Aemocratic Watchman. Raging Floods Carry Great Destruction to Bellefonte.

Bellefonte, Pa., March 7, 1902.

P. GRAY MEEK.

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The Prince Made Tour of Chicago's Business Section.

Put Wreath on Lincoln's Tomb. Did not Visit the Stock Yards nor did He Venture on an Automobile Ride—His Reception of Little Barbara Ozburn. Milwaukee's Guest Six Hours.

CHICAGO, March 4.-Bright skies and sharp, bracing atmosphere greeted Admiral Prince Heury when he awoke this morning after a night of strenuous entertainment in Chicago. The distinguished visitor called for his coffee at 7:45 o'clock and an hour later breakfasted in his private apartments in the Auditorium hotel.

How to dispose of two hours time that had not been provided for caused considerable speculation. A suggestion had been made that the Prince visit the stock yards incognito but later this was supplanted by an automobile ride with the famous Henri Fournier as chaffeur and the boulevards of the southern part of the city as objects of interest.

However, this proposition did not meet with the views of the royal guest, who preferred to make a tour of the business dis-Von Egidy, the Prince's aide, entered a

All Parts of Centre County Suffer from the Effects of the bursted. The boy's body was also covered with bruises, all of which goes to confirm the belief that he was battered by the fal-EDITOR Greatest Flood on Record-One Life Lost, Another Nar-

rowly Escapes Drowning and Thousands of

Dollars Worth of Property Swept Away

or Wrecked.

Not within the memory of the oldest | green wheat, live suckers and frogs, planks citizen has there been such a flood on and countless other visitors extraordinary Spring creek and its tributaties as was the to a well kept printing establishment. It one on Friday that has left a path of ruin and desolation through parts of Centre county that it would be utterly impossible to picture. The great fall of snow a week previous had had a portentious appearance, coming,

as it did, at such a late season, but it was passing off so gradually that no danger was apprehended until Thursday, when a warm, gentle rain began falling. The creeks, already fairly full, began to rise slowly and by Thursday evening there was a two-foot flood on. All night long people on the lowland kept watch and for the most part they were prepared for an ordinary flood, but as the wildest predictions fell far below the height reached by the waters few of them made preparations enough. At 4 o'clock Friday morning the flood

had climbed up another foot and the gain was more rapid. The back waters from the immeuse territory drained by Spring creek began to rush into the narrow channel extending through Bellefonte and onto Milesburg, causing the greatest alarm. Within the next hour it rose another foot and by six o'clock the stream was out of its banks everywhere. At daylight it was raining quite hard and there wis no hope of the waters receding, instead they kept

rising steadily all morning and up to three o'clock Friday afternoon, when they made the new high water mark of 8 feet, as recorded at the High street bridge and remained stationary about an hour before they began falling slowly.

Never before in the history of Bellefonte had there been such a flood. The waters went fully 14 inches higher here than they were during the memorable deluge of 1889 or the unexpected torrent that swept down on us in the night of Feb. 22nd, 1900. While it will be absolutely impossible to estimate the destruction wrought Bellefonte was by long odds the worst suf-

ferer, Milesburg came next and the other towns in the county suffered but slightly in comparison.

RELLEFONTE FLOOD WRECKED.

The waters swept through Bellefonte, leaving a trail of slime and ruin that it will take years to recover from.

About 9 o'clock in the morning the foot bridge at the P. R. R. round house could hold out no longer against the battering of waters and drifting timber. Then, the board walks along water street were lifted up and floated-away like great snakes on the yellow current. Shortly before noon the stream overflowed the banks south of the Pennsylvania passenger station and went rushing down Race street, submerging everything and reaching a depth of two feet in E. K. Rhoad's coal office. By this time the race leading to C. T. Gerberich & Sons mill was so full that it gave way and the flood went raging through Crider's

lumber yards. With the stream gradually crawling up closer and closer to the bottom of the High street bridge and a perfect torrent rushing triet of Chicago. At 9:45 the Prince, Mayor Harrison, Chairman Eddy and Captain down Race street people gathered in the square between the Bush house and the WATCHMAN building became very uneasy and when the cry came that the long L. that of Frank McCoy, the chain and iron & T. railroad trestle was going out there maker. At the chain works the canal bank was almost a panic. for it was feared that it would carry away the High street bridge, leaving all stranded on this island. Fortunately the trestle did not float down. It swung around and landed on chinery dismantled and the bridges carried the island just above this building. A away, small house came down the stream shortly afterwards and in passing under the High street bridge tore off the suspended water main and left the western portion of town without water. The next bridge to go was the long trestle leading from the P. R. R. tracks over to the American Lime & Stone Co's pike quarries. The debris had piled up against it so high that it could no longer stand the strain and gave way. About 3 o'clock the large iron township bridge at the nail works was carried off of its abutments and floated down the stream like a great steam boat. It is a remarkable fact that this bridge was heading directly for the grand stand on the fair grounds. but when within a few feet of it swung out to the left and passed that structure without doing it any damage. It is certain that had it struck the stand the destruction to the fair grounds would have been at least \$1,000 greater. The fires were put out at the water works early in the day and no more pumping could be done. The supply in the reservoir was soon exhausted and the town was left without a drop of water, other than what was to be had from cisterns and by carrying from the Big Spring. This was a far more critical situation than was at first thought of, for had there been a fire the town would have been helpless and, in addition, the electric light works could not he operated Friday night for want of water for the boilers and the streets were black as At Jenkins and Lingle's foundry the men had to quit work early in the morn ing as all departments were flooded. At Ardell's lumber yards the water back ed up to such a height that the mill hands had to quit. A great pile of boards rode off on the waters, entailing an additional loss of about \$100. The match works escaped with no dam-

took four men all day Saturday and most of the night just to shovel it out and they have been working ever since getting the presses and other machinery back into working condition. The WATCHMAN'S stock of fine papers, card boards, etc., can be seen littering the stream from here to Lock Haven. It all went and we are practically beginning anew again.

The Bellefonte Fuel & Supply Co's. yards were badly washed, a yellow slime was left on the coal banks and there is a week's work there straightening up. George Beezer's livery stable was flood

ed, but no damage done.

P. B. Crider & Sons mill and yards were covered but the loss is not great except through the enforced suspension of operations until the machinery can be cleaned Very little up and the race repaired. lumber floated out of the yard.

The American Lime and Stone Co. suf fered the loss of the trestle mentioned above, but aside from that reports no other damage

At the glass works the pots were saved by just one inch. Had the water gone that much higher there would have been a very serious loss there. As it was the damag was trifling.

The greatest havoc was played at the new grounds of the Centre County Agricultural Exhibiting Company. It was com-pletely submerged. Hundreds of feet of fence were carried away, the cattle sheds

across the lower end piled up against the railroad trestle in McCoy's dam the big exhibition building floated off its foundation and broken, ticket offices upset and the track washed so hadly that it will take thousands of dollars to put it back into its former condition. The track is practically gone along the score side, but the back stretch is only slightly damaged.

These are the principal losses immediate-ly around Bellefonte, but from all along Spring Creek, Buffalo-run and Logan's branch come reports of destruction in the water's wake.

Down about the glass works John Stray. er. Thomas Shaughensy and Richard Gunsallus houses were flooded. The latter's family got awake Friday morning just in time to get their carpets up and flee to the second story, where they were penned up without anything to eat except some bread and butter and a bucket of coffee which Samuel Hoover waded into them with Friday afternoon, until noon on Saturday They had to take their pigs to the second story also for safety. The pigs at Beezer's slaughter house wer

washed out of their pens and swam clear across the dam, where some women pulled them out of the water by their ears. Street commissioner Thomas Shaughensy left home early in the morning to see about the hoard walks and bridges and when he got back his house was surrounded by water so that he could not get into it and his cow stood tied in the stable in water up to her body for most of the day.

A SERIOUS LOSS AT MCCOY'S WORKS. Possibly the most serious loss reported is washed away, destroying the flood gates. while down below the water swept through the forge, wrecking it almost entirely. The fore-bay was washed out, much of the maloss is reported. Mr. McCoy's loss will run up into the thousands. THE PENNSYLVANIA RAILROAD CRIPPLED. The Pennsylvania railroad tracks from the engine house here to McCoy's works were so badly washed as to require a large force of men all day Sunday to repair them. About 200 ft of track were washed out at Dix run above Unionville and there was a large ice gorge on the tracks near the Intersection. The only other damage was the submerging of the tracks between Flemington and Lock Haven. The result of all this was that Bellefonte was completely isolated for two days. The last train out of Lock Haven left there at noon on Friday and got as far as Milesburg, where it stuck and had to return next morning. On Saturday a special, carrying Supt. Blair, got through to Mill Hall, but further than that there were no other trains over the Valley until Sunday afternoon and they did not begin running regularly until Monday morning. On the Lewisburg branch it was even worse. The early train out of Bellefonte on Friday morning only got as far as Sinking creek, west of Rising Spring, where four enches were washed out of the bridge. It could not get back because of a washout that occurred later at Linden Hall. The wash-out was fixed towards evening and the train returned to Willowbank street. where it stopped because the big trestle above the station here had been swept away after it left. The bridge over Penn's creek, east of Penn's cave, lost a bench, but was repaired by Monday and the trains began running over the road again transferring at Sinking creek until Wednesday, when the bridge at that place was repaired and they could come clear through to Bellefonte.

Centre Hall, was called, but was unable to do anything for him and after his death it was discovered that his bladder had been

to-day. ling rocks, while under the water. He was a son of David Rimmey, the

dairy-man, and was a bright, promising lad. Burial was made Monday afternoon in the Union cemetery at Pleasant Gap, after services had been conducted by Rev. Lesher of the Lutherau church.

There wasn't as much property damage about Pleasant Gap as there would have been had not last summer's cloud bursts prompted them to wall up the water courses and secure them against breaking.

AN AGENT'S THRILLING EXPERIENCE. 'A salesman named Charles Dutton, who travels for Bubb & Co. of Williamsport will have reason to remember a drive he undertook to make through "the narrows" from Jacksonville to Howard on Friday afternoon. He had reached a point near the old grist mill when his horse suddenly fell into a wash-out, as he was attempting to ford the stream. It floundered around and he jumped to try to rescue it, but the current was so swift that he could scarcely save himself. The horse and buggy were washed down the stream. Later the horse was found dead, hung up on a tree and the buggy all broken to pieces. The horse be-longed to the firm but the buggy was L. C. Bullock's. Mr. Dutton had left home in a sleigh, but left the sleigh at Milesburg and

porrowed a buggy from Bullock. About Jacksonville the flood was the worst ever known. Fields were washed out, roads torn up and the big Marion township bridge in the gap swept away The loss to the township alone is estimated at \$500.

NOT MUCH DAMAGE AT UNIONVILLE.

The streams at Unionville were not as high as they were in 1889 and no particular damage was done. Farms were flooded along the bottoms between there and Julian, though none of them were badly washed except those of Owen Underwood and Edgar Cleaver.

ABOUT CURTINS WORKS AND HOWARD. Aside from the damage to roads, and small bridges there wasn't any particular

loss in the vicinity of Curtin's Works. About Howard the roads were badly washed and many small bridges washed away. The cellars of some of the houses were filled with water, but there was no great property loss except to the township in roads and bridges. Along Marsh Creek, however, farms were

wrecked, fences and bridges swept away and general dilapidation left in the wake

of the floud. PENNA FURNACE SUFFERS.

Brown's saw mill near Penna. Furnace was at the mercy of Spruce creek for several hours, but the water did no further damage than to suspend the work for a couple of days until it could be cleaved up. Both bridges at Woomer's grist mill were ashed away at Graysville and there were had washouts in the roads though farm lands suffered little by the overflow because the ground was frozen so hard. '

The tracks on the Lewisburg and Tyrone railroad were washed out at George Bollinger's and the Hostler so that trains could not get through for a day.

ABOUT MILESBURG.

Scenes about Milesburg were far more serious looking ou Friday than they proved to be after the waters subsided. While Spring creek was higher than it was ever known to have been before Bald Eagle creek was not as high as it was in the memorable June flood of 1889. Houses in Cen-

about an hour and died. Dr. Emerick, of the snow fall in the interior and western

LEWISTOWN, March 5.-The worst spow storm in many years was experienced here The snow fell heavily all day and to-night has reached a depth of eighteen inches and is still falling. A high wind accompanied the snow making immense

drifts. All roads leading into the city are blocked and business generally has been suspended. Trains on the middle division the Pennsylvania railroad and bracches are delayed many hours. The Lewistown and Reedsville trolley company only succeeded in moving a few cars to-day and no attempt was made to run cars to

night. READING, March 5 .- A foot of snow fell

here to-day. Some drifting is reported in the rural districts and the trains coming in report drifts along the line from two to three feet deep, but the snow being soft no trouble was experienced in getting here. The cars of the United Traction company were unable to run, although the sweepers were out early. Some of those that started out became stalled at different places and traffic in the city was practically at a standstill.

HARRISBURG, March 5.-This city is in the grip of an old time snow storm that has tied up traffic on the street car lines and is causing great delay on the steam railroads. The storm broke over the city last night and continued all day, blockad ing the streets and causing much suffering among the people in the low lands which are still covered with water from the flood. To protect the city water supply, the department to-day ordered that all elevators

be closed until further notice. Weather forecaster Demain says the storm will probably continue all night and it will break all records for the greatest fall of snow in this locality in any consecutive twenty-four hours. The streams in

the Susquehanna valley are still swollen from the recent heavy rains and there are fears of another flood.

LANCASTER, March 5 .- Eleven inches of snow have fallen here since last night and it is still snowing. A strong wind has caused considerable drifting. The trolley lines were put out of service and all trains on the Pennsylvania railroad and Philadelphia and Reading railroad have been great ly delayed.

WILLIAMSPORT, March 5.-Snow began falling at 5 o'clock this morning, and at 9 o'clock to-night had reached a depth of sixteen inches. A strong wind is blowing and the snow is piling up in drifts. All trains on the Philadelphia and Erie, Read-

ing, Northern Central and Fall Brook and Beech Creek divisions of the New York Central are delayed from fifteen minutes

EASTON. March 5.- A snow storm which romises to surpass the memorable blizzard of March, 1888, is raging here. There is no sign of a cessation and the wind is blowing a gale. Trolley cars are stalled throughout the city and the rural directions are completely tied up. Sleighs were sent along the lines to rescue the passengers in the snow bound cars. Railway operations are practically at a stand still. Some of the wires that were repaired yesterday have been blown down again and all in confusion. The Warren foundry, employing 1.000 men, was shut down to-night owing to the inability to secure supplies. Work on the reconstruction of the New Jersey Central railroad bridge has been suspended, the men being unable to work on account of the blinding sleet and snow.

PITTSBURG, March 5.-From all sections of Western Pennsylvania and the northeastern portion of West Virginia the reports to-night are that the storm of to-day tral City were surrounded, cellars filled was the heaviest of the season. Business with water and huge cakes of ice bobbed up in many places was practically suspended, schools closed, and the heavy drifts impeded current swept by, but aside from the filth seriously the operation of railroads and trolley systems. On the low grade divistheir experience of the day no appreciable ion of the Pennsylvania railroad the drifts are even higher than on the Allegheny Valley and trains are having a hard time to get through. Schedule time is not be-ing attempted. The other roads in this section are not in such a bad plight, but trains are pretty generally behind on all. Washington, Pa., reports twenty-two inches of snow in all parts of the county. Traffic almost stopped. So far as known no rural carrier in the county was able to cover his entire route to day.

ADDITIONAL LOCALS

-The condition of former commissioner T. Frank Adams was not so encouraging vesterday.

-----Sleighing parties nicely entertained at the Brant house. Late supper served. Good room for dancing.

- Tyrone amateurs are rehearsing to sing the one act opera "The Trial by Jury." It will be for the benefit of Trinity library.

-The Bellefonte Central got through to Pine Grove yesterday morning by 8 o'clock. Two engines were used to push through the snow.

THE LICENSE COURT IN SESSION .- The annual sitting of license court convened in Bellefonte on Tuesday, and after mature deliberation Judge Love granted license to forty of the forty-six applicants. He availed himself of the opportunity to admonish several of those holding license lest they lose the privilege through their own acts of indiscretion. He warned some of the Philipsburg dealers especially that he would inquire into their conduct of business from time to time and if he heard any such tales as had already been brought to his attention it would be sufficient cause to revoke the license of the offenders without further notice

Those granted were as follows : TAVERN LICENSE.

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WHOLESALE BEER.		

Bellefonte, W. W. Philipsburg 2nd W. WHOLESALE LIQUOR Samuel Rogers. Philipsburg 2nd W.

Michael Czar Orin Vail..... David Chambers..... W. R. Haynes..... Snow Shoe Twp.

The applications of James I. DeLong. at Eagleville: Alonzo Grove, at Snow Shoe: Charles P. Reese, Boggs Twp. and Robert L. Haas, at Roopsburg, were held under advisement until March 25th, when they will be finally disposed of. Both S. B. Shaffer and Isaac A. Shauver applied for the Old Fort license, each one claiming to have the property under lease. As there is some complication as to which one of

them will actually secure it after April 1st the court reserved its decision in that case

carriage and were rapidly whirled away to the Illinois trust and savings bank and other mercantile institutions.

Previous to his departure the Prince received little Barbara Ozburn, ten years old, a "prodigy in pyrography." The little a "prodigy in pyrography." The little miss had been passed along the line by the kind-hearted blue coats and detectives with a portrait of the Prince burned in bass wood by her own hands, ready to present to the German admiral. Beaming a smile of welcome, the royal guest extended a hand to his wee visitor, accepted the portrait, spoke of its worth and how he would treasure it dearly and then in turn gave Barbara an autograph album and a parting salute.

Great crowds of people flanked every street leading to the Auditorium. The people began to gather about 8 o'clock, although the scheduled hour, for Prince Henry's appearance was 11:15 o'clock. They waited patiently in the sunshine and as the party appeared to enter the carriage they voiced their feelings in shouts and cheers as long as the carriage was in sight. This morning the Prince visited the tomb of Lincoln at Lincoln park. On this

trip he was the guest of Hon. Robert T. Lincoln, son of the martyred President. The Prince departed for Milwaukee at 2

o'clock. His program for the afternoon and evening was as follows: Arrival at, Milwaukee at 4 p. m. Reception by the Mayor at the station. Military escort to Exposition kall. Greetings by the United Singing clubs. Drive through the illuminated court of honor to the Hotel Pfister. Dinner at the Hotel Pfister. Departure from Milwaukee at 10 p. m, for journey eastward.

MILWAUKEE, Wis.. March 4 .- Milwaukee was the host to Prince Henry of Prussia for six hours this evening and gave him a reception that was highly enthusiastic and entertainment that was unique. His special train came at 4 o'clock, at 10 o'clock was away again on the long run to Niagara and-New England. Intervening time was all given over to the reception and entertainment of the royal visitor. It began with a drive through business and residential districts in review before a crowd that numbered 200,000. Then there was a public reception, at which Governor Robert La Forlette and Mayor David S. Rose voiced the official welcomes and the United Singing societies raised their voices in mighty chorns. There was also a splendid illumina tion and a thrilling night run of the Milwankee fire department. Later there was

a banquet, at which the Prince met the leading citizens of the city and state. The thousands of German residents in

Milwaukee joined heartily in the welcome of the young Prince, to whose house they once owed allegiance, and veterans of the German wars gathered from throughout the state

Henry Favors Republican Simplicity.

OTTAWA, Ont., March 3.-The government has been notified that Prince Henry has declined to be received on the Canadian side of Niagara Falls with military honor. The Prince says that he visits Canada merely as a private citizen, with the object of having a good view of the falls and wishes to spend the time quietly. This means that the salute, the guard of honor and the escort will be dispensed with. No doubt Lord Minto will send a representative to meet the Prince.

-Subscribe for the WATCHMAN.

age except through being forced to stop work. The Palace livery stable was flooded and

horses and carriages were dragged out of there through three feet of water. The Republican office press rooms were wrecked and considerable loss of stock resulted. A railroad tie floated in through

one of the windows and lodged on top of a printing press. Anderson's, Allison's, Rine's, Sechler &

water and filth.

loo for sure on Friday. We had prepared for a four foot flood on the floors, but it came five and the tables on which hundreds of dollars worth of paper had been piled were over-turned and the stock a complete loss. Floating logs battered in the back windows, leaving a flood of filth into the rooms that would have appalled anyone not so accustomed to such unwel-come slimes. When the waters subsided Saturday morning we had from eight to pull him up onto a rock from which a man twenty-four inches of mud and filth over named William Irvin rescued him.

A LIFE LOST AT PLEASANT GAP.

The only fatality reported in the county as a result of the flood was at Pleasant Gap where 15 year old Charles Rimmey lost his life.

The little monntain stream that flows down through that village and disappears in a sink hole, just back of "Horntown," was a raging torrent. Oldest residents say it was higher than it has ever been and the result was that this underground channel would not carry the great volume of water away. The hole, which is about thirty feet deep, filled up and overflowed. On Saturday afternoon at 4 o'clock a great Co's and the Bush house cellars were full of crowd of children gathered about it to watch the seething waters and among them

The WATCHMAN office press rooms, that have seen so many floods, met their Water-daring he climbed out onto a rock that was overhanging the hole and had scarcely gained the perilous position, when it tum-bled into the lake carrying Charles with it. Another rock rolled in after him and it is supposed that it struck him while under the water. He came to the surface and sank again. Coming up the second time he clutched at an overhanging bush to which he hung until Fremont Hile, supported by several other boys, was able to

everything. There was mud, sand, stones, He was conscious, but helpless and was was more or less irregular. The fall of clearing corn-stalks, manure, potatoes, bunches of carried to his home where he lingered snow, however, was light compared with driver.

and down against front doors as the muddy and fences that look a little the worse for

NO DAMAGE AT MILLHEIM.

While Penn's Creek was on a rampage no material damage was done about Millheim. For a short time the houses in the lower end of the town were threatened with flooding, but the waters did not reach the mark where that would have resulted.

Over about Potters Mills Laurel run made great wash-outs in the roads, but carried away no bridges nor destroyed farm land to any great extent.

Ross' dam at Linden Hall suffered more than it has ever done by floods before, roads were washed out some and slight damage done to farm land. No other losses were reported from that vicinity.

ALONG THE BUFFALO RUN.

Though Buffalo run was higher than it had been for years very little damage was done along its course. The township bridge at the Bellefonte Central R. R. freight depot was carried away and the railroad tracks were washed out at Humes farm and Morris so that no trains could be run over the road on Saturday. Other than these that line suffered no serious inconvenience.

WASH-OUTS ON THE C. R. R. OF PA. The Central Rail-road of Penna. was the

trains in or out on Friday and Saturday. On Friday morning the passenger train made a round trip to Mill Hall and on Sat-

house below Bellefonte, where 200 ft of track were under-mined by the water overflowing into the canal. At Nigh bank there was a big hole in the tracks and for

over Fishing creek to the ax works at Mill Hall

The Entire State Suffers From the

A High Wind Also Prevails--Clear Across the Keystone State the Storm Raged With Great Fury and in Many Towns the Situation is Very Bad-Reports from Various Places.

PHILADELPHIA, March 5.-With the exception of the extreme southeastern section of the State, the entire Commonwealth of Pennsylvania is to-night in the heaviest snow storm of the winter. Railroad travel

is tied up in many places. At the Pennsylvania railroad offices in this city the information was given out that all trains from the west are six to seven hours late. Trains to the west are six to here are let are, on time. Snow, rain, sleet and high winds were the conditions that prevailed in this city and vicinity the past twenty-lour hours. Snow began fall-ing late last night and early this morning it turned to sleet and later to rain. Street railway and suburban steam railway travel

Pennsylvania Rivers.

They are All Receding but the Warters Have Caused Big Losses.

HARRISBURG, March 4.-The Susquehanna river is falling and the waters are leaving the streets in the southern section of Harrisburg so that the work of clearing up may soon be commenced. The railroads resumed their regular services to-day, trains being close to schedule and freight works and their industrial establishments will probably be able to begin oper-ations in the next forty-eight hours. The the day. There was no further damage done to the bridges, but the Camelback is reported to be in a dangerous condition, three piers having been wrecked and one

span hanging by a few beams. The Harrisburg Bridge company will probably remove the remains of the present structure and replace them with a steel bridge. The Pennsylvania canal bridge at Clark's

Ferry has been badly damaged by high water and may be expected to fall into the river at any moment.

HAZLETON, March 4.-Hazleton did not suffer so much from the flood as other towns in the Lehigh region. Only three collieries in this vicinity were operated to-day, but before the close of the week a majority of the others will probably be working. Owing to the wash-outs along the railroads the supply of cars is likely to be insufficient. All main line trains on the Lehigh Valley railroad were run through Hazleton to-day via Lizard Creek

The bridge of the Jersey Central railroad spanning the Lehigh at Penn Haven was not so badly damaged as at first reported and trains may be ran over it by Wednes-day. It will be used by both the Central bridge at this point is rebuilt.

The Pennsylvania railroad from here to account of a washout at Creasys Junction.

Snowdrift's Tragic Secret.

A force of workmen engaged in shoveling nowdrifts in an endeavor to open the country roads near Dale Station in Venaugo county, uncovered a horse froze to death, attached to a sleigh. Relays of men are clearing the vicinity in an effort to find the driver.

until after that time.

CHICKENS THAT WERE COUNTED BE-FORE THEY WERE HATCHED .- In the last issue of the WATCHMAN the following paragraph appeared among the locals. It was inspired by actual conditions, as they existed Thursday afternoon and just to call your attention to the extent a writer can go wrong in anticipating anything in this world of surprises and uncertainties we publish it here :

The snow is going off very nicely. Tuesday's rain frightened the people along the streams but it stopped before the water had risen to a threatening height, and since then a gradual thaw has been in progress. There is little sleigh-ing left anywhere in this section.

Long before the paper containing it had reached its readers they had heard of the terrible flood that came with Friday morning's dawning. In fact the edition of the WATCHMAN containing it was run through at record breaking speed lest the water would get into the press rooms before the papers were all off the press. Even after this great race with the swelling streams moving in large quantities. The iron the mail facilities were so badly crippled that many of the papers never got out of the Bellefonte post-office until Monriver was twenty feet four inches at dawn day. There was neither rail-road, mail and fell about two inches an hour during nor telegraphic communication with the outside world for two days. The few city papers that got into town on Saturday and Sunday were a day old and it was not until Monday that the great bags of delayed mail began to arrive. The service had scarcely resumed its customary regularity when the greatest blizzard we have had in years set in with the result that there was a snow blockade on Wednesday and Thursday almost as effectual as the flood produced last week. The

snow began falling early Wednesday morning. It "snowed and blowed" all day long until by eight o'clock in the evening there were from eighteen to twenty-four inches of snow in all parts of the county. This would not be so bad in itself, but if it should go off with a rain or quick thaw there would be a greater flood than last week's record breaker.

THEIR GOLDEN ANNIVERSARY .- Several weeks ago the WATCHMAN announced the approaching golden anniversary of the Railroad of New Jersey and the Lehigh Valley railroad until the latter company's former residents of this place which was former residents of this place, which was celebrated at their home in Downs. Kan-

Philadelphia was re-opened to-day. Trains sas, on the 12th ult. The Times of that to Wilkesbarre are taken via Catawissa on city publishes the following account of it :

J. H. Lipton and Lucy Davidson Lipton celebrated their fiftieth wedding anniversary, or golden wedding, yesterday, the 12th day of Feb. A. D. 1902, at their home, the Lipton hotel, in Downs, Kansas.

There were about 175 invited guests present, many being from neighboring towns and cities. Royal banquet was served at the hotel, the festivities begin-

Great Snow Storm iunction

only line running into Bellefonte that got

urday the local freight got through, as well as one passenger train each way, and this in the face of very bad wash-outs along the line

The wash-outs started near the engine

two miles east of Clintondale there was almost a continuous stretch of bad work. At the Salona station there was a foot of water over the tracks, while three benches were carried out from under the trestle