

THE LATE BIG STORM.

One of the Severest Experienced in Several Years.

It Causes a Temporary Delay to the Overland Trains.

Snowsheds Crushed and a Big Plow Ditched—The Men All Rescued Alive.

Heavy Hains Everywhere, and the Rivers Booming—Serious Situation Along the Cosumnes.

The storm king had everything his own way yesterday in his stronghold in the heart of the Sierra Nevada, where the brave railroad men fondly believed, at the termination of Sunday night's fierce battle, they had conquered.

At 9 o'clock yesterday morning the railroad officials in this city received the welcome news that the road across the mountains was clear, the trains all running, and that no further interruption was then looked for.

Two hours later all their fond hopes were dispelled by the receipt of news that about one thousand feet of snowsheds between the Summit and Tunnel 13 had been crushed in by an avalanche of snow, and that another stretch of sheds between Cisco and Tamarack had been carried out.

These catastrophes were bad enough, insuring as they did a serious blockade of the road, but there was worse news to come. It was to the effect that a frightful accident had occurred near Coldstream, between Truckee and Tunnel 13, where seven big locomotives and the mammoth "push" plow had been derailed in consequence of drifting snow on the track.

The plow train was descending the mountain toward Truckee, when suddenly the great plow leaped from the track and shot off to one side some fifty feet, turning over and burying itself in a huge bank of snow.

News of the disaster was brought to Tunnel 13 by Conductor Paul Tremblay on snowsheds, the telegraph wires being down all through that section.

The message he brought was that Engineer Lovelace had been seriously injured, and that Conductor E. B. Higgins, brakeman D. W. Terrell, Engineer E. E. Graham and the fireman of the latter's locomotive, Michael Brennan, were all missing. At least, when Conductor Tremblay left the scene of the disaster with the news the men had not been found.

Whether they had simply been hurled into the snowbanks and temporarily submerged, or had fallen under the wrecked plow and locomotives, had not then been ascertained.

RELIEF TRAINS SENT OUT. Immediately on receipt of the news Superintendent Wright left his office in charge of Assistant Superintendent T. E. Jones, and, organizing a relief train, started at once for the Summit, accompanied by several of the best mechanics, Douglas and his wrecking crew were also dispatched to the scene of trouble.

It was understood that a messenger had been dispatched to Cisco and Tamarack, and that relief was also sent from there.

MORE SNOW-SHOVELERS. Word was sent out from the railroad office that a large force of laborers was being called to the scene of the wreck on the mountain, and within a few hours the depot here was crowded with several hundred men anxious to be drafted for the work. Some were content with a shovel and had rolls of blankets, while others had only tin clothing and no bedding. There were among them gray-haired, decrepit old men and boys not far advanced in their teens, but there were also scores of young, stalwart men who looked strong enough and courageous enough to face the terrible storm.

The work to be done was hard, and required men of the strongest constitutions, but there were enough of that quality on hand from whom to select a small army of shovelers. Assistant Superintendent Jones said the number of men sent up by last night would probably reach three hundred, which was as many, with those already there, as could be conveniently handled.

THE MEN ARE SAFE. There was only one way of getting information from Truckee and Cisco, and that was by way of Truckee and Chicago, thence north by way of Oregon, the lines being down east of Emigrant Gap.

About 9 o'clock Assistant Division Superintendent Jones received a telegram by this roundabout way bringing the gratifying news that the physicians who went out from Truckee and Cisco there with all the men supposed to have been lost in the wreck.

They were all safely shaken up, and some had sustained slight bruises by this time. Conductor Higgins was the only one whose injuries amount to anything. He was scalded somewhat by steam from a locomotive.

This will be cheering news this morning to the families and relatives of the men, who feared from the first report sent in that all had been killed.

SOME OFFICIALS TO THE FRONT. Last night General Superintendent Fillmore and Master of Track J. H. Wallace came up from San Francisco. They were joined here by H. J. Small and departed immediately on a special train for the front.

WIRES DOWN. Last night the telegraph wires were in working order only as far as Emigrant Gap. Beyond that point was no communication from any point this side of Truckee. A force of linemen were sent up yesterday to repair the wrecked wires, and it is thought that possibly by this morning they may again be in working order, provided the storm on the mountain did not break out again with its former fury.

There was no storm to speak of last evening from here to Emigrant Gap, but the outlook for clear weather was not encouraging.

MOVEMENT OF TRAINS. At 9 o'clock last night a special train was sent to the mountains with 100 more snow-shovelers. Attached to it was a coach carrying plows and tools for all stations between here and Colusa.

THE SITUATION AT WHEATLAND.

WHEATLAND, Feb. 19.—The high water caused by the heavy storm last night is doing considerable damage on Bear River and creeks of this neighborhood. There are two breaks in the Bear River levee, one on the north side, just below the wagon bridge on the south side.

A report has just come in that the levee on Roddian Bros' hop ranch has broken, and the owners are at once sending out organizing parties to lend assistance. The break will prove serious, as the overflow can be seen from town.

The north-bound Red Bluff passenger and freight are delayed here by the wash-out on the south at Ewing Station and on the north at Dry Creek, a mile from town. There has been no rainfall since noon, and the water is falling.

The break in Roddian's levee has widened to 100 feet and a river of water is rushing through the hop fields. The overflow will cover the Roddian, Durst, Jasper and Woods hop yards, a total of nearly 700 acres. The damage cannot be estimated.

Should the storm abate within the next few days the damage will be small. Only about fifty acres opposite the break will be seriously injured by debris. This land, with improvements, is valued at \$1,000 per acre.

At this writing the overflow is opposite Wheatland and the low streets are being covered.

The passengers of the Red Bluff train were ferried over the break above town at Colusa.

HEAVY RAINFALL AT AUBURN. AUBURN, Feb. 19.—This has been the heaviest storm in years in this section. Over three inches of rain fell last night and to-day.

BOOMING RIVERS. The Cosumnes Higher Than Ever—Several Families Threatened. The terrible rainstorm in the mountains has swollen all the smaller streams to dangerous proportions. The Cosumnes was higher last night than ever before known, and at a late hour was threatening destruction to buildings and other improvements on the bottom lands.

Early in the evening a telephone message to the Record-Union from Dr. McKee at Elk Grove stated that the river was rising at the rate of one foot an hour, and was then within two feet of the top of the levee. The water was rising with a rush, and its waters uniting with those of the Cosumnes caused the latter to rise with unprecedented rapidity.

It was feared that the house would have several feet of water in it before morning unless the levee below there should break and free the imprisoned waters.

That neighborhood is thickly settled, and the land highly improved, and the breaking of the levee would cause great loss to the farmers in that section.

At McConnell's, lower down, the river was then up to the bed of the railroad bridge, and any additional rise it was likely to make would result in a serious situation.

LATER—THE SITUATION SERIOUS. About 10 o'clock the Record-Union secured telegraphic communication with Postmaster Givens at the Slough House. Mr. Givens said the water was then six feet higher than the first floor of the house where himself and family were, and was being kept out only by a small dam of logs.

Even then the water was running over in some places, but the residents of that vicinity were out in the pelting storm trying to save their homes. In the hope that it might give way further down the stream and thus relieve the pressure at that point.

His anxiety to save his home means of escape—the rising waters were all around them, and they had not even boats with which to get out. Several families were in the water, and the money had managed to remove his family before the situation became so critical. His house had four feet of water in it.

Mr. Givens said that if the worst should come they had hopes that their houses would stand, but the damage to property would be very great.

LATER—THE LEVEE BREAKS. At 11 o'clock Mr. Givens telephoned that the water was then six feet higher than the first floor of the house, and the water was several inches higher than ever before known. The wide stretch of farming land is submerged.

THE AMERICAN RIVER. A dispatch to the Record-Union from Folsom, received at 9 o'clock last night, said: "The American River is rising rapidly, and will reach a higher point than for years."

Unless the storm abates the Mormon Island bridge will be washed away. Great fears are entertained for its safety, as the water was within a few feet of its top at 6:30.

THE STORM IN THIS CITY. The Weather Bureau reports show the storm has abated, but has been the heaviest since the 15th of last month, when in twenty-four hours there was measured 2.25 inches, while yesterday, for the twenty-four hours ending at 3 p. m., the total amount was 2.20 inches. The following record gives the dates and rainfall for twenty-four hours when the amount reached or exceeded 1.25 inches:

1878—January 15th, 1.93 inches; 22d, 1.61 inches; 1879—February 9th, 1.40 inches; March 6th, 1.75 inches; December 16th, 1.41 inches; 1880—January 9th, 1.25 inches; April 15th, 1.84 inches; April 24th, 1.25 inches; 21st, 3.39 inches; December 23d, 2.45 inches; 19th, 1.41 inches; 1881—January 26th, 2.91 inches; 29th, 1.35 inches; February 24th, 1.72 inches; December 4th, 1.41 inches; 1882—March 15th, 1.39 inches; 1883—January 14th, 1.30 inches; February 1st, 1.91 inches; 28th, 1.82 inches; April 9th, 1.37 inches; October 15th, 1.32 inches; December 17th, 1.33 inches; 20th, 1.32 inches; 23d, 1.38 inches; 25th, 2.22 inches; 1884—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1885—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1886—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1887—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1888—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1889—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1890—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1891—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1892—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1893—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1894—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1895—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1896—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; December 21st, 2.81 inches; 24th, 1.42 inches; 1897—January 14th, 1.30 inches; 20th, 1.40 inches; 27th, 1.24 inches; 1898—November 17th, 3.20 inches; 15th, 2.20 inches; 24th, 1.50 inches; 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