

PENNSYLVANIA FLOODS.

The Disaster Equal in Extent to that of Five Years Ago.

Water Still Rising at Many Points and Great Destruction Feared.

Houses Flooded and the Occupants Driven to Take Shelter Elsewhere.

WILLIAMSPORT, Pa., May 20.—With the horrors of the disastrous flood of 1889 brought back to memory by the threatened danger of a sweep of water that promises to be as great as that of five years ago, the people of this city and all through the west branch valley are in a state of panic. Since Friday night a steady and almost continuous downpour of rain has been swelling the streams, and late last night cloudbursts along the Pile creek and other tributaries of the west branch of the Susquehanna swelled the streams, and at every point it is pouring into the main river. Throughout the day the rain has fallen here, and continues to fall tonight. Advice from all points up the river say the same conditions exist. A cloud burst at Keating, twenty miles above Renovo, early this morning, raised the river there twenty feet, which is higher than in the flood of 1889.

Above there and extending to the head waters at Clearfield every town and hamlet has been reduced by the water to the conditions that prevailed in 1889.

The Susquehanna here flows to the south of the city, and while it has not reached the point of danger, it is crawling up at the rate of a foot an hour. Graham Run, a tributary which empties into the river below the city, flows north of Williamsport. It overflooded its banks and spread over a considerable portion of the city at about noon today, flooding many houses and driving the occupants from their homes.

All of the houses were occupied by poor people, and the rise was so sudden that the sufferers lost much of their personal property. The full strength of the flood is expected here at about 12 o'clock tonight, when the great body of water from up the river is due.

PHILADELPHIA, May 20.—Reports from Williamsport and the country north of there say the floods along the Upper Susquehanna river and in that territory equal in extent and damage the disastrous flood of 1889.

At Driftwood the water has risen ten feet and is still rising.

At Westport the water is flowing over the Pennsylvania railroad bridge. At Renovo the water is twenty-three feet above its normal height, and at Williamsport eighteen feet.

At Keating it is still raining. The water is rising a foot an hour and the river is expected to reach a point from 25 to 30 feet above the low water line.

Lock Haven, 28 miles above Williamsport, is partly under water. The rushing flood is expected to reach Williamsport at midnight and the people living in the townlands are preparing to fly for their lives. The Pennsylvania railroad has stopped selling tickets at that point, and the greater part of the population is in a condition bordering on a panic.

Despatches from Altoona say that the inhabitants of the upper Juniata Valley have suffered severely.

Tyrone and Hollidaysburg are partly under water and have suffered heavily. The Pennsylvania railroad is sending out trains loaded with coal and gravel with a view of preventing washouts.

LEWISBURG, Pa., May 20.—The superintendent of the Lewisburg and Tyrone branch of the Pennsylvania road, running from here to Bellefonte, reports heavy washouts at Millmont, seven miles west of here, from rising springs. A number of buildings are gone and the extensive tramway construction buildings are gone. Paddy mountain is all washed out. The water is two feet higher at Coburn than it was in 1889, and the people of the valley are fleeing to the hills and mountains for safety.

WILLIAMSPORT, Pa., May 21.—The main boom of the Susquehanna boom Co. broke at half-past twelve o'clock. There were 150,000,000 feet of logs confined there, and all of them are being sent out to the river. The loss will reach \$1,000,000. The breaking of the boom will throw hundreds of men out of employment.

PHILADELPHIA, May 20.—The storm which commenced in this city about midnight last night is the most severe for years. There had been a rainfall of nearly three inches up to twelve o'clock tonight. There has been a rise of four feet in the Schuylkill and the river is running over the wall.

The storm in Delaware bay is the most severe that has been experienced for a long time.

The Cohok sick sewer overflowed in today, and eight feet of street has been carried away. Another overflow at Seabird street and Montgomery avenue also burst, carrying away about forty feet of the street.

HUNTINGDON, Pa., May 20.—The almost continuous rainfall during the past four days has flooded the rivers and streams in the Juniata valley to an extent closely approaching the disastrous flood of June, 1889. Within the past twenty-four hours the Juniata river and the Bejston branch have risen 22 feet. The new iron county bridges at Mapleton, Mill Creek and Trexeters have been washed away.

At Steelersburg, Mrs. Jacob Miller, who was trying to save some personal belongings, was drowned.

BUFFALO, N. Y., May 20.—Buffalo river is overflowing its banks. In south Buffalo dozens of streets are flooded. The police have a fleet of row boats, and they have been busy all day rescuing people from the second stories and roofs of their houses.

THE FAST ATLANTIC LINE.

London Times Publishes a Description of the Four Steamers.

They Will Be Deep and Have Lots of Passenger and Freight Capacity.

LONDON, May 21.—The Times this morning publishes a description of the steamships that are to be employed in the Anglo-cable service in connection with the Pacific line. The dimensions of the four Atlantic vessels are: 672 feet in length, 62 feet beam and a depth of hold of 42 feet, with a draft of 30 feet, making them the deepest vessels afloat. They are two feet deeper than the Canada liner Lucania. This great depth is rendered possible by the fact that the Canadian and English harbors have deeper waters than the harbor of New York. The greater depth of the new steamers allows of a stronger hull, and will give better results in a seaway and also assist in the development of speed. The freight carrying capacity of the steamers is fixed at 3,750 tons each, in addition to a coal-bunker capacity of 3,000 tons. Each vessel will accommodate 300 saloon, 200



PUREST, STRONGEST, BEST.

second cabin and 1,000 storage passengers. The comfort of the steamer passengers is especially provided for. The engines are of 21,000 horse power, and they will drive the vessels at a speed of 20 knots per hour in ordinary weather. The engines are of the latest type, and the vessels are of the latest construction. The vessels are of the latest type, and the vessels are of the latest construction. The vessels are of the latest type, and the vessels are of the latest construction.

WINNIPEG NEWS.

A Belgian Who Walked From Halifax in Seven Weeks.

The South Eastern Railway—Two Young Boys Receive a Whipping for Assault.

WINNIPEG, Man., May 20.—The five-year-old daughter of Michael Frohley, farmer of Rosenfeld, was burned to death yesterday, her clothing catching fire from a burning straw.

Two boys, fourteen years old, were before Judge Bala yesterday charged with indecent assault upon young girls at a public school. The judge ordered that they be whipped in the presence of their friends and confined to jail for one day.

The Winnipeg board of trade and grain exchange will meet Monday to discuss the provincial government's refusal to grant aid to the South Eastern railway project.

The members of the local militia corps today marched to the graves of the volunteers who fell in the Riel rebellion, and decorated them with flowers. Divine service was conducted in the cemetery.

J. K. Prendergast, M. P. P., was elected mayor of St. Boniface on Saturday. Mayor LeCompte having resigned on account of a dispute with the town councilors.

Prof. Robertson, dominion dairy commissioner, will arrive here Tuesday, and address the board of trade that afternoon. The subject of the travelling dairies to be conducted in Manitoba and the territories this season.

A Belgian named Pierre Espant arrived in Winnipeg Saturday morning, having walked the entire distance from Halifax in seven weeks.

THE TIMES ON CANADA.

There Should be a Representative of the Dominion in the Judicial Committee of the Privy Council.

LONDON, May 20.—The Times today contains its Canadian article by saying that the best friends of Canada prefer her avoidance of the foreign harts which would be dominant in the growth of the western states. "Canada," continues the Times, "should be spared the evils of unnatural inflation, depression and revolt which is brought on by the excessive massing of the population. The present measured progress will best fit her to take a place of increasing influence in the empire from which she cannot be spared without results inconducibly hazardous to herself and the empire. The Times suggests that some Canadian should be made a member of the judicial committee of the privy council—perhaps Sir John Thompson, should he ever wish to withdraw from public life. The Times also suggests that the Canadian high commissioner, Sir Charles Tupper, should be made an ex-officio member of the privy council.

THE FOLLOWING PEOPLE FROM THE MARITIME PROVINCES HAVE BEEN IN THE CITY THIS WEEK: John L. Harris, H. A. Whitney and Miss Whitney, Miss L. McLean, Moncton; Mrs. P. McDonald and Miss L. McDonald, St. John.

The government is to keep a sharper watch in future on the Canadian frontier. All workmen who are suspected of coming to this country under contract or without visible means of support will be detained, if not refused admittance.

Conductor John J. Connor, of the West End Street Railway Co., was killed here last week by being jammed between two cars. He was a native of Charlottetown, P. E. I., and his body was sent home for interment.

The Dominion Coal Co.'s officers in Boston have issued a statement of the output of their mines in Nova Scotia. In 1893, 1,600,000 tons of coal were sold through the Canadian Pacific railroad, and 50,000 tons to the Grand Trunk. This year larger orders have been received from these companies. The output of the company's mines is 1,000,000 tons per annum, the most of which is sold in Canada. Since the strike in United States mines large orders have been received from New York and Boston, and the company is benefiting by the prolonged operation of western mines.

A representative of a steamship line between here and the provinces told the writer the other day that travel from the provinces to Boston was far below that of other years. Probably many that went east last fall are remaining at home, and no doubt are in a happy frame of mind that if they had not emigrated on in the mailstrom of a greatly overcrowded city.

The lumber market has not changed, ex-

cept in a few lines since last week's report. The general depression in all branches of trade and commerce explains the situation, and the demand is no greater than absolute necessity will allow. There is considerable anxiety to sell on the part of dealers, and generally speaking the market is in favor of the buyer. The opening of navigation in the Maine and northern New Brunswick harbors tends to keep the spruce market more fully supplied, although prices are well maintained in this particular branch of the market. Shingles are in quiet demand. The same is true of laths and clapboards. This week's prices are as follows:

Spence—Ordinary frames, by car, \$13.50; 12-in. frames, \$14.50; large frames, \$16 to 18; yard random, \$18; mill random, \$12.50 to 13; boards, \$10 to 15; cargo spruce, ordinary frames, \$12.50 to 13; shingles, \$1.50; 4-foot extra spruce clapboards, \$30; clear and second clear, \$24 to 28; laths, carload lots, \$2.10 to 2.25; cargo laths, \$2.10.

Five—Eastern pine clapboards, \$40 to 45; coarse No. 2 eastern pine stock, \$14 to 17; rough, \$12 to 13; extra, \$8.50 to 9.50; rough edge pine or box boards, \$8.50 to 12.50.

Hemlock, etc.—Planned and buttressed hemlock boards, \$11.50 to 12.50; do random, \$11 to 11.50; Pennsylvania hemlock, \$12.50 to 13; extra order shingles, \$2.90 to 3; clear, \$2.40 to 2.50; second clear, \$1.90 to 2.25; extra No. 1, \$1.75; No. 1, \$1.25.

The fish market continues in a quiet condition, with the volume of business rather small. The tone in the codfish department is steadier, because of the shore fishermen ceasing to supply the trade. There has not been much heard of the mackerel fleet south. Latest reports say there are plenty of fish, but that they cannot be taken.

Quotations are as follows: Fresh fish—Mackerel, 18 to 20; large cod, 12 to 25; steak cod, 3 to 3.5; shore haddock, 12 to 20; Georges, 14 to 15; white halibut, 6 to 8; gray halibut, 5 to 6; chicken bait, 7 to 8; cut, 1 to 1.5; steak cut, 2 to 2.5; large hake, 1 to 1.5; fresh eastern salmon, 40 to 50 per lb; fresh Oregon salmon, 18 to 20; bluefish, 4 to 5; roe shad, 25 to 35; bucky, 14 to 16; Norfolk oysters, 80c to \$1.05 per bush; live lobsters, 6 to 7; boiled do, 8 to 9c.

Saltfish—Norway bloater mackerel, \$18 to 21 per bbl; No. 1, \$13 to 16; No. 2, \$10.50 to 12; large No. 3, \$9.50 to 10.50; large dry-bank cod, \$4.75 to 5; medium, \$4.25 to 4.50; large pickled hake, \$4 to 4.25; medium, \$3.75; large shore, \$4 to 4.50; small hake, \$2 to 2.50; Labrador split herring, \$5.50 to 6; round shore, \$2.75.

Canned fish—Lobsters, \$1.75 to 1.85, as to brand; Alaska salmon, \$1.20 to 1.30; sardines, XX oil, \$3.50; mustard, \$3.

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OUR BOSTON LETTER

St. John and Halifax People Figuring in the Divorce Court.

Disappearance of Sam Wah Koo, a Chinaman Well Known in this City.

The Lumber and the Fish Markets Continue Quiet and Unchanged.

[FROM OUR OWN CORRESPONDENT.]

Boston, May 19.—Today is the last of an eventful week in more particulars than one. Very many are so thankful that the exciting scenes of the last few days do not come often. The saddest event of all was the drowning of the four Harvard students in the harbor on Sunday. The unfortunate affair cast a deep gloom over the "university city," and it impressed the students at Harvard with the deeper meaning of the time honored maxim: "In the midst of life we are in death."

The divorce mills have been grinding very rapidly this week, and they have been grinding well for those persons who have found to their sorrow that the bridal path was not a bed of roses. There has been an extraordinary large number of applications for divorce this term, and judging by the list, they are not all Yankee cases. Several natives of the province by the sea have manifested their undoubted appreciation of the sure, convenient, latest improved and comparatively inexpensive method of untying the knot that is supposed to bind for life as recommended by Uncle Sam. Even the laws in operation at St. John are not satisfactory, or why would St. John people seek the more liberal divorce courts? Possibly the principals were on this side of the line when the climax came, but the American method of marital severance is simpler as well as less costly, and no doubt this explains why there are so many Canadians in court here. Here are a few cases tried this week, while others will come on next week. Mary Beattie of St. John was married to John J. Lawless in 1880. They lived together for 18 months, and after that John found another woman he liked better than Mary. It was Mary and John no longer, and now Mary wants separation. Here is another case: Fannie J. Sullivan said she was married to Robert Sullivan of St. John when she was only 14 years old. Robert left her in about three months, saying he was going to St. John on a visit, and "he never came back." As the result of Fannie's plea, the judge granted a decree nisi. Alpheus L. Smith of Halifax was another deluded individual who possesses considerably more wisdom than he did in 1884, the year in which he married a wife at Halifax before coming to Boston. The changed scenes at the Hub made a change in Isabella, his wife, which was detrimental to peace and harmony in the family. Isabella soon adopted a visiting habit very distasteful to her husband, and the latter was often obliged to eat his supper in silence and in fear that all was not right with the wayward Isabella who was rapidly developing a fondness for another man. To cap the unhappy climax, Isabella was arrested on a serious charge and escorted to jail on Charles street. The judge granted Alpheus a decree nisi. Charles Hutchinson first married Sarah, his wife, in Weymouth, N. S., in 1876. In 1882 they came to Boston, and another woman stole Charles away and married him. Sarah had him arrested and fined \$200. He waited for some time the U. S. Sarah entered the divorce court with a grim determination to be separated from her faithless spouse by law. Result, decree nisi.

J. A. Nelson Ratte is held in Boston charged with smuggling goods from the queen's dominions across the northern boundary into Uncle Sam's domain. Ratte's home is in Montreal. He had for some time the U. S. officials have been watching their opportunity to arrest him. They say that a series of frauds have been committed on the government, and that the offender will be punished regardless of international complications. Ratte is said to have smuggled furs from the firm of J. B. Laliberte, dealer of Quebec. He had for some time the U. S. authorities held he made his great wealth by defrauding the U. S. government. Ex-Congressman "Bernie" Hoar is attorney for the prosecution. The grand juror Boardman Hall will appear for the defendant, who is held in \$5,000.

Sam Wah Koo, a wealthy almond-eyed Chinese, mysteriously disappeared, leaving behind him several large unpaid bills. Sam is no stranger to St. John, having paid occasional visits to his metropolitan home. He is said to be in China at present, although his relatives say he has gone to China "to bury a dead brother." The missing Chinese man's alleged many of his countrymen into this country, which he always extracted a large sized fee from them. This, together with a successful tea trade, is how Sam got rich.

The other day some companies who do business at the government at Washington to modify the quarantine regulations, as the epidemic in the Juniata valley is part of the officials is driving their business to Canadian ports. The steamship companies have been greatly exercised all the spring and summer, and the enormous decrease in immigration is not entirely due to the hard times, but that the rules and regulations so stringently carried out play a part.

The following people from the maritime provinces have been in the city this week: John L. Harris, H. A. Whitney and Miss Whitney, Miss L. McLean, Moncton; Mrs. P. McDonald and Miss L. McDonald, St. John.

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NEWFOUNDLAND.

The Sun's Correspondent Writes About Affairs on the Island.

Judges Abused and Condemned by the Whites—Corrupt Transactions.

(CORRESPONDENCE OF THE SUN.)

ST. JOHN'S, Nfld., May 14.—Since last writing the crisis here has developed some very serious and important features. Scarcely were the new government seated in their offices when the Telegram, the organ of the White-White party, made a most savage attack on the standing of the leading merchants. It claimed to be in possession of information to prove that the men doing the greater part of the business of the colony were in reality bankrupt. That they had so largely overdrawn their accounts that they and, in fact, the banks, were hanging by a thread, and by their eyebrows. The well known effects of the great fire and the serious effects of the failure of the seal fishery gave such color to these reports that a panic was only prevented with great difficulty. It is by no means averted yet, and but little more would precipitate the most terrible disaster possible to Newfoundland, a commercial crisis in the spring.

At this season the merchants are busy fitting out their fleets for the cod fishery, and any interference with their arrangements would most certainly lead to most disastrous results. Yet in face of the facts that a panic now would leave thousands face to face with starvation, paralyzing the trade of the island and make impossible the carrying out of the railway policy they are advocating, this paper set to work to do liberally rain the merchants and banks of the island. That it did not succeed was largely due to the efforts of Dr. Harvey, the veteran historian of Newfoundland.

This gentleman, whose information is most accurate and whose honor is unimpeachable, was able to give such assurances in answer to inquiries as satisfied the foreign houses that the banks and merchants were in no immediate danger of collapse.

The judgment rendered in the case of the St. John's election, confirming, as it did, in every particular, the decision of associate Judge Winter, has drawn curses deep and loud from the followers of Sir William Whiteley. They see now that they will all be condemned for the flagrant violation of the law and the wholesale squandering of the public funds.

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THE CAPTAIN'S REMARKABLE STATEMENT.

He Says: "Paine's Celery Compound Knocks Out the Medical Practitioner."

Encouraging Testimony from a Popular Winnipeg Resident.



CAPTAIN DOUGLAS.

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