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timated that it was running at a speed of thirty miles an hour at the time of the accident. The train was in charge of a crew of six men. The three men saved were in the caboose, which with eleven cars came to an abrupt stop when the air hose snapped apart, setting the brakes. No attempt will be made to recover the bodies of the unfortunate railroaders or clear the wreckage from the creek until the flood subsides. Five minutes after the collapse of the two spans of the bridge and the fatal plunge of the train a third span toppled from the piers and fell into the water.

A 16-year-old boy named William Berger gave warning of the state of the bridge to the engineer of the train, but without avail. The boy had risen early and with a lighted lantern had started to ascertain if any damage had been done along the creek. Approaching the bridge he became alarmed at the noise made by the surging water against the pier. Without investigating further the boy concluded that the bridge was in danger from the flood. At that instant the headlight of the oyster train appeared down a straight stretch of track fully a fifth of a mile away. Berger swung his lighted lantern on the train, but the engineer unheeded it for some unaccountable reason.

VAST AMOUNT OF DAMAGE.

A south-bound Buffalo flyer four hours late and filled with several hundred passengers, was flagged as it approached the bridge a short time after the terrible accident. The flood literally toyed with the roadbed, bridges and tracks of the Northern Central railroad in the valley of Locoming creek. All telegraph wires are down between this city and Ralston. Railroad business is telegraphed to Elmira and sent here over the telephone by a roundabout route.

In addition to innumerable breaks in the embankments several washouts are reported. They are at Gillett's, Cedar Ledge, Troy, Ralston, Penbryn and bridges Nos. 2 and 3. All the openings extend for a distance of over 200 feet. In many instances the rails are bent, showing the terrible force of the water. Last night the town of Ralston and Trout Run were partly inundated. On the low lands the water reached above the second floors of many houses, and the inmates were compelled to stay cooped up in garrets until morning without food or heat. Their sufferings were intense.

The north-bound express leaving here at 7 o'clock was stalled and surrounded by water near Ralston, the engineer not having time to back out of harm's way before the furnace fire was extinguished. The train was held up all night. Over thirty passengers were taken by boats from the coaches and cared for at nearby farm houses.

es. A bridge near Ralston was swept away. Scores of outbuildings and barns are lodged against the railroad bridges.

ANOTHER FREIGHT WRECK.

Shortly after midnight a freight wreck occurred on the Reading railroad at New Columbia. A wrecking crew from Newberry Junction was sent to the scene. After the train passed over the iron bridge spanning Loyalsock creek, near Montoursville, the trackwalker discovered that a span of the structure had settled and tilted three feet out of plumb. At Newberry ten families living on Goose Island were threatened with drowning by water from the overflow from Locoming creek. They were rescued with boats and horses. One woman named Reeder, who gave birth to a child less than two hours before was removed with difficulty. Although the river is twenty-two feet high here, there is no danger of a flood.

The water reached its greatest height at noon. Graffius run overflowed and filled about a score of cellars. Muncy creek, which is usually a little brook, was fourteen feet high. Portions of the towns of Hughesville, Picture Rocks and Muncy Valley were flooded. Many washouts occurred along the Williamsport and North Branch railroad. A trackwalker reached here from Ralston this evening. He says seven Italians were drowned there. There was a big rise in Pine creek. Some damage is reported along the Fall Brook division of the New York Central railroad.

RUSHING WATERS COVER THE LEHIGH VALLEY.

ALLENTOWN, December 16.—The city is in total darkness, and since early morning not a trolley wheel has moved, as the power house of the Lehigh Valley Traction Company is flooded. There have been only one or two railroad trains to the city to-day and two out of it. All the railroads are handicapped by the high water. Large industries along the Lehigh, Little Lehigh and Jordan are flooded, and most of them will not be able to resume for five or six days. The Adelaide silk mill is damaged to the amount of \$20,000. The trolley cars are stalled along the entire line from Easton to Statington and Bangor.

The Lehigh river began to rise about 5 o'clock this morning. Houses along the river and lowlands were surrounded by water before the occupants realized their situation, and by that time it was too late to get out. Hundreds of people spent the days on the upper floors. Kline's Island, covering several hundred acres, is completely under water and three families there were driven to the second floor.

The Iowa Barb Wire Works, along the Little Lehigh, are inundated, as are also furniture factories in South Allentown.

The water reached its highest point about 1 o'clock, when it began to recede

slowly. By 9 o'clock to-night it had fallen six feet. From up the country come reports of great damage to property along the river front, especially to industries. No fatalities are reported.

Lock-tender William Huffert's house and stable near Allentown were swept away. The family escaped, but two horses were carried with the stable into the Lehigh river and drowned.

At Bethlehem the Lehigh river has overflowed the canal and adjoining railroad tracks on both sides.

Both the Lehigh Valley and Jersey Central railroad has suspended traffic. Not since 1841 has the back water from the river wrought so great damage. The canal bank bosses say the damage to the canal will reach \$30,000, while two hundred private residences in the flooded district suffer to the extent of nearly \$50,000. Both the electric and gas companies are without power and the churches were compelled to suspend service.

FLOOD CLOSES STEEL WORKS.

At South Bethlehem the Bethlehem steel works has been obliged to shut down on account of being inundated with water. The Mineral Spring Ice Company, along the river, is also flooded. The Lehigh river reached its highest point since the flood of 1862, but is rapidly receding.

At Easton both the Lehigh and Delaware rivers have overflowed their banks. Dock and East Canal streets are inundated and the residents have been compelled to move to the second story of their homes. The industrial plants at Odenweldertown are surrounded by water. The Easton Power Company's plant is under water. Several churches could not hold services on account of the water.

COLLIERIES MADE IDLE BY FLOOD.

At Hazleton all the collieries in the vicinity are flooded and operations will probably not be resumed before the first of the year. Over 100 mules were drowned in the mines. John Burns, of Oneida, was swept off a bridge and drowned. Both tracks of the Lehigh Valley railroad between Weatherly and Black Creek, east of the city, were washed away. At Penn Haven the Central railroad bridge over the Lehigh river was destroyed, blocking traffic between that place and Wilkesbarre, and the new steel bridge of the Lehigh Valley railroad at Penn Haven was also washed from its supports.

Twenty passenger trains are stalled between Penn Haven and Weatherly. The passengers walked to the latter place and were brought to Hazleton, where they are storm bound.

POTTSVILLE, Dec. 15.—In Schuylkill and adjoining counties the forty-eight collieries of the Philadelphia and Reading Coal and Iron Company and many other corporations are flooded, and the prospects

are not favorable for a resumption of work for a week at least. At East colliery, near Ashland, thirty mules were drowned. More than a score of township and railway bridges have been swept away, the Philadelphia and Reading alone losing three in New Castle township. Two bridges at Creson were also destroyed. Telegraph and telephone wires and poles, steam railroad and trolley rolling stock are lying in swamps, down embankments and otherwise rendered useless for the time. Not a wheel on the steam roads north of Pottsville moved to-day, and there are many storm-bound passengers here. Loud slides occurred on the Pennsylvania railroad at Rock Station, on the Philadelphia and Reading road east of Auburn. At the William Penn colliery there is a torrent of water running over the railroad tracks. In Pottsville four feet of water this morning rushed down Railroad street, being nearly two squares in width and extending nearly to the centre of the town. The town's steam heating plant fires were put out by the flood and the electric light plant had to close down before daylight. Hundreds of cellars were flooded, and some of the churches could not hold services on account of water in the basements.

At Mahanoy City houses on Spruce street for an entire block were filled from the cellar to the second story with culm washed down the mountain sides. Water was three feet deep in the principal streets. Mahanoy creek rose ten feet, overflowed its banks and flooded all the houses along Water street for two miles. In the business part of the city every cellar was flooded. Railroad and trolley traffic was wholly suspended.

FLAGMAN AVERTS A WRECK.

At Tamaqua the Wabash creek overflowed its banks and covered the whole centre of the city with two feet of water. Cellars everywhere were flooded. The Reading railway company's line is badly crippled. Not a train reached town until late this afternoon. Locust dam burst and tore out fifty feet of the company's tracks at the Tamaqua tunnel. A landslide occurred one mile north of town, but watchman Henry flagged fast freight No. 57 at midnight in time to avert a wreck. Trains are now being run via Pottsville.

Wires are down between here and Manch Chunk and no train has yet reached this place on the Central railway. Bridges along the line are in unsafe condition and the one spanning the Schuylkill east of the town has been forced out of position. Not a trolley car reached here to-day, as the road in some places is covered by a foot of earth. All the collieries are flooded, and it will be some time before they resume.

At Lofly both tracks were washed out for a quarter-mile, and at Middleport the road-bed was torn out for one hundred yards.

HOLIDAY GOODS
CHRISTMAS

RAISINS
ORANGES
CITRONS
PRUNES
ALMONDS
CANDLES
SPICES

GRAPES
LEMONS
CURRANTS
DATES
WALNUTS
MINCE MEAT

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In New York State the storm was especially severe, and millions worth of property have been destroyed. The street lighting plant of the city of Ithaca has been crippled by the floods, and the place was Saturday and Saturday night in utter darkness. Other towns in New York State suffered severely, particularly in the North.

In New Jersey there was a good deal of damage done along the coast, and two ships were driven ashore.

Warnings of a twenty-five foot stage in the Allegheny river at Pittsburg, and a rise of ten to eighteen feet in the rivers of South Carolina were issued Sunday.

While it had been showery most of the day the storm did not break in this section until 3 o'clock Saturday afternoon. From that hour until midnight rain fell in torrents, converting the small streams in the county into raging rivers and doing considerable damage to improved land by washouts. Fortunately a large volume of the water had been absorbed before the freezing up began at 3 o'clock Sunday morning, for had the ground frozen before the water fell there would undoubtedly have been a repetition of the disastrous flood of Feb. 22nd, 1900. Spring creek, Bald Eagle, Marsh creek Fishing creek, Penns creek and Buffalo Run were all overflowing their banks but no extensive damage was done, though the little brook that flows down the gap from Point McCoy swelled until it carried a great avalanche of rock onto the P. R. R. tracks at that point and blocked the morning passenger train so that passengers had to be transferred. Among them was John M. Neubauer, of Charlelot, formerly proprietor of the Brookerhoff house in this place, who was on his way here for a visit. In trying to jump over the stream he was unfortunate enough to fall into the icy torrent, getting an unexpected bath. Several other passengers were similarly unfortunate, but all escaped without further injury than the discomfort.

FREIGHT TRAIN CRASHES THROUGH BRIDGE AND THREE LIVES ARE LOST NEAR WILLIAMSPORT.

WILLIAMSPORT, December 15.—This section of the State sustained heavy loss by the terrific rain-storm which raged yesterday and the greater portion of last night. Meagre reports of the damages inflicted by the elements along the numerous tributaries emptying into the Susquehanna river in this vicinity are of the most alarming nature.

The wreck of a freight train on the Philadelphia and Erie division of the Pennsylvania railroad and the loss of three lives are directly the result of the floods that have followed the almost incessant rains.

Shortly after 6 o'clock, while the west-bound train No. 83 was crossing Locoming creek on a four-span iron bridge, the structure partly collapsed, two of the big spans dropping into the raging water of the swollen stream. In an instant the locomotive and nine cars were submerged under 21 feet of water and three of the crew went down to their death. The dead are: John Martz, engineer, of Sunbury; married. Frederick Glass, fireman, of Sunbury; married. George Harley, brakeman, of Sunbury; single.

WARNED BY A BOY.

The train was made up of an engine, twenty cars and a caboose. It was loaded with perishable goods mostly oysters and fish, shipped from Baltimore. Although it was just leaving the city limits it is es-