nervous affection. They produce a healthy flow of the secretions, and should be used by all who suffer from

DEPRESSION OF SPIRITS, SLEEPLESSNESS. NERVOUSNESS, LOSS OF APPETITE,

And all kindred complaints.

Everybody knows that Sharp's Balsam of Horehound and Aniseseed is the best cough medicine ever offered to the public.

Everybody ought to know that Sharp's English Tonic Bitters cannot be too highly commended for the diseases they are recommended to cure.

The sick should not delay a moment in procuring and using these bitters. Sold wholesale by T. Barker & Sons, St. John, and at retail by all druggists. The price is reduced, so as to come within the means of all, to 75 cents per bottle. PREPARED BY

Sharp's Balsam Manufacturing Company, St. John, N. B., to whom orders may be addressed.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating supplies.
Lowest Quotations Given on Special Supplies.

SECOND EDITION.

JOHNSTOWN DISASTER

CAUSES GREAT ALARM IN CORNWALL.

A Large Number of Cornishmen Were Employed in the Iron Works at Johnstown, that Were Swept Away by the Flood.

BY TELEGRAPH TO THE GAZETTE.

PLYMOUTH, Eng., June 8.—The calamity in Pennsylvania has caused the greatest alarm and anxiety among the people of West Cornwall, large numbers from all parts of the country having immigrated to Johnstown and formed quite a Cornish colony there; and there is but little doubt that a majority of them, if not all, are victims of the disaster. No information has been received but several young men from here were known to have been employed in the iron works which were swept away by the flood. On receipt of the news of the catastrophe, Mr. Hamy of Penzance who recently returned from Johnstown leaving his married sister with six children there was taken ill and he expired yesterday. It is calculated that fully 500 families in Cornwall have relatives in Johnstown.

The streets all night are crowded with people wandering about pennileas and homeless. The militia and extra police are to be seen on every corner guarding property against thieves and vandals. Over 100 arrests have already been made. All the daily newspapers will publish tomorrow.

THE AMERICAN CUP.

A New English Yacht to Compete.

BY TELEGRAPH TO THE GAZETTE.

EASTBOURNE, June 7.—The launch of the yacht Paradox which will compete for the American cup was effected yesterday afternoon in the presence of a large concourse. It is more than a generation since a lugger rigged yacht has been seen in English waters. The Paradox is the largest yacht ever built at Eastbourne and is the largest lugger rigged yacht in the world. Her peculiarity of hull is that it is perfectly straight at the bow and tapers off toward the rudder. The yacht will take part in the race at Queenstown June 17th.

THE SEATTLE FIRE.

The Losses Amount to $30,000,000.

BY TELEGRAPH TO THE GAZETTE.

SEATTLE, W. T., June 7.—It is estimated that the total losses by the fire in buildings alone is $10,000,000, while the personal losses will probably reach $20,000,000. It is thought many persons must have perished in the flames, but no bodies have been found. Dynamiting the progress of flames was resorted to, but it is also reported that two men were lynched for stealing.

The burned district comprising 64 acres now presents the aspect of a hugh oven of burning coals and threatens even further destruction.

THE FRENCH POLICE

Search Boulangist Houses and Find Criminating Papers.

BY TELEGRAPH TO THE GAZETTE.

PARIS, June 7.—Two house of leading Boulangists have again been searched by the police. It is alleged that papers which implicate Gen. Boulanger in an international plot have been discovered.

Fusion of Railway Societies

BY TELEGRAPH TO THE GAZETTE.

CHICAGO, June 7th.—The Brotherhood of railway Brakemen, the Switchmen's Mutual Aid Association and Brotherhood of Locomotive firmen have been fused into a single order, for their mutual protection under the name of the United Order of Railroad Employees.

Willing to Suffer for Science.

ALBANY, N. Y., May, 7.—The superintendent of prisons yesterday received an offer from a Philadelphia man to act as a victim to science by testing the efficacy of the new apparatus for executing by electricty. The applicant says he is a poor man and is willing to be a trial victin if $5,000 is paid to his family.

Parnell to Visit Edinburgh.

BY TELEGRAPH TO THE GAZETTE.

LONDON, June 7.—In response to a communication from the municipal authorites of Edinburgh asking him to name a day on which he could accept the freedom of that city, Parnell has written he will be able to visit Edingurgh on July 20th.

Americans Arrested in Ireland.

BY TELEGRAPH TO THE GAZETTE.

DUBLIN June 7.—Three Americans have been arrested at Tullamore because they carried a quantity of suspicious luggage. They were on their way to Westmeath.

The "Oaks" Winner.

BY TELEGRAPH TO THE GAZETTE.

LONDON, June 7.—The race for the Oaks stakes was won by L'Abbesse De Jouarre, Minthe second and Seclusion third.

All Quiet in Samoa.

BY TELEGRAPH TO THE GAZETTE.

SYDNEY, N S W., June 7. Samoan advices report all quiet.

Weather Report.

POINT LEPREAUX, June 7. 9 a m; wind south west, calm, thick fog, therm. 51.

3 p m wind west, calm, therm 59; seven schooners inward.

Equity Court.

In the Equity Court to-day before His Honor Mr Justice Palmer, Judge in Equity, an application was made by Mr. Mont McDonald on behalf of Diana Beckwith of Salisbury, Westmorland County, widow, for admeasurement of dower, in her late husband's lands. The court granted the application and commisioners were appointed to make such admeasurement, and report upon the arrears of dower.

A TEXAN HAIL STORM.

The Crops are Damaged, Lives are Lost and Several Persons Seriously Injured.

BY TELEGRAPH TO THE GAZETTE.

GREENVILLE, Texas, June 7.—This section was visited by a heavy wind and hail storm on Tuesday night, doing immense damage to the growing crops, houses and barns. A portion of the residence of J. W. Frost was blown over and killed Frost and wounded several of his family. James Marlow's residence is wrecked, and Mrs Marlow fatally injured. L. M. Shafner's and H. H. Harris' houses are demolished, and Harris and his wife are seriously injured.

Latest From Johnstown.

BY TELEGRAPH TO THE GAZETTE.

JOHNSTOWN, Pa., June 7.—To-day opened warm and almost sultry and the stench encountered throughout Johnstown is almost overpowering. Sickness in spite of the precautions of the Sanitary authorities is on the increase—and fears of an epidemic are hourly growing.

Five cases of malignant diptheria have been discovered on Redford street. The cool weather thus far was a great benefit to the people—but now summer has come on and no one knows what the next few days will bring forth

Twenty more physicians have arrived from Pittsburg today. One great danger is the over-crowding of houses and hovels. and is being prevented as much as possible by the free use of tents upon the mountain side.

AT CHAMBERS.

This morning an argument, for a new trial in Kane vs the City of Portland, took place before his Honor Judge Watters in chambers.

This matter came on for trial in the County Court some time ago, and the Jury in the case rendered a verdict for the Plaintiff for almost the full amount of his claim. Mr. Currie on behalf of the defendant City contends that the verdict is against the weight of evidence and therefore a new trial should be ordered.

Mr. C.N. Skinner, for the Plaintiff Kane was heard in reply.

His Honor reserved his decision.

Before His Honor Mr. Justice Tuck this morning at the Judge's Chambers, in the Palmer Building, an argument was had of a particularly interesting character at the present time. A summons was procured on behalf of the bank of Nova Scotia, calling on Mr. George A. Barker to show cause why he should not be imprisoned for one year for non payment of a debt to the Bank he having as alleged sufficient means to pay such debt [illegible] was returnable to-day, [illegible] Mr. Gilbert, on behalf of the Bank, contended that the facts had been fairly stated and offered as a witness Mr. Alexander John, who gave evidence to the effect that his (Barker) [illegible] a statement of property.

Mr. C. A. Rockin, who appeared for Mr. Barker contended that while a man required to be assessed upon $1,000 to qualify as a Candidate for the Mayorality, it was not necessary that he should actually own it.

Mr Barker was examined, and His Honor dismissed the application, remarking incidentally at the same time that this proceeding at this particular juncture, on the eve of an election as it were, savored rather of a persecution. He did not however say that it was so but it wore that appearance.

This section of the act in reference to qualification for the mayoralty, contains the following interesting paragraph:—Provided that in the present year it shall be sufficient compliance with this section if the name of any candidate *appear* as assessed to such value, in either the last assessment list of the City of Saint John, or of the former City of Portland."

Theatrical.

A full house attended at the Institute last night to see "Love in Harness" produced by the Rehan Comedy Company with Mr. H. G. Mills, a well known local amateur, in the cast.

The audience was perfectly delighted with every incident of the play and yielded to unreserved laughter.

Mr. Hotto as Mr. Joblots could not be improved upon and Mrs. Jamieson was invaluable as Mrs. Joblots. This lady's role is not a light one by any means and she answered every demand the character made upon her

Miss Waters was, as usual, captivating and true to her role, though her heart was in the right place all the time. Miss Russell too was good and as Mrs. Naggitt her acting was good, especially in the scenes with Mr. Neggit a part successfully played by Mr. Westford. Mr. Beach was an excellent Frederick Urquhart and Miss Edmunds in the double part of Jennie Joblots and "Myrilla" was a pronounced success. Of Mr. Mills acting it is enough to say that he played the part of Dr. Hoffman, in love with Jennie, so well that few strangers would suspect he was an amateur playing with professionals for the first time.

This company is an unusually well balanced one, as has been before observed and besides that they seem to be such strong favorites with our people that they do not seem while playing, to be strangers and merely visiting us. Such a feeling of perfect accord, in a word, appears to exist between the different members of the company and the audience,—somewhat as though the audience were the guests of the players who as Hosts and Hostesses were furnishing a very pleasing entertainment for such guests,—that a sentiment of regret that the season was ended, was felt by all.

Reports from up river and from the Miramichi are to the effect that the water is still rising rapidly, and that it is now more than possible that many of the hung-up drives may get out. The water in the Nashwaak has risen between two and three feet, and Gibson's drive is reported to be coming along rapidly.

A sad accident, resulting in the death of a bright and promising child of David Steeves of Baltimore, Albert county, occurred last Friday, the child coming in contact with the fire the clothes became ignited and before the flames could be subdued the child was terribly burned.—Maple Leaf.

If you want a fine Havana Cigar or fine American Cigarettes or Tobacco, call at Whitebone & Co., City Market Building, 45 Charlotte street.

St. John's Fish Business With the West.

For a long time our fish merchants have been looking forward to the opening of the C. P. R. Short Line to Montreal as a very important feature in the development of St. John's fish business with the west, as the quick transportation and the lower rates which the new line can give place St. John is in such a position that we can compete with Portland, Gloucester and Boston, for the western fresh fish business while St. John's facilities for doing business in dried and boneless codfish and in haddies now are far ahead of either of those America ports.

When we consider the fact that with the disadvantage of having to send their fish by the long intercolonial route or else by the New Brunswick railway via Portland and Boston, our fish merchants have already built up a large and growing trade with the Upper Prouinces and Western States, it is at once apparent that a great impetus must be given the trade by the change brought about by the opening of the Short Line.

The business as done for the past few years has been steadily growing. When the weather begins to get a little cool about the first of September, the shipments of haddies in large quanities begin, Messrs E. M. Robertson & Co last fall averaging almost a car a day. But owing to the time required to traverse the long distance by the old routes our dealers were much handicapped in doing business with places further west than Montreal. The quick transit afforded by the Short Line removes this difficulty entirely.

All winter and until late in the spring car load after car load of fresh fish, mostly herring and cod, are shipped west from here. All the spring through, having a special rate on the I. C. R., Messrs. Leonard Bros. and Messrs. E. M. Robertson & Co have been enabled to ship a car of fresh fish to Montreal every Monday. The special rate by the I. C. R., is $1.35 a hundred, and the car in which the fish are shipped is hurried through.

The fish shipped in this way, are fresh shad, halibnt, cod-fish, and haddock. They are packed in ice in large boxes.

Leonard Bros. have already made several trial shipments by the Short Line, the first being sent by express at $1,30 a hundred, and these experimental shipments have proved most successful in every way. The firm are now in the receipt of orders from several parties who formerly dealt in Portland and Boston, and all our dealers are confident of an immediate increase in the business.

The express rate by the Short Line is now only 5 cents less per hundred than the special rate given by the I. C. R. but the saving in time makes a great difference in favor of the new line, and it is hoped that freight rates will be arranged immediately that will give our enterprising dealers the chance to make Montreal the centre for the west, distributing from there.

Mr. W. F. Leonard is now away on a tour of the upper and western provinces looking for trade and direction. By the old route very little could be done west of Montreal but now St. John can command the business of Toronto and the other large cities in Ontario as well as a good share of the trade of Chicago and the western states. It is probable that by the time the heavy fall shipments begin satisfactory freight rates will be arranged and our merchants will be reaping the full benefits of competition as the fish distributing centre of Canada.

MONEY AND TRADE.

Rates of Exchange—To-day

	Buying.	Selling.
London, 60 day	9	9½ p. cent.
Do., sight	⅜	10 p. cent
New York	¼ dis	¼ prem.
Boston	¼ dis	¼ prem.
Montreal	¼ dis	¼ prem.

New York Markets.

NEW YORK, June 6.

	Yesterday Closing	Today's Opening	Highest	Lowest	Last Sale	Yesterday Sales
Chi, Bur & Quin	103¾	104	104	103¾	11000	
N Y Central	....	....	....	....		
Cen Pacific	....	....	....	....		
Canada Southern	54¼	55¼	55¼	54¾	300	
Delaware & Hudson	144¼	145	144¼	144¼	2000	
D & Lack	143¾	144	144¾	144¼	14000	
Erie	28¼	28¼	28¼	28¼	1400	
Consol. Gas	89	89¼	88¾	88¾		
Hocking Valley	15¼	14	15	14		
N J Central	105¾	106¼	106¼	105¾	4500	
K & T						
Lake Shore	105¾	105¾	106¼	106¼	4000	
Lou and Nash.	70¾	71	71¼	70¾	7000	
Mis Pacific	76¾	76¾	76¾	76	23000	
N Y & New England	47¾	48	48	47¾	24000	
Northern Pacific	29¾	29¼	29¾	29¾	400	
Northern Pacific pref	67¾	67¾	67¾	67¼	13000	
Chi & Nor.	113¼	113¾	114	113¾	13000	
Omaha	....	....	....	....		
Oregon Trans	35¾	35¾	35¾	35¾	700	
Pacific Mail	35¾	35¾	35¾	35¾	1500	
Ph. & Reading	46¼	46¼	46¼	46¼	8000	
Richmond Term	26	26	26	25¾	2000	
St Paul	74¼	74¼	74¼	74	38000	
Texas Pacific	22	22	22	22	2000	
Union Pacific	93¾	93¾	94¼	93¾	11000	
Western Union	88¼	88¼	88¾	88	14000	
Wabash	....	....	....	....		
Wabash pref	29¾	29¾	29¾	29¼		
Norfolk & W pref	53¼	....	....	....		
National lead Trust	30¼	30¾	31	30¼		
Cotton Oil Tr	40¾	40¾	40¾	40¾	16000	
Top. & St Fe	46¼	46¼	46¼	46		
Rock Island	99¼	99¼	99¼	99¼		
Chicago Gas Trust	61¼	62	62¼	61¼		
Sugar Trust	106½	106¼	107½	106¼		

Chicago Markets.

	Yesday Close	To-day Open	Highest	1.30 Close
Wheat—July	75¼	75¼	76	76
Sept	74¼	74¼	74¼	74¼
Dec	76	76	76¼	76¼
Corn—July	34	34	34	34
Aug	34¼	34¼	34¼	34¼
Pork—July	11 77	11 85	11 87	11 87
Aug	11 82	11 97	12 00	12 00
Petroleum	82½	82½	83	82½

London Markets.

LONDON, June 6.

United States Fours,	
Do, do. Fours and a half	
Atlantic and Great Western first	33½
Do. do do seconds	
Canada Pacific	
Erie	29
do. Seconds	106
Illinois Central	
Mexican ordinary	51
St Paul Common	76¼
New York Central	110½
Pennsylvania	53½
Reading	23¾
Mexican Central firsts	78
Bar Silver	
Spanish Fours	

Money 1 p r cent. Rate of discount in open market for short bills 1½ per cent; three months bill is 1½ per cent.

Liverpool Markets.

LIVERPOOL, June 7—Cotton quiet with limited enquiry. American middling 6 1-16 sales: sales 7,000 bales: speculation and export, 5,000 bales; receipts 5,900; all American. Futures quiet and easier

Cars Lighted by Electricity.

The night passenger trains on the Northern division of the I. C. R. have for some time been lighted by the incandescent electric light. There are battery houses at Moncton and Point Levi, where the electricity is generated and from which the storage batteries attached to the cars are supplied with power. The cars on this division are now being equipped with storage batteries and other arrangements, and in a short time all the night trains between here and Halifax will be lighted with the incandescent light.

THE GREAT FLOOD.

HOPE HAS ARISEN AT JOHNSTOWN.

Despair Yields to Activity and the people are Awaking to New Life.

Boston Herald.

JOHNSTOWN, Pa., June 5, 1889. A rainbow spanned the mountains above Johnstown this afternoon. It belonged there. Hope for the first time since last Friday has a dwelling place here. The people are awakening from the heavy stupor of despair into which they have been plunged ever since the gigantic millstone of the whirlpool rolled over the city and ground it to pieces.

The first effect of the money which the country has poured so unstintedly into the lap of the suffering communities has been to fill the dead town with an appearance of life and bustle. All the men of the city who can work have been taken from their listless wandering about the muddy plain, where the flood did its worst, and among the wrecks of houses heaped one against the other, where its violence was less severe, and have been set to pulling down shattered buildings, clearing up debris and digging out streets where any still exist. Two thousand laborers from Pittsburg work with them. All are under the direction of experienced men, are working systematically. An acre of bonfires blazing in different parts of the town show the extent of their work. Besides what is burned, a great deal is being carried away on the railroads and dumped outside the city. The town itself is already beginning to lose something of the awful features of its grief, and the appearance of the people, with work-occupied minds preventing them from dwelling upon the horrors through which they have passed, is improved a thousandfold. One can walk among them now without being tempted to suicide by the hopeless despair of every face; they even smile occasionally.

Into that awful area of charred and crushed wood, iron and human beings, backed up against the bridge, dynamite and all the most powerful mechanical appliances that can be set to work have made scarcely a perceptible breach. It has to be pulled apart piece by piece. It must be weeks, and may be a month, before it is all torn to pieces and removed.

All this activiiy in working on the debris, and the consequent moral and physical improvement of the place, has not been without its sadness. The chronicle of the dead bodies has been peculiarly terrible. From every part of the ruins the tramp of the six bearers, with their burden on stretchers between them, the most familiar sight in Johnstown now, has worn deep paths towards the morgues. More dead have been discovered than for several days, and the circumstances in many cases have been especially heartrendering. Most of them have been from the heaps of debris and wrecked houses in the main part of the city and from the Cambria iron works, but many burned and crushed fragments have been dug out of the blackened mass jammed against the bridge.

The means of making intelligent computation of the number of dead are still lacking, but there is no reason to reduce what has all along been the conservative estimate, that from 5000 to 6000 persons have lost their lives in the flood.

An encampment of soldiers occupies place is under martial law. The good order that has prevailed from the start still continues. There have been a number of arrests of thieves and petty marauders but not so many as might have been anticipated, and there has been no excitement worth speaking of over them.

The railroads are making fair progress in reconstructing their tracks. The Baltimore & Ohio line is open to its terminus in the heart of the city. The Pennsylvania line is able to hold up trains to a mile or so above Conemaugh, toward the east, but there remain several miles between there and South Fork, on which the roadbed is entirely washed away, and it will be from one to three weeks before through trains can be run.

The physical condition of the sufferers remains good, though uncomfortable. There is plenty of clothes for everyone. No new buildings are yet contemplated by those who cannot find room with fortunate friends, and who have not left town, are compelled to live in sheds and barns.

The continued cool weather has helped greatly to ward off threatened danger to the sanitary condition of this place, and measures are being taken to prevent the danger as far as possible while the work of recovering and burial of the dead is progressing.

ONE VAST DEATH PIT.

Dore never dreamed a wierder, ghastlier picture than exists right in the Conemaugh valley since the flood desolated it. Darkness falls early from the rain-dropped, gray sky that has pallid the valley ever since it became a vast bier, a charnel house 15 miles long. The smoke and steam from the placers of smouldering debris above the bridge aids to hasten the night. Few lights gleam out, except those of the scattered fires, that still flicker fitfully in the mass of wreckage. Gas went out with the flood, and oil has been entirely lacking since the disaster. Candles are used in those places where people think it worth while to stay up after dark. Upon the hill around the town bright sparks gleam out like lovely stars from the few homes built so nigh.

Down in the valley the gloom settles over everything making it look from the bluffs around like some vast death pit, the idea of entering which brings a shudder. The gloomy effect is not relieved, but rather deepened by the broad beams of ghastly pale light thrown across the gulf by two or three electric lights erected around the Pennsylvania railroad station. They dazzle the eye, and make gloom still deeper. Time does not accustom the eyes to this ghastly scene. The flames rising and falling over the ruins look more like witches' balefires the longer they are looked at. The smoke burned depths in the valley seem desirted by every living thing except that, occasionally, prowling ghoul like about the edges of the mass of debris, may be seen as they cross the beams of electric light, dark figures of men who are drawn to the spot day and night, hovering over the place where some chance movement may disclose the body of a wife, mother or daughter gone down in the wreck. They pick listlessly away at the heaps in one spot for awhile and then wander aimlessly off, only to reappear at another spot, pulling feverishly at some rag that looked like a dress, or poking a stick into some hole, to feel if there is anything soft at the bottom. At one or two places the electric lights show, with exaggerated and distorted shadows, firemen, in big hats and long rubber coats, standing upon the edge of the bridge steadily holding the hose from which two streams of water shoot far out over the mass, sparkle for a moment like silver in a pale light, and then drop downward into the blackness. For noise there is heavy splashing of the Conemaugh over the rapids below the bridge, the petulant gasping of an unseen fire engine pumping water through the hose, and the even more papid, but greater, puffing of the dynamo engine that mounted upon a flat car at one end of the bridge, furnishes electricity for the lights.

There is little else heard. People who are yet about gather in little groups and talk in low tones as they look over the dark watch-fire beaconed gulf. Everybody in Johnstown looks over that gulf in every spare moment, day or night. Movement about is almost impossible, for the ways are only footpaths about the bluffs, irregular and slippery. Every night people are badly hurt by falls over bluffs, through the bridge or down the banks. Lying about under sheds, in ruined buildings, and even in the open air, wherever one goes are the forms wrapped in blankets of men who have no better place to sleep, resembling nothing so much as the corpses that men are seen always to be carrying about the streets in the daytime. Night, it might be imagined, had compelled them to lay down their burdens wherever they happened to be.

THE FORCE OF THE TORRENT.

From Johnstown up the valley easy communication has been opened as far as Conemaugh, two miles, and it is possible for any one here to readily see a sight never before seen in this world, and which no one who does not see it himself will ever believe did really exist. It is described here as well as words can describe it, but merely as a duty to history and not with the idea that any one who cannot look at it will ever think it true.

Every one has seen the light iron beams, shafts and rods in a factory lying in twisted, broken and criss-cross shape after a fire has destroyed the building. In the gap above Johnstown water has picked up a four-track railroad covered with trains, freight and passengers, and with machine shops, a round house and other heavy buildings with heavy contents, and it has torn the track to pieces, twisted turned and tossed it as fire never could. It has tossed huge freight locomotives about like barrels and cars like packing boxes, torn them to pieces and scattered them over miles of territory. It has in one place put a stream of deep water, a city block wide, between the railroad and the bluff, and in another place it has changed the course of the river as far in the other direction, and left 100 yards inland the tracks that formerly skirted the banks. Add to this that in the midst of all this devastation, fire, with the singular fatality that has made it everywhere the companion of the flood in this catastrophy, has destroyed a train of vestibule cars that the flood had wrecked; that the passengers who remained in the cars through the flood and until the fire were saved, while their companions who attempted to flee were overwhelmed and drowned, and that through it all one locomotive stood, and still stands, comparatively uninjured in the heart of disaster, and the story of one of the most marvellous freaks of this marvellous place is barely outlined. That locomotive stands there on its track now, with its fires burning, steam curling from its stack and steam from its safety valve, all ready to go ahead as soon as they will build a track down to it. It is 1309, a 54-ton switch driver, class R. Pennsylvania railroad locomotive. George Hudson was its engineer and Conductor Shedy had charge of the train. They with all the rest of the crew, escaped by flight when they saw the flood.

The wonders of this play ground, where a giant force played with masses of iron, weighing scores of tons each, as a child might play with pebbles, begins with a bridge, or a piece of a bridge, about 30 feet high and dry upon two ordinary stone abutments at Woodtracks are gone, the bridge is gone on either side; the river is gone into a new channel; the very earth for a hundred yards around has been scraped off and swept away, but this little span remains, perched up there 20 feet above everything, in the midst of a desert of ruins—the only piece of a bridge that is standing from the railroad bridge to South Fork. It is a light iron structure, and the abutments are not massive or heavy. That it should be kept there when everything else was twisted and torn to pieces, is one other queer freak of this flood.

Near by are the wrecks of two freight trains that were standing side by side when the flood caught them. The lower ends of both trains are torn to pieces, the cars tossed about in every direction, and many of them carried away. The whole of the train nearest the river was smashed into kindling wood. Its locomotive is gone entirely. Perhaps because the other train acted as a sort of duffer for the second one, the latter has 25 or 30 cars that are uninjured. Apparently they could move off as soon as that wonderful engine No. 1309, that stands, with steam up, at their head, gets ready to pull out. A second look, however, shows that the track is in many places literally washed from beneath the cars. Some of the tracks, also, are turned half-way around, and standing with wheels running across the track. But the force that did this left the light wood box cars themselves unharmed. They were loaded with dressed beef and provisions. They have been emptied to supply the hungry in Johnstown. In front of engine 1309 and this train, the water played some of its most fantastic tricks with the rails. The debris of trees, logs, planks and every description of wreckage is heaped up in front of the engine to the headlight, and is packed in so tightly that 20 men with ropes and axes worked all day without clearing it all away. The track is absolutely gone from the front of the engine clear up to beyond Conemaugh. Parts of it lie about everywhere, twisted into odd shapes, turned upside down, stacked crosswise one above the other, and in one place a section of west track has been lifted clear over the right track, runs along there for a way, and then twists back into its proper place.

Even stranger are the tricks the water has played with the rails, where they have been torn loose from the ties. The rails are steel, and of the heayiest weight used. They were twisted as easily as willow branches in a spring freshet in a country brook. One rail lies in the sand in the shape of a letter S. More are broken squarely in two. Many times rails have been broken within a few feet of a fish plate, coupling them to the next rail, and the fragments are still united by the comparatively weak plate. Every natural law would seem to show that the first place where they should have broken was at the joints. There is little to indicate the recent presence of a railroad in the stretch from this spot up to the upper part of the Conemaugh. The little plain into which the gap widened here, and in which stood the bulk of the town, is wiped out. The river has changed its course from one side of the valley to the other. There is not the slightest indication that the central part of the plain was ever an