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TWO CENTS.

SCRANTON, PA., MONDAY MORNING, MARCH 3, 1920.

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GREATEST FLOOD IN MANY SEASONS

Railroad Traffic Is Seriously Hampered in Pennsylvania and New York.

THE GREAT RIVERS OVERFLOW THEIR BANKS

Susquehanna, Hudson, Mohawk, Delaware and Their Branches Become Raging Torrents--The Highest Water Marks Are Passed in Almost Every Instance--Nearly All Railroads Are Affected and Obligated to Abandon Train Service--The Floods in New Jersey--Paterson Again Suffers.

Special to the Scranton Tribune.

Pittston, March 2.—The first disastrous effects of last week's storm and the flood which the weathermen have predicted would follow in its wake, was felt here Friday. The overflowing of a creek in the lower section of the town caused a flood of water, the like of which has never been seen here outside of the raftings of the Susquehanna river. Over ten residences or buildings have been more or less seriously affected, and in the basements of some of them the water reached a height of fifteen feet. Since that time the river has been constantly rising, leaving disaster and ruin in its wake. The most rapid increase in the volume of water occurred between 1 and 2 o'clock this morning, when the river rose 3 1/2 inches. The increase has continued all day at the rate of two or three inches an hour, and at 8 o'clock in the evening overflowed its banks on the West Side. Along Susquehanna avenue, the finest residence portion of the city, the water came over the road and into the yards. The roads in that vicinity are impassable, though the Ferry bridge is still open. Through the overflow of Carpenter's creek to Sturmerville, West Pittston is practically an island.

also being used by No. 14 shaft, owned by the Erie company. A telegram was received from Elmira stating that the ice in the Chemung river was on the move and might be expected here tonight. It is also rumored that one of the piers of the Tonawanda bridge has been battered down and that the bridge is liable to be swept away at any moment. Nothing has approached the magnitude of the present inundation since 1875, and great anxiety prevails over the possibility of fresh disasters.

WILKES-BARRE FLOODED.

The River Over 31 Feet Above Low Water Mark--Record of 1865 Is Equalled--At Plymouth.

Wilkes-Barre, Pa., March 2.—A heavy rainfall and rush of water from its upper tributaries caused the north branch of the Susquehanna river to rise rapidly today. At 8 o'clock this morning it was 29 feet above low-water mark, and at noon had reached the 30-foot mark. At 10 o'clock this evening the gauge showed 31 feet and 4 inches. It is thought that there will be a further rise of a few inches before the water recedes. Today's high-water mark is equal to that of 1865, which has always been known as a record-breaker. The water is over both banks of the river from Pittston to Nanticoke, and resembles a vast lake. Nearly one-half of the city is under water. At West-moor, Elmwood and Riverside, nearly all the residents vacated their houses. The water had reached the first story and was gradually going up to the second. Those who have lingered too long had to be removed in boats. The cellars of the Sterling and Wyoming Valley hotels and many mercantile houses in the central part of the city were filled with water early in the day. The people living on River and adjoining streets, which is the principal residential portion of the city, were hemmed in by the water, and are unable to leave their houses unless by boat. All the streets of West Pittston are under several feet of water. Two hundred families living in the lowlands in the town of Plymouth had to leave their homes hastily this afternoon. The water covering the first floor and putting out the fire. The body of Mrs. Rowland, who died this afternoon, had to be removed from the premises in a boat, as there was danger of the house being carried away. Dr. W. J. Butler had to be rowed in a boat to a house at Riverside to attend a woman who shortly afterwards gave birth to a child. At Nanticoke several houses were swept away by the rushing waters, and the people living in them had a narrow escape with their lives. The flooding of the boiler room of the power houses of the Wilkes-Barre and Wyoming Valley Traction company disabled the entire electric railway system of the whole valley. The Lehigh Valley railroad was able to get a train through from Mauch Chunk this afternoon. It was the first train from the east since Friday afternoon. It will take a week before the bed is in such shape as to permit the running of trains on schedule time. The tracks of the Delaware, Lackawanna and Western railroad, between this city and Pittston, are covered with several feet of water. Washouts are reported all along the line of the Central Railroad of New Jersey. It is not known when this road will be able to resume the running of trains. Three feet of water covers the tracks of the Pennsylvania railroad at Buttonwood. Reports from the mines show that many of them were flooded, and it will take some days before they can be pumped out. This will curtail the output of coal. Nine lives have been lost so far. The casualties for the past twenty-four hours were three. William P. Reilly hired a cab from Richard Becker to drive him across the river to his home, in Luzerne borough, early

this morning. The carriage, horse and occupants were caught in the swift current in the roadway above the North street bridge and carried down stream. The horses were quickly drowned. Reilly clung to a limb of a tree, but was finally drowned before help could reach him. Becker landed on a big rock in the river. His cries were heard in the darkness. Two men started after him in a boat, and after floating around on the ice for an hour he was finally recovered. The other victims were unknown. One is believed to be a tramp, who had taken refuge in a barn that had been swept away. The damage to property is already estimated at one million dollars.

The Record Flooded.

Wilkes-Barre, March 2.—The record was forced to go to press at 1 o'clock owing to the water gaining headway in their press room.

FLOOD AT HARRISBURG.

Two Piers of the Oldest Bridge on the Susquehanna Are Washed Out. Harrisburg, Pa., March 2.—The second and third piers of the famous old Camelback bridge on the Harrisburg side were washed away by high water early this morning. The bridge was built in 1816, and was probably the oldest bridge across the Susquehanna river. It is owned by Harrisburg capitalists, and will immediately be rebuilt. The Pennsylvania railroad's steel bridge at Rockville is in danger, and the company is sending its trains over the Cumberland Valley bridge at Bridgeport. The Pennsylvania steel works at Steelton and the iron and steel mills in South Harrisburg have been forced to close down on account of water in the flywheel pits.

South Harrisburg is under water, and many of the families in that locality are living in the upper stories of their homes. Last night 200 persons sought safety in the school house at Lochiel. The water has been receding since noon, although it is feared it will again rise when the volume of water up the river comes down.

At Williamsport.

Williamsport, Pa., March 2.—The west branch of the Susquehanna river reached its high stage at this point at 6 o'clock Saturday night when the gauge registered 23 feet 3 inches above low water mark. Since that hour the water has slowly receded, and at 6 o'clock tonight the gauge staged at 19 1/2 feet.

IN THE EMPIRE STATE.

Traffic on New York Central Railroad Interfered with--No Street Cars in Albany--Situation Elsewhere.

New York, March 2.—The floods along the line of the New York Central and Hudson River railroad are interfering extensively with traffic on that line, according to reports given out by the Grand Central station in this city. No through trains for the west were being dispatched in the afternoon and evening. The 3:35 p. m. train for Albany left on time but went only as far as Hudson. No passengers would be taken beyond that point, as bridges are down and tracks washed away between Hudson and Albany. The greatest trouble, however, was reported at points along the main line between Albany and Buffalo, where trains are stalled or have not been sent out because of the floods along the line, and all day long hundreds of travelers wishing to reach Rochester, Syracuse, Buffalo, Detroit and Chicago were in despair, and making anxious inquiries as to when their own trains would start for those points, only to be told by the station master, "It might be any minute, and it might be hours." The Southwestern limited, due at 7:55 this morning was seven hours late, while the Chicago express, due at 10 a. m., was eight hours late. The Buffalo and Atlantic express, all due in the morning, were not heard from up to a late hour in the afternoon.

No Street Cars at Albany.

Albany, N. Y., March 2.—Railroad traffic has been badly interfered with, and not a wheel has turned on a street car line today, as a result of the Hudson river overflowing its banks. The entire southern portion of the city is under water and residents have to use boats to get to and from their homes. The New York Central railway trains from New York city are from two to five hours late as a result of having to use the tracks of the Harlem branch from Hudson to Chatham and then over the Boston and Albany railway tracks to this city. The New York Central tracks west of Albany are entirely under water and all trains are transferred to the West Shore railroad at Rotterdam Junction. A heavy rain fell which set in about 4 o'clock this morning and continued until sunset has caused one of the highest freshets in the history of the Hudson river at this place. It has swept away hundreds of dollars worth of portable property and caused much suffering to the residents of the southern section of the city, whose houses are completely cut off by the water and are accessible only by means of row boats. The trains which left New York at 7:30 last night, and on board of which were more than one hundred passengers, did not reach this city at all. At Castleton the water was so high that the engine fires were extinguished and the passengers were forced to remain in the cars until daylight when boats

in use in a large section of the city. About a thousand families have been affected by the flood, being damaged all the way to being compelled to move out of their homes to minor cellar losses. The electric light plant is unable to operate. The water now stands at the highest mark in forty years.

Highest Water Mark Passed.

Lyons, N. Y., March 2.—It has been raining hard in this section for 24 hours and is still raining tonight. The water is rising in the Clyde river and the New York Central and Hudson River and West Shore tracks are washed out between here and Palmyra, and between here and Clyde. The chief railroad communication is by way of Geneva over the Pennsylvania division, then east and west over the Auburn divisions, the tracks running under water part of the way. The Northern Central road weighted its bridges down with cars to hold them. The water here is six inches above the highest mark ever known. East-water, Forgeham, Franklin, Elmer and Shrewsbury are reached only with boats and the current is so strong in the streets that boating is dangerous. If the water rises two inches more it will extinguish the fire under the Wayne county electric company's boilers. This company supplies Lyons and Clyde with electric light, heat and power. Telegraph and telephone communication is hampered by washed out poles.

Along the lowlands the farmers are compelled to use boats to reach out-lying farms and are removing the live stock and turning it loose on the highlands. Apparently the entire lowlands between Rochester and Syracuse are inundated.

At Yonkers.

Yonkers, N. Y., March 2.—A flood at Yonkers is causing the destruction of the steel and granite viaduct across the ravine in which runs Rawley's brook at the dividing line between this city and Hastings. This afternoon, as a trolley car was passing over the viaduct, the structure began to sway. Passengers and pedestrians made a rush and just as all had cleared the bridge it slipped from place, owing to the sinking of one of the pillars, but it did not drop into the water. The fire of three weeks ago did not cause much suffering and widespread destruction as the flood of today. The district for a mile along the river front is covered with water which in many instances reached to the second story of the dwellings. In this district are situated the Rogers locomotive works and several silk mills and dye works. In the immediate vicinity of these houses in boats and barges amid scenes of much excitement. The Fifth regiment armory was opened tonight as a temporary residence for the homeless families, more than a hundred of whom are housed there. In the work of rescue, one of the most successful men was a carpenter, Mr. W. H. Richards, a carpenter. After making several successful trips, on each of which he brought three or four persons from the neighborhood of Kearns Brothers dye works, his boat was upset and he was swept away in the waters which were rushing with the force of a mill race. The danger to the city from the flood and especially from the raceway was diminished late tonight when it was noticed that the water in the river had begun to recede. At 10:30 it had gone down a foot.

DELAWAR ON THE RAMPAGE.

The River Full of Ice and Fourteen Feet Above Normal Level. Trenton, N. J., March 2.—The Delaware river reached its greatest height here at 3 o'clock. At that time it was fourteen feet above the normal level. The river is full of ice and the water is rushing through in torrents and thousands of people visited the river banks today. Very little damage is being done by the rise in the river, so far as the actual destruction of property is concerned. Fair street, in Trenton, and Mill street, in Morrisville, which are along the river edge, are overflowing at their lowest point and some twenty-five families are obliged to use boats to get to and from their homes. The lowlands on both the New Jersey and Pennsylvania sides of the river are overflowing and the tracks of the Amboy division of the Pennsylvania railroad between Bordentown and Trenton are under water and the operation of the road has been suspended. Information was received here this afternoon of a washout on the Belvidere road near Lambertville and doubt is expressed of the ability to get through the evening train from Trenton to Philadelphia.

SUFFERING AT ELMIRA.

Homeless Families Quartered in the Salvation Army Barracks. Elmira, N. Y., March 2.—Rain fell continually all day today until nightfall when the temperature suddenly lowered. The Chemung river has receded and the additional danger, which was threatened because of the rainfall has passed. There is much suffering among the large number of families who were driven from their homes by the waters. A large number of people are quartered in the Salvation Army shelter, the club house of the Father Mathew Temperance society and the various hotels. The Northern Central, Lackawanna and Erie railroads are gradually resuming traffic. The Lehigh Valley probably will not be able to resume the running of trains within a week. The property damage is conservatively estimated at \$75,000. Mayor Flood has called a meeting of citizens for Monday afternoon to devise ways and means to relieve the suffering.

DAMAGE AT BINGHAMTON.

One Thousand Families Affected, Many Forced to Vacate Homes. John Richardson Drowned. Binghamton, N. Y., March 2.—The Susquehanna and Chenango rivers have been over their banks here for the last thirty-six hours. Row boats are

FORECAST OF THE WEEK IN CONGRESS

ASKS \$15,000 FOR THREE KISSES.

Wisconsin Woman Alleges She Was Hugged Against Her Will. Baraboo, Wis., March 2.—Mrs. Sarah Staten, of Sauk county, wants \$15,000 for three kisses. She has appeared before Judge Kelsey here and given her deposition, alleging that David G. James, of Richland Center, had hugged and kissed her three times against her will. The trial will take place in Richland county circuit court in April. James is well-to-do and is known all over Wisconsin, having served last year as department commander of the Grand Army of the Republic. He owns a farm in Sauk county, upon which Mr. and Mrs. Staten live and work. James frequently visited the farm, and it was on one of these visits that Mrs. Staten alleges the offense was committed. James denies the charge and declares it a case of blackmail. He was present with his lawyer, Frank Burnham, during the taking of Mrs. Staten's deposition. Mrs. Staten is 47 and James is 58 years of age.

The Senate Will Take Up the Ship Subsidy Measure Today.

TILLMAN-M'LAURIN INCIDENT CLOSED

Mr. Turner Abandons His Announced Intention of Reviewing President Pro Tem Frye's Ruling--The House Will Give Attention to Postal Affairs During the Week, Beginning With the Bill Placing Free Rural Delivery on a Contract Basis.

PRINCE HENRY MOVES WESTWARD

He Visits Lookout Mountain--Meets with Enthusiastic Receptions All Along the Line.

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STEAMSHIP ARRIVALS.

New York, March 2.—Arrived: La Bretagne, Havre; Trans, Genoa, Naples and Gibraltar; Liverpool and Queenstown. Boston, Arrived: New England, Naples, Philadelphia. Arrived: Westernland, Liverpool and Queenstown. Liverpool-Arrived: Normandy, New York. Grand-Entrée-Arrived: Havre, New York.

WEATHER FORECAST.

Washington, March 2.—Forecast for Monday and Tuesday: Eastern Pennsylvania, fair and colder Monday in south; clearing in north portions; Tuesday fair; fresh west to north winds.

TRAITORS ARE REVEALED BY LUKBAN'S CAPTURE

Correspondence Secured Which Implicates Many Filipinos Who Were Supposed to Be Friendly. Manila, March 2.—While Governor Flores of the Province of Rizal was chasing Felizardo and his band of Ladronez over the hills of Vavite province, Felizardo at the head of twenty-five men armed with rifles, entered the town of Cainta, in Morone province, and captured the president, Senor Ampil, and a majority of the police of the town. Senor Ampil has long been known as an enthusiastic sympathizer and it is feared that he may be killed by the enraged ladronez. A strong force of constabulary has been sent to effect his release. The correspondence captured with General Lukban, in the island of Samar, is of the greatest value. It implicates several Filipinos who have heretofore not been suspected of complicity with the insurgents. Manila, March 2.—The United States Philippine commission have received a cablegram from the governor of Cebu saying that a violent assault has been committed by the municipal police of Cebu upon the person of the Spanish consul at that port. The governor says the assault was instigated by the president of Cebu, Senor Reyes, who has been suspended pending an investigation, which was at once ordered.

TUNNEL NOT ABANDONED.

New Trolley Company Will Use Old Mine Workings. Reports to the effect that the new rapid transit company has abandoned the project to reach the central city by a tunnel along through the old mine workings in South Scranton are not wholly correct. The tunnel route has not been wholly abandoned. It will take a year or more to complete the tunnel, and as the company desists of having its road in operation before next fall it has decided to use a temporary surface route until the tunnel is ready. With this in view, options have been secured on South Side properties for a right of way from the Irving avenue and Elm street terminal to a convenient point on the line of the narrow-gauge railroad connecting the North and South mills, and while awaiting the completion of the tunnel, cars will be run to and from the central city on this roadway. The work of clearing the ground for the company's power house and car shops will begin this morning. All the buildings now occupying the ninety-seven acres north of Matter street, excepting the brick and frame dwellings near the Delaware, Lackawanna and Western tracks, are to be razed within ninety days, and the ground leveled off. Henry A. Heitner's Sons, of Philadelphia, have the contract for this work. Every vestige of the old rolling mill and blast furnace will have been obliterated inside of three months. John Frichtel, who has been for years a superintendent at the blast furnace, has the sub-contract for the demolition of the blast furnace buildings.

RAILROAD TRAFFIC SERIOUSLY HAMPERED.

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