The Colonist.

FRIDAY, JUNE 7TH, 1889.

ASYLUM CRUELTIES.

The investigation into the management of the Chicago Lunatic Asylum has brought to light a dreadful state of things. The lunatics have not only been neglected but they have been most cruelly treated. The attendants have been chiefly roughs who do not know how to treat the insane, and who, if they did, have not sufficient self-restraint to keep, when provoked, from perpetrating the most brutal acts. The inmates of that asylum stood very little chance of ever recovering. If they became sane again it would not be on account of but in spite of the treatment they received.

It appears that the asylum was inspected with considerable regularity but the keepers were cunning enough to deceive the inspectors. If any of the unhappy creatures in their power dared to complain they were laughed at by the attendants, and their complaints treated as the ravings of incurable lunatics. Here is the peculiar hardship of the condition of the demented. They have no means of making their grievances known. To humor them their accounts of how they are treated are sometimes listened to with a show of attention, but if their statements are not corroborated by the evidence of some sane person no one believes what they say. And sad to relate, the sane persons in charge of the insane are not often ready to confirm what the lunatics say of their treatment. They nearly always declare that there is no foundation for their complaints. And who is to believe the word of a madman when it is flatly contradicted by a sane person who occupies a position of trust?

The boldness with which attendants will deny accusations when circumstances are strongly in favor of the statements of the patients, would surprise those who have had no experience of the inner workings of lunatic asylums. The instances of wanton cruelty that sometimes come to light are almost incredible. Attendants have been known to rouse a patient out of his sleep in order to have the sport of torturing him. It appears that attendance on the insane has a hardening effect on some natures. Many attendants finding that they may neglect and ill-use the patients with impunity, torture them on the slightest provocation, and neglect to perform for them the most necessary offices. A humane and attentive superintendent cannot insure the good treatment of the patients. The medical superintendent of the Chicago Asylum, Dr. Kiernan, is said to be himself incapable of cruelty, but it is affirmed that he was utterly unable to prevent barbarity.

Nothing but unceasing vigilance can ensure the good and careful treatment of the insane. The tendency to abuse of power over the insane is so general and so great that unless the attendants are well watched they will use the opportunities they possess to maltreat those under their care. This seems a hard thing to say, but experience everywhere shows that there are very few men or women who are fit to be trusted with the care of persons whose minds are diseased. Even in institutions where the attendants are carefully trained for their work, unless the utmost care and watchfulness are used, abuses are sure to creep in, how much more is this the case in asylums so situated that it is impossible to obtain properly trained attendants? The secrets which the walls of asylums hide are sometimes dreadful. Now and then, as in the case of this Chicago asylum, light is let in upon their inner working, but very often cruelty and mismanagement go on for years without the outside world having the slightest idea that anything is wrong.

It becomes those who have charge of lunatic asylums and those who are responsible for their proper management to institute a system of rigid and constant inspection. It is very easy to get an asylum ready for a show day when the visit of an inspector or a grand jury is expected. But the visits that do good, the inspections in which anything is found out, are made at hours and on days when no one is expected. It ought to be just as likely that the inspection will come at midnight as it mid-day, three times a week, as well as once a month. The inspections should be thorough and the inquiries strict and searching. It is only by this system of inspection that the abominable cruelties and the scandalous neglect, the knowledge of which now and again shocks the public mind, can be avoided. It must be remembered that the insane are the wards of the public, that they are completely dependent on the community for kind usage, and that they are really more helpless than children.

MODERATE AND REASONABLE.

We are glad to observe a disposition on the part of some United States journals to treat the Behring's Sea difficulty rationally and with moderation. Some American newspapers adopt the swash-buckler style and talk of a war between Great Britain and the United States as a matter of little consequence to the American people; but the really influential organs of public opinion are duly impressed with the responsibility that devolves on the governments of the two nations, and point to the only way to avoid resorting to the last argument of kings. A leading article in the San Francisco Chronicle of the 28th ult. is written in the right spirit. It contains the following passage:

What is needed at this time on the part of the United States is to make overtures to Great Britain for diplomatic negotiations looking to a settlement of the questions in dispute, and if the present administration shall remain quiet until a British naval force shall have been sent into Behring's sea, we say plainly that it will fail in its duty to the country and will have a heavy reckoning to settle with the people. All the seals that ever were or will be taken in Behring sea are not worth the risk of a serious rupture with England; and yet if so grave a matter is committed to the care of subordinates, who can do nothing but obey orders, we may find ourselves involved in actual war before we know it. Having declared our position, as has been done by the proclamation, the moment Great Britain or any other nation dissents from it we should prepare to have it decided, not by the issue of a cruel and bloody war, but by negotiation and, if necessary, by arbitration. We should not wait, either, until one or more British ships of war have been sent into Behring sea, for this is playing with edged tools; but we should open negotiations now, before there can be any possibility of a collision.

Every one must see that the course indicated here is the right one. If the claim of the United States to sovereignty over the waters of Behring's Sea is a just one, it will be readily acknowledged by a competent tribunal, and the nations will acquiesce in its decision. If the claim is untenable and the verdict is against the United States, we believe that the citizens of the Republic will readily and cheerfully abide by it. In this way a cruel war which may leave the question in as unsettled a state as it found it will be avoided. What the Chronicle says is undoubtedly true. All the seals that were ever taken in Behring's Sea (or ever will be taken) are not worth the risk of a war between Great Britain and the United States.

THE LASH.

The question of corporal punishment for criminals has been again discussed in the British House of Commons. A bill was introduced by Mr. Melvain under the provisions of which corporal punishment would be inflicted upon burglars who had made use of or been found armed with dangerous and offensive weapons, and upon prisoners convicted of revolting crimes. There was a strong opposition to the measure led by Mr. Bradlaugh on the ground of the brutalizing nature of corporal punishment. But the sentimentalists appear to have lost sight of the fact that the men who commit these crimes are already so brutal that it would be impossible to brutalize them still further, and this other fact, that the infliction of pain is the only way to convince them of the gravity of such offences and to deter them from committing them. Imprisonment to such men is a very light punishment. The publicity of trial is to them no disgrace. They have no fine feelings, and their consciences are seared. All they require, after suffering a term of imprisonment, is the opportunity to commit crime. They look for it, and do not hesitate to embrace it when it offers. The only way to reach their consciences or their fears is through their bare backs. It seems like mockery to speak of brutalizing the beast who will attack a helpless woman or outrage an innocent child. It is surprising how a community permits such monsters to live. Mr. Milvain showed that under the present system, crimes of this kind are greatly on the increase, so much so that grand juries have brought in presentments recommending flogging as a punishment. It has been found that there is a class of offenders who have a wholesome dread of the lash. Some miscreants who laugh when the judge sentences them to terms of imprisonment with hard labor, turn pale and whimper when they are sentenced to be flogged. If flogging as a punishment for this class of crimes deters, our legislators should not hesitate to prescribe flogging. The London Times takes strong ground on this question. It says:—

"When men are already sunk to, or rather below, the level of a brute, flogging is about the only harmonizing agency we have at command. It is the most mischievous and ridiculous cant to talk about brutalizing a ruffian who enters our houses at dead of night, with a jimmy in one hand and a revolver in the other; or the wretch who perpetrates the abominable attacks upon defenceless women and children, which considerations of decency exclude from the law reports. Flogging is a highly appropriate and elevating punishment for persons of that appalling depravity. It is idle to appeal to sentiments which have no existence, or to apprehend a degradation which is already accomplished in all its fullness. They have to be taught in the first place that the way of transgressors is hard, and nothing brings that lesson home so directly and forcibly as the lash. When the brute has learnt that lesson the moral teacher has something to work upon, but not before."

This is forcible language, but not too forcible. When it is considered that lenity to the criminal means danger and inexpressible suffering, mental as well as physical, to the innocent, recourse to the most effective means of punishment must be regarded as not only justifiable but necessary.

TOO MUCH POWER.

It might be supposed that an enlightened self-interest would induce the Canadian Pacific to do all in its power to encourage the trade in fresh salmon from British Columbia to the east. The fish should be carried at the lowest possible paying rate. It is not likely that the road lost money at last year's rates. By raising them they have most probably killed a trade that would have been profitable both to the province and the road. It takes a long time to teach the C. P. R. that a little liberality in the end pays. Its being a monopoly should not make it unreasonable and extortionate. Those whom it uses its power to oppress may have no redress now, but it is certain that they will never rest until they get their necks from under its yoke. By using a giant's strength like a giant it brought Manitoba to the verge of rebellion and forced the Manitobans to seek for an outlet from their country by other railroads. By moderation and by treating the people well the Canadian Pacific Railway might have remained a monopoly in Manitoba and the Northwest for an indefinite time longer. Its managers have seen how the citizens of Seattle and of Washington Territory have hailed competition, no matter whence it came, as a deliverance. If they did not learn a lesson in moderation from the way in which their railroad was welcomed by the inhabitants of that city and that territory, they must be indeed unteachable. If the Canadian Pacific treated British Columbians exactly in the same way as they do people who have the choice of two or three lines it would become popular and would retain its popularity, but if it goes on squeezing every possible dollar out of British Columbians because they have no remedy it will be doing a very great deal to hasten the day of emancipation. There is already a prospect of relief, and the people of this province will do well to make what now appears to be a chance a certainty. It is too bad that the want of an accommodating spirit on the part of the only transcontinental railway in the province should kill a promising trade. It shows plainly that a single railroad in a country has too much power. What is wanted is healthy competition.

THE LAND EXCHANGE.

Mr. Higgins in his last letter repeats his arguments against exchanging lands in the Peace River country for those in the railway belt. That letter is more vehement than the preceding ones but not in our opinion at all more forcible.

He accounts for the singular fact that not one member of the Legislature joined him in his protest against carrying out the unanimous resolution of the House recommending the exchange, by saying, "the House broke up immediately afterwards, and that no opportunity was afforded honorable members to bring their minds to bear on the matter, which, in my opinion, is the most important that has come before the people since 1869 and 1870." Our correspondent's memory is at fault here. His protest was not even replied to "immediately." The Provincial Secretary allowed twenty-four hours to elapse before he commented on Mr. Higgins' warning and he then afforded that gentleman another opportunity of repeating his protest, which he did in his usual forcible manner, yet the matter was allowed to drop, no member of the House thinking it worth his while either to oppose or to support the views which our correspondent had expressed. Why, then, should the session be prolonged to discuss a question which every member of the House, Mr. Higgins alone excepted, considered settled, so far as the Provincial Legislature could settle it? If any of the members viewed the matter in the same light as Mr. Higgins did, or if the arguments he used had the slightest effect upon them, they surely would not have remained silent. There was time enough before the session closed to draw up a vigorous protest against the exchange and to submit it to the House. Mr. Higgins found time and opportunity to say what he had to say on the subject, and other members could have done so too, if in their opinion there was any necessity for them to speak.

We were amused to see Mr. Higgins accuse us of withholding information from our readers respecting the Peace River country. He had undertaken to show the readers of the COLONIST how valuable that region was, and we published every word he had written in its favor. We naturally concluded that if he had more and stronger testimony with regard to its fertility and other advantages to produce he would have produced it. People in these days are not satisfied with any man's "ipse dixit." They want evidence of the truth of what any one advances no matter who he may be. We said at first that very little is known of the particular tract proposed to be exchanged for the railway belt, and we did not pretend to know more than the Minister of the Interior and the officials of his department. If Mr. Higgins had any evidence to advance in support of his assertions it was for him to produce it, and if we had refused to publish it he might then, with some show of reason, have accused us of withholding information.

Our correspondent seems to have some suspicion that his accusation was unreasonable and unjust, for he produces some facts and figures which surprised us, as they no doubt did our readers. He describes "this magnificent country which you (THE COLONIST) and those whose policy you endorse, are endeavoring to pass over to the Dominion Government" in the following terms: "That there is in a possible area of 656,000 square miles fitted for the growth of potatoes, 407,000 square miles suitable for barley, 316,000 square miles suitable for wheat, and that only 400,000 square miles is useless for the pasturage of domestic animals or for cultivation." We confess that we could hardly believe our eyes when we read these magnificent figures. We never dreamed that the Provincial Government had as much land at its disposal as 1,056,000 square miles. And we were not surprised that our correspondent was indignant at the prospect of exchanging that immense region for the land of the railway belt. The 656,000 square miles fitted for the growth of potatoes alone would be a region of more than 800 miles square. We have looked on the map in vain for this greater British Columbia. We have not been able to procure the Senate's Report in which our correspondent found these astounding figures; but we find in the Report of Professor McCoun embodied in Mr. Sandford Fleming's report of 1880 the following estimate of "the area of the several descriptions of land between Manitoba and the Rocky Mountains within the limits shown on the map," which are the 49th and 56th parallels of latitude. This area is only 234,502 square miles of good land or 150,081,280 acres, very little more than one-third of the "magnificent country" described by our correspondent as being that which we and those whose policy we endorse are endeavoring to pass over to the Dominion Government. If our correspondent was a tyro in letter writing we would be inclined to conclude that in his excitement he had made a stupendous blunder, but we cannot bring ourselves to believe that so able and so experienced a writer could commit an egregious mistake. He must have some design in making that statement and producing those figures which is beyond our comprehension.

But we can assure our correspondent that we would not support the Provincial Government in handing over to the Dominion in exchange for the railway belt a region greater in extent than half a dozen European states put together. All that it is proposed to do is to give a comparatively small part of the north-east corner of this Province. How large that may be will be a matter of negotiation. We, as we have already said, have no desire to disparage the land belonging to the Province which is situated in the Peace River country. Even if it is as good as the extraordinary region described by our correspondent we contend that its value to the Province in its wilderness state cannot be very great. In considering this proposed exchange this is a matter of the first importance, and it is one which Mr. Higgins studiously avoids. What can that land be sold for within a measurable period? Will not the expense of administering it be far greater than the money that will be received for it from settlers and others? Before that distant tract can be settled the Province must spend upon it a very considerable sum. Being near the Dominion lands of equal fertility it must be disposed of on the same terms or remain unsettled and unproductive; of how much greater value then is it to the Province in its wilderness state than the land of the railway belt, of which our correspondent has so low an opinion? It must always be borne in mind that the land does not go out of the Province. The eastern boundary of British Columbia will remain where it is if the exchange is effected. Every settler on it, every trader or lumberman will become a taxpayer to the Province. They will all be British Columbians.

This then is how the matter stands. It is proposed on account of the difficulties and complications that have arisen and are likely to arise by having the lands of the railway belt under two jurisdictions; and also to promote the development of the mineral resources of the province of all kinds, to exchange the land in the railway belt for land in the northeast of the province. The dual jurisdiction is at present a hindrance to the progress of the mining industry of the province; the land in the northeast is of no benefit to its government as long as it is unsettled, and it is likely to remain a long time in its present unproductive condition. Is it wise to make an exchange? Is it not better to have the whole of the mining region of the province under its own government than to leave the Dominion a co-owner of a very considerable part of it. This is a question for thoughtful men to consider. If the Dominion retains possession of the railway belt there will be continual disputes and endless litigation. Worse than all, there will be uncertainty as to rights. All this can be got rid of by effecting the exchange.

Our correspondents take a great deal of trouble to make the public think that the land of the railway belt is worthless. Mr. Higgins considers himself fit to form a correct estimate of the value of a good portion of the railway belt because he had "footed over it in 1858 and 1859," and "a year ago he rolled through much of it in a railway train." Well, perhaps Mr. Higgins, by an instinct that he has, can tell what is in the rocks under his feet, and can decide by the look of the country while he glides past it in a railway train whether it is rich in minerals or not; but he will find it hard to convince mining experts that his instinct is to be depended upon. Ordinary mortals have to study profoundly and to search long and patiently before they can force the rocks to reveal the secrets they contain, and experienced miners are apt to smile when they hear an unskilled man pronounce upon the mineral richness or poorness of a very extensive region by merely walking over it or riding through it in a railway car.

Mr. Higgins considers that if this tract in the Northeast is exchanged for the railway belt there will be nothing left to give the Western Central to compensate it for the lands in the tract granted to it that are already taken up. Although we have purposely refrained from saying a single word in disparagement of the land in the northeast, we have great pleasure in relieving his mind by telling him that the province possesses land not far from the proposed line which a good authority says is the best continuous tract of agricultural land in the province. Mr. George M. Dawson says: "I have described the flat country of the lower Nechacco basin as constituting the greatest connected region susceptible of cultivation in the Province of British Columbia. Its area has been estimated at 1,000 square miles." When Mr. Dawson wrote this he had seen that part of the Peace River region that is within the boundary of British Columbia. The Nechacco basin, Mr. Dawson says, "will doubtless at some time support a considerable population." It will be a part of the province which the Canadian Western will open up for settlement, for judging by the map, part of it is included in the lands which are proposed to be allotted to that railway.

Our correspondent hopes to be forgiven if he has shown heat and impatience. There was no necessity to do this. We have nothing to forgive. Mr. Higgins has kept well within the bounds of fair and gentlemanly discussion. Whatever heat or impatience he has exhibited has done no harm to us.

EDITORIAL COMMENTS.

SIR JOHN MACDONALD voiced the opinion of all sensible men on this side of the line, at any rate, when he characterized the claim of the United States to sovereignty over the waters of Behring's Sea as an "absurd pretension." He seems to think that the American government will not persist in advancing that absurd pretension. It is greatly to be hoped that it will see the wisdom of taking reasonable grounds before it is too late, for trouble is sure to come soon or late if a nation continues to insist upon a claim which every other nation sees to be utterly absurd.

Sir John's assurance that the Imperial Government is doing its best to get justice done to those Canadian ship owners who have been very greatly injured by the attempt of the United States to enforce the absurd pretension, must be encouraging to sufferers who were beginning to lose faith in the firmness of the Imperial authorities. "Demand" is a pretty strong word especially for a British statesman. There was a time when even to neglect to attend to a demand of the British Government was followed by serious consequences, and if Lord Salisbury has demanded redress for the owners of the Canadian schooners which have been seized by the United States cruisers in Behring's Sea they will be pretty sure to get it or it must be clearly shown that they are not entitled to it. But if the pretensions of the United States are regarded by the Imperial Government as absurd, and it can be proved that those vessels were seized upon the high seas, it will be impossible for the United States Government to show to the satisfaction of Lord Salisbury that the Canadian ship owners are not entitled to compensation.

THE EXCHANGE CONTROVERSY.

TO THE EDITOR:—I have carefully read the discussion that has been going on respecting the proposed change of lands in the railway belt for lands in the Peace River Valley; and, by way of an introduction, allow me to congratulate our friend D. W. Higgins for the stand he is now taking in behalf of this badly used province. He now appears to have awakened like Rip Van Winkle after his long sleep, and for once sees things in their proper light, and is now endeavoring to undo what he may have assisted in doing in the past. The settlement for bringing the C. P. R. by way of Fraser river was a blunder of gigantic proportions, and one I ever opposed as not meeting the requirements of this Province as a whole, but the thing has been done and now let us rectify as much as we can the mistake. The C. P. R. obtained what they bargained for and now let them keep what they have got, and the discussion respecting any difference that might arise regarding the management of land in the present railway belt is only an attempt to hoodwink us so that we can be further fleeced. Common sense should teach you that both Governments must work in harmony so as to make the best of all their mineral lands. But the question is why make the change?

You being the mouthpiece of our local government causes me to suspect more than I, perhaps, should, having been so often deceived in these railway transactions. This change now, in my opinion, is all on one side. With all you say about the present value of those lands, it is well known, and has been, that some of the best land in this province can be found up north, and no one knows better than both the C. P. R. and the Dominion Government. They are both wide awake. But to me I am at a loss to understand the course you are taking in this matter, you professing to be a friend and defender of the just rights of the province, and not the advocate of one section only, as you must before this know that one transcontinental railway is not going to meet the requirements of the province, and more especially when the best part is now shut up for want of railways which a few years will work a mighty change and these lands are required for the purpose to rectify some of our past blunders, and so enable us to offer inducements to other roads and so effect that which the lost dispatch during the Elliott administration was intended to do, viz: to settle the railway question for the general good of British Columbia.

Now as regards the Dominion Government not being anxious about this change, it may be policy on their part or indifference, knowing as they do it is a matter for our Local Government to deal with and not wishing to show their hand until they can see how it is likely to be received by us. Now if you are a friend of Victoria, Vancouver Island and British Columbia in general, your advocacy must be for a railway to cross over the Seymour Narrows and find a terminus somewhere on this island; and when we give any more land away let it be for the general good and not for speculators, such as it has been in the past. It is useless for me to enter any further into the discussion of this question, as our friends, Mr. D. W. Higgins, Mr. Wilson and Citizen have ably answered all your objections and left you legless. You state that you have received no inspiration from James Bay. It may be so, but should you continue in the course you have been travelling in I shall have to conclude that you are laboring under a mesmeric spell and you are unconscious of the same. Try and endeavor to see this question in its true light, and for the good of all present and future, and then you will have written and learned for a good purpose. Yours,

JAMES FELL.

CAPITAL NOTES.

The Premier Will Not Go to England this Year.

The Government's Monopoly as Letter Carriers Disputed.

Mr. Chisholm Rapidly Improving in Health—Anderson Threatens to Drop the Atlantic Service Scheme.

(From our own Correspondent).

OTTAWA, June 3.—Sir John goes to Toronto on Friday to receive the honorary degree of LL.D. from the University. He stated emphatically this afternoon that he was not going to England this year, and the reports that he will receive further honors from Her Majesty are absolutely foundationless.

The COLONIST correspondent had a friendly chat with Mr. Chisholm this afternoon. His health is wonderfully improved, and he expects to leave for British Columbia in about ten days. He will remain a week at Calgary and also a few days at Banff.

A Hamilton firm disputes the Government's monopoly as letter-carriers for the postal department, and will enter an action as a test case.

The Government steamer Newfield, offered for sale to the highest tender for $6,000, was bought by the Grit administration for $75,000 or $65,000.

The Canadian Pacific short line to the maritime provinces opened last night.

Anderson says if the Government does not decide now upon a fast Atlantic service he will drop the matter altogether.

THE ORIGIN OF WOMAN.

(Pall Mall Gazette.)

Woman's first appearance has been a fruitful subject for the legend mongers. The Phœnician myth or creation is found in the story of "Pygmalion and Galatea." There the first woman was carved by the first man out of ivory, and then endowed with life by Aphrodite. The Greek theory of the creation of woman, according to Heriod, was that Zeno, as a cruel jest, ordered Vulcan to make woman out of clay, and then induced the various gods and goddesses to invest the clay doll, with all their worst qualities, the result being a lovely thing with a witchery of mien, refined craft, eager passion, love of dress, treacherous manners and shameless mind.

The Scandinavians say than as Odin, Vill and Ve, the three sons of Bor, were walking along the sea beach, they found two sticks of wood, one of ash and one of elm. Sitting down, the gods shaped man and woman out of these sticks, whittling the woman out of the elm and calling her Elmia. One of the strangest stories touching the origin of woman is told by the Madagascarenes. In so far as the creation of man goes the legend is not unlike that related by Moses, only that the fall came before Eve arrived. After the man had eaten of the forbidden fruit he became affected with a boil on the leg, out of which, when it burst, came a beautiful girl. The man's first thought was to throw her to the pigs, but he was commanded by a messenger from Heaven to let her play among the diggings until she was of marriageable age, then to make her his wife. He did so, and she became the mother of all races of men.

The American Indians' myths relative to Adam and Eve are numerous and entertaining. Some traditions trace back our first parents to white and red Maoze; another to that man, searching for a wife, was given the daughter of the king of the muskrats, who, on being dipped into a neighboring lake, became a woman.

JOHNSTOWN'S CALAMITY.

The Number of Dead Estimated at 15,000.

Thieves and Vandals Mutilating and Robbing the Dead.

Arranging for the Interment of the Bodies—Coffins in Great Demand—Contributions Coming in for the Sufferers.

AID FOR THE SUFFERERS.

NEW YORK, June 3.—The mayor has received a large amount of money for the Johnstown sufferers. Among others were Editor Joseph Pulitzer, $2,000; E. King, President of the Erie Railroad, $10,000; and various other amounts from $250 to $1. Two hundred and fifty of the leading bankers, brokers, merchants and lawyers have been invited to attend a meeting for the purpose of forming a committee to receive subscriptions for the sufferers.

THE FLOODS AT WASHINGTON.

WASHINGTON, June 3.—The flood here has subsided. The loss of property along the wharves in Washington and Georgetown and in the business portion of this city, which was submerged, will probably reach a million dollars.

AN UNDERTAKERS' HARVEST.

PITTSBURG, June 3.—There have been between 4,000 and 5,000 coffins sent or ordered to be sent to Johnstown from here. Of these 2,200 were sent this morning. At noon an order was given for 2,000 more. The story that there is a coffin famine is untrue. Two carloads of caskets were shipped from Cincinnati and sent to Johnstown to-day.

BURYING THE DEAD.

GREENSBURG, Pa., June 3.—A force of 150 men left here this afternoon to dig trenches and bury the unidentified dead lying at Nineveh. The commissioners of Westmoreland, Cambria and Indiana counties have purchased a tract of land near Nineveh for a cemetery for the unknown dead.

ROBBING THE BODIES.

JOHNSTOWN, June 3.—A terrible butchery took place last night between Woodville and Conemaugh. It is reported that two Hungarians found the body of a lady who had a valuable necklace on. The devils dragged her out of the water and severed the head from the body to get the necklace. At 11 o'clock the woods near Conemaugh were being scoured for the men, who are supposed to be guilty of the crime. About twenty-five bodies were buried on the hillside near Conemaugh to-day. The most of them were unidentified.

ANOTHER DISASTER.

JOHNSTOWN, June 3.—A report was again in circulation that two of the palace coaches of the limited express were wrecked, caught fire and were totally destroyed at Conemaugh. Whether the passengers were killed or escaped it is impossible to ascertain.

THE TOTAL LOSS OF LIFE.

HARRISBURG, June 3.—The following telegram has been received by the manager of the Postal Lines Telegraph Co. from Adjutant-General Hastings: "Better inform Governor Beaver that this morning's reports gave the number lost at Johnstown at between 12,000 and 15,000. The greatest disorder prevails. The place is infested with thieves and vandals, who are robbing the dead and appropriating everything they can lay their hands on. These people are eating almost everything in the shape of provisions sent here for the flood sufferers." During the past twenty-four hours the Susquehanna river here has fallen six feet, and all danger to the Cumberland valley railroad bridge has passed. The loss in the city is estimated at $30,000.

THE CONDITION OF ELMIRA.

ELMIRA, N. Y., June 3.—This city is in a bad shape to-day. The streets of the populous fifth ward, which contains nearly a quarter of the inhabitants of the city, are almost impassible on account of the wreckage with which they are strewn. Riverside park is wholly devastated. Bradstreet's agent estimates the damage in this city alone to be not less than $50,000. Reports coming from the county show a terrible state of affairs, and the loss of 12 lives at Tiaga, Pa., is reported.

RELIEF FUND OPENED.

BROOKLYN, June 3.—Mayor Chapin has opened a Johnstown relief fund. The theatres, newspapers and clubs are doing good work in a similar direction.

RAISING FUNDS IN NEW YORK.

NEW YORK, June 3.—About two hundred leading citizens met at the City Hall to-day and formed a Johnstown relief committee, with Mayor Grant as chairman. This committee appointed an executive committee, headed by Gen. Sherman. An address to the citizens was drawn up and adopted, and also $60,000 was subscribed on the spot. The Stock Exchange raised $15,000 the Produce Exchange $10,000 and the Mail and Express $7,500. In a short time to-day these amounts will be largely increased. The other exchanges are also raising large sums. Many theatres are arranging benefit performances. The Police and Fire departments have authorized the firemen and police to circulate a subscription list. The newspapers have all opened funds.

30,000 CONTRIBUTED.

PHILADELPHIA, June 3.—The Pennsylvania Railroad officials contributed $30,000 for the relief of the flood sufferers.

NO TROOPS NEEDED.

PHILADELPHIA, June 3.—Adjutant-General Hastings telegraphed late this afternoon that troops will not be needed at Johnstown, as the disorder is not as great as indicated by the report of this morning.

SCENES OF HORROR

PITTSBURG, June 3.—The first force of press representatives, who have been making every effort for several days to gain entrance into the valley in which was located the city of Johnstown, accomplished their purpose just as the light of this morning's sun broke over the mountain tops surrounding the place of desolation. News received in this city during the day confirms almost every detail, all the gravest fears, statements and conjectures that have been entertained, and all reports received agree that the city is literally in ruins; a description of which is simply impossible. From Johnstown to Mineral Point the lower Pennsylvania roadbed has been completely swept away. For a distance of one-fourth of a mile the road is uninjured; then comes another complete wreck to a point about South Fork. Nunemacher's planing mill was used as a temporary morgue, and it was there that the blood-stained, swollen and disfigured remains, bodies of whites and negroes, were first placed for protection and identification. Some of the faces were wreathed in dimpled smiles, upon others death had stamped a look of agony and horror than spoke inexpressible language of them while struggling with death. Most bodies recovered at this place were those of Catholics, and around their necks hung emblems of that religion. The attire and features of the majority of them showed them to be of the lowly class. There were many bearing evidence of culture, refinement and prosperity. Directly across the river in Indiana county, there are 315 bodies reported lying in the open air unattended. Officials of Indiana county have sent word that they would attend to the recovery of these bodies during the day. The probabilities are that a large majority of victims will never be identified, and will fill nameless graves. During the day several persons succeeded in reaching what is left of Johnstown. On the upper floor of the club house, the best preserved building standing, five bodies are lying unidentified, one of them a woman of fine appearance. Here and there bodies can be seen sticking in the ruins. There is no doubt but that when the wildest estimates of loss of life and damage have been verified it will be even larger than there is yet any idea of. More than two thousand residences lie in a confused mass of burning debris, lodged above the stone bridge at the lower portion of the town. Prisons are reeking with the smell of decaying and burning bodies. Six blackened skulls from which the flesh has been burned-can be seen protruding from the wreckage just above the east end of the bridge. The Western Telegraph Co. succeeded in opening a temporary office in an abandoned oil house on the mountain side, and have seven good wires working to Pittsburg, but none east. The chasm between the railroad bridge and depot has just been spanned by a rope bridge.

BORN DURING THE FLOOD.

PITTSBURG, June 3.—Nothing more tragically pathetic has been brought to light in connection with the great disaster than the birth of a child while the mother was being swept down the raging torrent, supported on fragments of the wrecked buildings. The woman is supposed to have been Mrs. Johnson, living in the suburbs of the town, and her helpless condition prevented her from making any effort to escape from the rush of water, and she was swept away with the debris of her little home. The shock doubtless produced a premature birth, and to add to the horror of the situation, the mother and infant were caught by the whirling currents and swept away to death. The bodies of both were recovered with the tiny baby clasped in the young mother's arms.

AN AVALANCHE OF WATER.

Conductor S. E. Bell, who was in charge of the day express on Friday, turned up to-day and confirmed the reported destruction of his train by an avalanche of water, as reported in last night's dispatches. He says there is no doubt but that a number of persons were carried down to their death when the train was washed from the track. Some, however, he added, were warned in time to escape to the mountain side. Mr. Lou F. Dallymer, a passenger on the express, said to-day that Secretary Halford, wife and daughter were both with him and escaped to the mountain side in safety.

WIPED OUT OF EXISTENCE.

Besides Johnstown, the towns of Conemaugh, Woodvale, Kernville and Cambria city are completely wiped out of existence. The wreckage which had collected in the river caught fire again to-night, and it is thought two thousand bodies were consumed in the flames. Three or four thieves caught robbing dead bodies were killed by infuriated survivors to-night.

THE JOHNSTOWN HORROR.

One of the Greatest Calamities of the Present Century—How the Disaster Occurred.

A more harrowing tale of suffering and horror could hardly be imagined than that coming from Pennsylvania. The scenes witnessed at ill-fated Johnstown were as full of appalling ghastliness as Dore's picture of the flood. For forty-eight long hours the flood had been pouring down incessantly as though the floodgates of the heavens had been opened. The Susquehanna, Juniata, Conemaugh, gorged with the angry flood, piled up their waters ten and twenty feet above high water mark, while each little rivulet became a roaring torrent, spreading out far away from the natural channels.

About two and a half miles above Johnstown was a lake a mile and a quarter wide and three times as long, with a depth of over a hundred feet. A dam enclosed this colossal reservoir. It was a strong one, and to all human calculation safe to the end of time, but it was not strong enough to resist the destructive power of a stupendous water spout which fell upon it, and in a twinkling the enormous mass of water contained in the reservoir—one hundred and nine billion two hundred thousand cubic feet, or four hundred and fifty-seven million three hundred and eighty thousand tons—fell down upon the ill-fated city. When it is considered that the reservoir was at an elevation of nearly three hundred feet above Johnstown, and that the dam which was swept away was more than a hundred feet high, it can easily be seen that nothing could resist the terrible flood, and how impossible it was to flee from beneath its towering column. The loss of life was awful, and its full extent will not be known for many days. It is certain that an enormous mass of water, like that contained in the old Conemaugh lake, augmented by raging torrents, could not sweep down upon a neighborhood containing over thirty thousand people without a fearful sacrifice of life.—Exchange.

AMERICAN NEWS.

Boot and Shoe Works Convention.

BOSTON, June 3.—The first annual convention of the intercolonial boot and shoe works union was opened this morning. Eighty delegates were present representing 47 unions organised since its birth on February 23rd, 1889, embracing 14 states and Canada.

Fight to a Finish Arranged.

BOSTON, June 3.—Captain Cook today received a telegram from Secretary Fulda of the California Club offering a purse of $1,800 for a contest between Johnny Griffin and Johnny Warren to a finish. Capt. Cook wired back Griffin's acceptance.

A Remarkable Experience.

ALTOONA, Pa., June 3.—The second section of the day express and the mail which survived the flood, but was afterwards destroyed by fire at Conemaugh, had a remarkable experience. According to the further particulars just received, nine freight cars loaded with iron were washed in front of the locomotive and embedded against it, besides a frame house which served as a shield and divided the water. The train after being moved down four car lengths was toppled by two other cars which were at right angles to the track, the other end being forced in the mud. The cook took a station on top of the car with an axe, proceeded to cut a hole through for the rescue of the occupants, who had climbed to the top upper berths and there awaited their doom. The water, however, began to subside and later on they were driven from their car by rough men and robbed of their personal effects. The villains permitted two stoves to remain in the car to be burned.

Storm in Virginia.

FREDERICKSBURG, Va., May 31.—One of the most disastrous storms that has visited this section for years commenced about 10 o'clock last night and has continued with unabated fury up to this hour. Bridges were washed out on the Richmond, Fredericksburg and Polinas railway between Gerantee and Richmond. All trains north and south have been abandoned here. A part of the city is entirely submerged and the water is rising rapidly.

In 10 Days Time.

"Was troubled with headache, bad blood and loss of appetite, and tried all sorts of medicines without success. I then tried one bottle of Burdock Blood Bitters and found relief in 10 days." A. J. Meindle, Mattawa, Ont. t-w-f

CABLE NEWS.

Heavy Hail Storms and Floods in England.

Sympathies of Englishmen Enlisted for the Flood Sufferers.

Large Building in Paris Blown Down—A Howl from the German Press Against the Bismarcks.

Relief for the Flood Sufferers.

LONDON, June 3.—The Americans at present sojourning in London; as well as those permanently residing here, have already begun organized efforts to collect funds to relieve the distress, which it is felt here, must be inevitable among the sufferers by the Pennsylvania floods. Although the fearful devastation caused by the flood, and the terrible loss of life and the destruction of property have been very fully cabled to London papers, nothing has come over in the shape of an appeal for assistance, and so Englishmen are left entirely to conjecture as to the nature and extent of the needs of those whose lives have been spared by the terrible visitation. Of course it is surmised that their needs must be urgent and necessarily very great; but in the absence of definite information on the subject the Americans who are raising funds so far have the field to themselves. The sympathies of Englishmen are, however, deeply enlisted, and nothing is needed now but an accurate and reliable statement from America of what funds are required to insure the collection of very large sums for the relief of the sufferers, and when this information is supplied, every city, village and hamlet in the United Kingdom will respond generously and promptly. Relief committees have been organized in every London hotel where Americans reside, and these have already in their hands several thousand pounds, which will be cabled over at once. The Lord Mayor of London will probably organize a national relief fund as soon as the necessity for such a course becomes manifest.

A Howl from the Berlin Press.

LONDON, June 3.—A howl goes up from editors of Berlin to-day which may or may not reach the ears of the Bismarcks, but in either advent they probably will not allow it to disturb the serenity of their sleep. The Berlin press are more than usually interested in the proceedings of the Samoan conference, sitting a stone's-throw from their dens, but so far as any information they could get about its deliberations are concerned, the diplomats might as well have held their sessions among the cannibals in Central Africa. This state of affairs did not much disturb the Berlin editors a day or two ago, but when the London papers reached Berlin to-day, containing fairly accurate accounts of the results of the conference, together with indications that the American press had been equally well taken care of, there was wailing and gnashing of teeth. To-day they denounce bitterly Herbert Bismarck's pretence of secrecy to the German press, when, as is now evident to them, no secrecy was observed by the press of either England or America.

A Socialistic Riot.

LONDON, June 3.—The German socialist whose aim is to revolutionize society by substituting moral suasion, brotherly love and highly humanitarian principles for brute force, by which the society now preserves it rights, gave an exhibition of the beauty of their theory last night at Buntzlow, Prussian Silesia, at the same time illustrating how firm is their own grip on brotherly love and its kindred virtues. They assembled nearly a thousand strong, in a hall in Buntzlow, to listen to the report of their deputy in the Reichstag. Herr Kuchner, outlining his work in their behalf in the session just close. Scarcely had the proceedings begun, when a faction opposed to the deputy began to shy rocks at the speaker. The result was a riot in which there was no single non-combatant in the whole assemblage, each man carefully selecting an adversary of the opposing faction and pounded him and being pounded as the fortunes of war decreed. The police were finally called and dispersed the mob with drawn swords, seriously wounding some of the Socialists and carrying many others off to jail.

Thunder and Lightning Storms.

LONDON, June 3.—The midland counties have been visited by severe thunder storms, and the rain and lightning have done much damage. The lower portions of Liverpool are flooded, and traffic is interrupted. The bank at Preston was struck by lightning and numerous accidents to life and property are reported.

Voluminous Correspondence.

LONDON, June 3.—The Times counsel, assisted by counsel for Mr. Parnell,