

THE STORM KING REIGNS SUPREME

Business Generally Is Affected by Worst Blizzard Upon Record.

RAILROAD TRAFFIC HAMPERED

In New York City the Street and Steam Roads Are Abandoned, and Business Is at a Standstill—The Lehigh Valley Trains Are Struggling to Get Through the Snow Drifts at Glen Summit—The Most Complete Tie Up on the Pennsylvania That Has Ever Been Experienced from Cold and Snow—Passengers Stalled on All Lines.

New York, Feb. 13.—The snow storm which has been raging since Saturday night increased in violence today, becoming a thorough blizzard. Snow fell all day and is still coming down. A bitter northwest wind drives the snow in clouds through the streets sweeping the sidewalks bare in some places and in others piling up three feet snow drifts. The street cleaning department, after struggling for thirty-six hours to clear the principal streets, gave up entirely, even surrendering Broadway to the wind and snow. The surface roads run snow plows over the road at intervals and maintain a service but the cars are not heated and are not well patronized. The elevated roads are running but trains pay no regard to schedule time. In the suburbs where the winds have free sweep, the drifts are five to ten feet high; street railroads have stopped altogether and suburban steam railroads are blocked. Many neighboring towns are cut off from New York altogether. Few trucks and delivery wagons were seen on the streets today. Few persons ventured from their homes today unless obliged to do so. Courts had to be closed because of the cold and the special Lincoln day matinee at the theatres were slimly attended.

Today was a legal holiday with the banks and exchanges and an enforced one in the business districts generally. As there were no shoppers the big stores closed their doors and sent the clerks home. Tonight the streets, even in the theatre district, are almost deserted.

The snowfall in New York this month has been nearly two feet or more than the entire fall for last winter. The temperature is higher than last Friday and Saturday, but the driving snow stings like a whip and persons obliged to be out of doors suffer severely.

GREAT SUFFERING AMONG POOR.

All the charitable societies are taxed beyond their resources owing to the sudden demands made upon them.

Of the 15,000 destitute families in this city, as estimated by Blair, superintendent of the outdoor poor, nearly all are either freezing or starving to death. The continued storm has handicapped all efforts to aid them and the blizzard of today has necessitated a complete suspension. As soon as the storm moderates, work will be pushed with renewed vigor and food and coal will be furnished as many people as possible.

The task of keeping railroad trains in motion was almost herculean. Particularly this was the case with the lines running out of the Grand Central station.

The outgoing morning trains made headway in fairly good shape, but once all of the train sheds their troubles began. Switches blocked by drifting snow, tardiness in operating signals, occasioned by operators waiting until they were sure that the tracks were clear, together with the arrival of trains in irregular order and at irregular times, made progress slow until after the Harlem river was crossed. From thirty minutes to two and one-half hours were thus lost by outgoing trains.

The inbound trains had the same conditions to meet in the yards after reaching the city limits one to three hours late. It was stated that the Old Colony express, westbound, was stuck in a snow drift somewhere east of New Haven and that all trains on the New London division were having much trouble. The officials of both roads declared at 4 p. m. that no through train had been abandoned, but admitted that local service was badly demoralized.

Thousands of people who crowded waiting rooms, asking when trains would depart for various points, in very few instances were able to get satisfactory answers. When told that a continuation of the prevailing conditions was to be expected tonight, officials of the road said it was likely that traffic would come to a standstill before tomorrow.

STEAMBOATS TIED UP.

All of the sound steamboats are tied up by the storm and it was announced that none of the Fall River, Stoning-

ton or Norwich liners would venture to make trips until the storm ceases and the entrance to Hell Gate is free from ice.

No out-of-town mails were received here today, with the exception of two early morning consignments from Boston. None of the incoming mails from the north and northwest over the New York Central, or south or southwest on the Pennsylvania and Baltimore and Ohio railroads was received at the post-office today.

There is some danger of a broad famine in the city if the storm continues. This is not due to the fact that there is not a sufficient amount of flour in the various warehouses, but because of the impossibility of getting it delivered. This would be most severely felt in the east side tenement districts whose bakers buy flour in small quantities, most of which is for immediate use. There is a daily delivery by the flour merchants to the bakeries and owing to the impossibility of getting flour to the bakers today they had to fall back on retail merchants for the supply. This demand on the retailers will diminish, if not exhaust the supply of the grocers in a very short time. It is then that the trouble will begin. This, together with the fact that the larger bakeries will not make up their usual quantities of bread because of their inability to deliver it will cause a farther drain on the smaller bakeries.

PHILADELPHIA SNOWBOUND.

Battle with the Elements Fruitless. Railroads Abandoned.

Philadelphia, Feb. 13.—After a day of heroic battle, all the human forces which could be brought into play against the elements have been forced to succumb and tonight the city is fast locked in the embrace of the worst blizzard in the history of the local weather bureau. Street and local traffic are at a standstill and the snow-heaped streets are deserted. From 6 o'clock Saturday night to the same hour tonight there has been a steady snowfall, the aggregate depth of which at the latter hour was four inches. The high winds have whirled this into impossible drifts, and there is no sign of the storm's abatement. While unusually severe, the storm did not reach the fury of a blizzard until today, when the wind attained a velocity of forty miles an hour.

Early in the day the Pennsylvania Railroad succeeded in moving about 70 per cent. of its regular passenger service, but no attempt was made to move freight or coal trains. Through trains to the west were abandoned early, the last one leaving here at 8:30 this morning. At last reports it was stalled near Lancaster.

The western train due here from New York at 10:25 and 11:32 a. m. were both between two and three hours late, and went no further than this city. The Pennsylvania Limited, westbound, was the last to leave New York and it was also abandoned here. The Pittsburg Limited, which left here at 10 o'clock last night for New York, was switched off the main line and brought down over the Columbia branch as far as West Chester, where it was abandoned. All incoming trains from the south and west which contrived to reach Broad street station were held there. The decision to entirely abandon the New York division was not reached until 7 o'clock tonight, when it became apparent that the attempt would be of too desolate a nature.

READING ABANDONED.

Early in the day the Reading railroad posted a notice that all train service was abandoned until further notice. Later a number of suburban trains were moved at intervals of an hour or more. No attempt was made on the main line. At 4:30 this afternoon the Williamsport express, consisting of two engines and four coaches, got away shortly after 5, two engines and one coach were started for New York, and another short train for Trenton. Up to a late hour tonight no report of their progress had been received.

The Baltimore and Ohio abandoned its local service early in the afternoon. The train from New York for Washington got away nearly four hours later and was the last through train in that direction for the day. No trains left for the west. The Pittsburg train due here at 5:19 this morning arrived at 2:55 p. m. and was abandoned here, as was also the Washington train due at 11 a. m., which lumbered in at 5:19 this afternoon.

The local trolley line battled bravely with the storm throughout the morning but as road after road became stalled, further effort grew fruitless and tonight there are practically no means of transportation. The rail-

road stations are crowded with people waiting and hoping for trains in and out. Over forty members of the state legislature are stalled at Broad street station, waiting for a train to Harrisburg with an anxiety which is intensified by the senatorial deadlock at the state capital. Most of the passengers on the train abandoned here sought shelter at the nearby hotels.

A SPEAKER STALLED.

United States Senator-elect Beveridge, of Indiana, was to speak at the Lincoln banquet at the Union league tonight, but the train on which he is bound here has evidently been stalled somewhere, for he did not arrive.

There were a number of deaths and a good many casualties attributable to the prevailing conditions. John W. Yeomans, aged 69 years, fell dead at 17th and Cherry streets; Benjamin Seebly, aged 70 years, became unconscious on the street and died within a few minutes, and James Hall, was found dead in a yard down town. The roof of the shed of the armory of the city troop fell in from the weight of snow this afternoon, carrying the walls down with it, and a child, 4 years of age, was killed. No one was injured. On account of the holiday the schools and many places of business were closed, but those persons who were obliged to be in the business section, the great majority were unable to reach their homes and had to seek refuge at hotels. The University of Pennsylvania was compelled to suspend its regular sessions because of the absence of students.

The ice on the Delaware river is growing thicker and there were no arrivals or clearings at the wharves. These districts which rely on Philadelphia for a supply of anthracite are threatened with a famine, not a single coal carrying vessel having been out of the Delaware since the middle of last week. As the same conditions apply to freight shipments the situation is grave.

The Pennsylvania Limited from New York for the west and south, No. 25 from New York for the south, after successful passage through the mountains and York streets, in the northeastern section of this city, became stalled tonight. The eastbound Pennsylvania Limited is stalled in near Altoona, No. 57 south, due here at 4:30 this afternoon, is standing still somewhere between Jersey and this morning. The greatest difficulty is on No. 6 south is between Trenton and Philadelphia. The Williamsport express, which left here early in the day only managed to reach Bellville, a short distance out of the city, and late tonight effort was made to get her back to Broad street station.

ON THE LEHIGH VALLEY.

The Blockade Centering Near Wilkes-Barre.

Wilkes-Barre, Feb. 13.—The snow blockade on the various railroads centering here is almost complete tonight. The greatest difficulty is on the Lehigh Valley, where the snow has drifted badly. A large force of men is at work clearing the tracks, but owing to the extreme cold the work proceeds very slowly.

The Lehigh valley railroad has fitted up two emergency cars, with provisions enough to last the snow-shovelers three days. This was license day in court, and the Hazleton applicants were to be heard. A train carrying the hotel and saloon men of Hazleton left that town at 7 o'clock this morning, but at 7 o'clock they had not arrived here yet. A telephone message says the train is snowbound at White Haven, on the other side of the mountain. The first train from the east today reached here at 2:15 this afternoon. The train was stalled in snow drifts on the mountain and it required four extra engines, a snowplow and five hours' hard work to get the train out. An empty engine on the Lehigh Valley railroad ran into a stalled engine at Fairview, this evening. A bursted steam pipe badly burned Fireman McHale and brakeman Boyle.

The Lehigh Valley officials will make an attempt to run trains over the mountain tonight. Upon the arrival of the Black Diamond express from Buffalo, the passengers will be taken to Hazleton for the night.

Things are even worse on the Central Railroad of New Jersey, whose tracks also cross the mountain. A freight train became engulfed in a big snow drift this morning and at 6 o'clock this evening it has not yet been dug out. All trains have been abandoned. One hundred men from the railroad shops at Ashley were sent to Solomon's Gap this afternoon to help clear the tracks. The snow has ceased falling and there is little wind, but it continues very cold.

Blizzard at Lancaster

Lancaster, Feb. 13.—The storm that has been raging in this vicinity almost incessantly for the past week reached its height this evening, when a terrific blizzard set in, blowing a heavy snow at a fearful rate, menacing property and gathering the snow, now three feet deep on the level, into great drifts. Even walking is almost impossible and travel by rail and road has been practically abandoned. Country people have been unable to attend market, and a serious scarcity of necessaries are apprehended. Several funerals set for today and tomorrow have been postponed, it being impossible to get into the cemeteries. No trains on the Pennsylvania railroad have left or arrived here since noon. The road and passenger train due here at 8:49 a. m. is stuck in the snow at Rohrerstown, and another passenger train is snowbound at Ronks. No attempt is being made to operate the Quarryville road. The train that left here at 7 o'clock on the Reading road this morning for Lebanon, ran into a snow bank at Dillerville. The engine and two passenger coaches are derailed. The Pennsylvania Traction company is entirely stalled in its city and suburban lines being shut.

At Harrisburg.

Harrisburg, Feb. 13.—The snow storm has paralyzed business in Harrisburg. The street car lines are closed and not a passenger train has arrived or left the city since noon. All the passenger trains on the Pennsylvania railroad between Philadelphia and Pittsburg have been abandoned. Traffic has been suspended on the Philadelphia and Reading and other railways centering in the city. The Atlantic express reach-

ed here at 1 o'clock this afternoon from Pittsburg and has since been sidetracked in the railroad station. A locomotive is attached to either end of the train to keep steam in the cars. Many of the passengers left the train and are spending the night at hotels. Only a few have reached here all day from Philadelphia and that arrived eight hours late. Freight travel on the Pennsylvania railroad is paralyzed and all the stock has been unloaded at the city stock yards. There is much suffering among the poor of the city. The Harrisburg Benevolent association has issued a special appeal to the people to contribute coal for the use of the poor. The schools were closed today on account of the intensity of the blizzard. To heat the buildings, many of the stores closed at noon on account of the lack of trade. The snow is drifting and in some places it is ten and twelve feet deep. It is not as cold tonight as it was during the day, although it was still snowing at 10 o'clock.

Tie Up on the Penny.

Altoona, Pa., Feb. 13.—A blizzard has been raging here since 4 o'clock this morning with the temperature standing at zero. Business here is nearly suspended. The same conditions exist all along the line of the Pennsylvania railroad between Philadelphia and Pittsburg. No attempt is being made to move freight and the only passenger train from the east today arrived at Altoona at 11 o'clock. Limited express east was cancelled here and the passengers are being cared for at the hotels. A train of two passenger cars will try to make the run to Pittsburg tonight. East of this point train service is entirely abandoned. No accidents are reported. It is the most complete tie up on the Pennsylvania road ever experienced from cold and snow.

At Williamsport.

Williamsport, Feb. 13.—The storm has been raging furiously here all day, and railroad traffic is completely blocked. There was only one train in on the Philadelphia and Reading, and it was four hours late. On the Pennsylvania the trains were running from three to five hours late, and this evening it was announced that all trains had been cancelled. The same action was taken on the Reading.

The snow is exceedingly fine and driven by a force gale packs like sand. Country roads are almost impassable. The snow is piled up in great drifts, and the judges of the superior court were unable to get through, and as a result the sessions were abandoned until tomorrow. Tonight the temperature is near zero.

At Washington.

Washington, Feb. 13.—With two inches less than three feet of snow on a level and the mercury hovering constantly near zero, the capital is in the grasp of the most severe blizzard in its history. The snowfall which began Saturday evening has continued without cessation, the official measurements in fifty hours being twenty inches on top of the heavy fall of a few days preceding. Driven by a high northwest wind it has drifted in banks of five to eight feet in depth, suspending all traffic, being up on all car lines cutting off the city from an outside communication by rail, and causing untold suffering among the poor.

Railroad Service Demoralized.

Reading, Pa., Feb. 13.—Everything in the way of railway and railroad service is all cut off from the rest of the world and there are now thirty inches of snow on the level. A coal famine is threatened among industries and households.

J. G. Mohr & Bros., hat factory, employing nearly 300 hands was destroyed by fire tonight, while the blizzard was at its greatest fury, cause unknown. Loss, \$90,000; partially insured.

At Chambersburg.

Chambersburg, Pa., Feb. 13.—Since Sunday morning the snow has reached a depth of three feet. Railroad traffic all the trolley roads are blocked, and roads are impassable. There has been no trains from east or west since Sunday. Waynesboro, Shippensburg, Mercersburg, Green Castle, Harpersburg and other towns are cut off from the rest of the world. Industrial establishments and schools are closed. Today's temperature ranged from 10 above to 4 below zero.

Business at a Standstill.

York, Feb. 13.—The blizzard continues up to this hour, 10 p. m., while the snow has subsided somewhat a strong wind is blowing huge drifts in all directions. It is the worst storm known here. Business is at a standstill. The railroads are all badly blocked. The New York Central railway was able to get out of the city tonight, but it was several hours late. The depth of snow is about 30 inches.

In Icy Monroes.

Stroudsburg, Pa., Feb. 13.—A fierce blizzard has prevailed here today and tonight and a coal and milk famine is threatened. Nearly thirty inches of snow has fallen and zero weather makes the distress among the poor great. The railroads are badly blocked between Manunka Chunk and Portland on the Delaware, Lockavanna and Western railroad and the coal famine threatens to be serious.

Drifts at West Chester.

West Chester, Pa., Feb. 13.—Snow drifts ten and fifteen feet deep cover the streets and travel is at a standstill. All the trolley roads are blocked, and there have been no trains over the steam roads. The Wilmington and Northern railroad is closed, and a train is snowed in at Green Hill, on the Prazer branch of the Pennsylvania railroad.

At Honesdale.

Honesdale, Pa., Feb. 13.—The storm which has been raging for the past thirty hours continues with unabated fury. Great distress and many blockades are reported in outlying districts. No mails from New York or Philadelphia has been received today. The Erie train, due here at 2 p. m., did not arrive until 5. The snow is from thirty inches to as many feet in depth.

WHITELAW REID ON PEACE TREATY

SPEECH AT BANQUET OF MARQUETTE CLUB OF CHICAGO.

The Difficulties Confronting the Members of the Paris Peace Commission Are Explained—A Principle Vital to the Oppressed Nations Is Upheld—Other Speakers Present.

Chicago, Feb. 13.—The annual banquet of the Marquette club was held this evening in the Auditorium. It was the fourteenth event of its kind and a large number of prominent men from all parts of the United States were present. Members of the club and other invited guests swelled the total number at the banquet to nearly one thousand.

Congressman Charles P. Grosvenor, of Ohio, who was to speak on "A Unhappy Administration," was unable to be present.

The Hon. Whitelaw Reid, of New York, responded to the sentiment "American Diplomacy."

Mr. John Charlton, M. P., and a member of the British-American joint high commission, responded to the toast, "Abraham Lincoln."

The Hon. Charles C. Dawes, comptroller of the currency, spoke about "Currency Reform."

The Hon. Stewart L. Woodford, of New York, ex-minister to Spain, spoke about "Spain's Reform."

Mr. Reid began with compliments to Chicago for the city's support of the work of the Paris Peace Commission. Continuing he said:

"I put yourselves for a moment in our place on the Quai d'Orsay. Would you have had your representatives in Paris, the guardians of your honor in negotiating peace with your enemy, declare that which Spanish rule in the West Indies was so wicked and barbarous that it was our duty to destroy it, we were no sorer for peace than for its sake? Would you have declared to re-establish the same wicked and barbarous rule? Or would you have had your agents in Paris, the guardians also of your material interests, throw away this opportunity of centuries for the sake of a few millions of dollars? Would you have had them throw away a magnificent foothold for the trade of the further East, which the fortune of war had placed in your hands, for the sake of a whole archipelago of boundless possibilities, economic and strategic; throw away this opportunity of centuries for the sake of a few millions of dollars? 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