

The effect of the great flood disaster at Cincinnati, upon business, is shown by the fact that on Tuesday the sale of postage stamps was less than eight dollars, while the usual sale amounts to \$40,000 and \$45,000 a day.

Mrs. LANTIER reached Cincinnati at the unfortunate time when the city was devastated by flood. Her engagement there is being played at Robinson's Opera house, the smallest first-class theater in the city, which was hastily provided with electric light, the gas having succumbed to the general deluge.

Among the victims of the Newhall house disaster was Mr. Wm. E. Cramer, of the Evening Wisconsin, of Milwaukee. He was frightfully burned, and until within a day or two his recovery was thought improbable. The cheering news comes that he has been rescued from death's door, and his chances for restoration are excellent.

MAHON is bound to raise a rumpus in the reorganization of the senate unless his pets are well cared for. He swears he will not support the Republican slate unless Gorham is elected secretary. Me-too Riddberger says so too. As Mahone is boss of the situation, he can create no end of trouble. He is a bigger man than David Davis now-a-days.

The senate bills to place extraordinary checks upon the receipts of county officers who handle the people's money, were recommended for indefinite postponement in committee of the whole of the senate yesterday. These are the special pets of Public Examiner Knox, who seems to labor under the impression that every public official in the state save himself is prone to dishonesty. The disposition proposed for them is eminently proper.

The death of ex-Gov. Edwin Morgan, of New York, which has been anticipated for some days, took place yesterday morning. For many years Gov. Morgan has been an important factor in the politics of the Empire state, and at one time his influence was second to that of no other man in the country. He always maintained an unblemished reputation throughout his public career. He leaves a large fortune to his heirs, the accumulations of a successful business career.

The Chicago Times graphically says: Several Washington correspondents agree in stating that Windom appears to take his defeat good-naturedly. If such is really the fact, the Minnesota orator is a consummate actor. He should go on the stage. There is a brilliant future before him.

"Consummate actor" is very good. Our late good William may be childlike and bland, in Washington, but he left Minnesota with a gnashing of teeth that resembled good nature as the mist resembles the rain.

MR. BUTTERWORTH again failed last evening to secure consideration of the bill extending the bonded period for whisky. This is probably the last attempt that will be made at this session, and the whisky owners will have to walk up to the captain's office and settle their taxes that ought properly to have been paid years ago. If the tax on all whisky now in bond was paid, the debt could be reduced at least two hundred million dollars by the first of May.

Our very full report of the proceedings of the Northwestern Dairyman's association, now in session at Mankato, will be found of interest to all readers, whether engaged in the production of butter and cheese or not. The papers read and the addresses delivered are full of valuable suggestions as to the care of milk cows and the production of those staples of every table in the land, butter and cheese. The GLOBE's report is complete in its every detail, and will be valuable for future reference.

The German empire, evidently needs something of the rigor of the western continent. Figures are given to show that there are two hundred thousand beggars and vagabonds, including thieves and pickpockets in the German empire, and their beggary, thieving and swindling cost honest people no less than \$25,000,000. The German laws are said to be so mild, that vagabondage enjoys a sort of premium, and the German courts are even more lenient than the statutes. The evil has grown to be so abominable that the government is preparing to make a short shift with that element of the population. Those who are too lazy to work, and mean enough to steal should be marked for severe treatment.

The rigor of the present winter is universal, and it is probably true that the warm climates, where it is practical summer all the year round, have felt the hyperborean war more seriously than the sections where winter has its proper place among the seasons. Those who have sought winter resorts have suffered disappointment, and suffered with the extreme cold. January 25th for the first time since 1870 there was a storm of the genuine blizzard character, snow, sleet, and bitter cold, that made pleasure sojourners decidedly uncomfortable, and in the absence of facilities for producing warmth they wished themselves back in the Northwest where climatic discomforts are more of a fancy than a reality. Change of scene is not always productive of happiness or conducive to health.

The eastern flood disasters point out some of the necessary appliances of every day life. When suddenly the gas works at Cincinnati were submerged, and those who had light at all, were obliged to use candles and oil lamps, there was not oil enough in the city to supply the people one day. The streets were only lighted by the pale moon, and in the newspaper offi-

ces there was difficulty in supplying adequate illumination. Spring Grove cemetery, one of the most beautiful in the country, was partly under water, and it was with difficulty that funeral parties reached the gates. These are but trivial incidents or inconveniences, compared with the appalling loss of life, still they show many things, when possessed, are lightly esteemed, but when deprivation comes, how they rise to the proportions of valued blessings.

The clerk of the Massachusetts state prison, who has served for twenty-seven years, has sent in his resignation, basing it upon what he terms the growth of sentiment in the administration of penal justice. For insubordination he urges that flogging is the proper, and indeed the most humane discipline. He says that a man will come from the solitary cell limp and deathlike in appearance, but without any disposition to improve his conduct, whereas the instances are very rare where the whipping post will not result in obedience from the most obstinate. This may seem a harsh judgment, but it is possible to understand that it is the fruit of conscientious experience, and the verdict of a man who has almost national reputation in the management of those who are obliged to undergo the penalty of crime.

The great cities of the country are in debt. New York city owes one hundred and thirty million dollars; Boston owes eighty millions; Chicago owes twelve millions; Cincinnati has a railroad debt of twenty millions, and owes ten millions besides; Philadelphia owes about eleven millions; St. Louis owes twenty-five millions. The tax rate per capita, as stated by the census, is as follows: New York, \$23.98; Boston, \$24.75; Cincinnati, \$20.31; Philadelphia, \$12.02; Chicago, \$8.22. The tax levy in 1881 in New York city, was \$28,997,372; in Boston, \$8,997,237; in Cincinnati, \$5,193,600; in Chicago, \$4,186,508. These figures show conclusively that the municipal debts and taxes are the greatest burdens the people have to carry. The East it appears is more lavish and extravagant than the West, or, perhaps, it is better to say, more luxurious and esthetic.

It is an unwritten law of the United States senate, that no senator shall speak during the first year of his term, no matter what his prominence may have been. Blaine, Conger and others, who were conspicuous in the lower house, were mute as tombstones through their first year in the senate. Mr. Tabor, the new senator from Colorado, who was elected in January for a term which expires March 4, so highly esteeming the honor, chartered a special train for Washington, so that he might not lose any time. He also, it appears, did not intend his term should expire without at least one speech from him. So the day before yesterday he rose to address the senate. Conversation was hushed. The galleries grew solemn in their silence. All eyes were turned upon the new senator, and all ears strained to catch his words. Mr. Tabor addressing the chair, said: "Mr. President, I am paired with the honorable senator from Hampton." That, for a maiden speech, was a model of brevity, but the senator made his first and only speech in the senate!

PROHIBITION COFFINED. The house made quick work yesterday of the proposed amendment to the constitution of the state prohibiting the manufacture and sale of alcoholic liquors. It was debated pro and con for about four hours, when a vote was taken on the question of indefinite postponement, which was carried, 49 to 38, and the proposition effectually confined by defeating a motion to reconsider. So for this session of the legislature this much mooted question is finally disposed of.

It must not be supposed that all—or indeed any—of those who opposed this enactment are in favor of free whisky, or are willing to palliate or approve of intemperance in any degree. That was not the issue before the house. It was whether the legislature thought such an amendment was a proper one to be engrafted upon our constitution, and whether, if adopted, it would conduce to the greater sobriety of the community.

First, as to the right of the legislature to submit such an amendment, there is an honest difference of opinion. Many hold that the right of the people to eat and drink whatever, whenever and wherever they choose is inviolate, and that to interfere with this right is unconstitutional and outside of the province of the legislature. Many of our best constitutional lawyers are decidedly of opinion that such an amendment would be declared void by the courts, and that therefore time spent in discussing it is clearly thrown away.

As to whether a prohibitory clause in the constitution would tend towards greater temperance there are grave doubts. The experiment has been tried in Maine, Connecticut, Massachusetts, Kansas and Iowa, and the result has been to increase rather than diminish drunkenness, and to take from the communities the very large revenue they now derive from the license of the liquor traffic. If liquor is to be drunk it is manifestly proper that the state should derive some benefit from its sale.

It is absurd to charge, as some indiscreet prohibitionists have charged, that those who oppose prohibition oppose temperance, for such is not the fact. [Those members of the house who yesterday voted the prohibition proposition into its grave are, we have no doubt, as sincere advocates of temperance, and have as great a horror of intemperance as any of those who voted on the other side. They thought, and thought wisely, that prohibition will not prohibit, and to keep a useless, invalid or pernicious clause out of the constitution, they exercised their privilege of voting independently and squarely against it.]

The state is to be congratulated on the issue of yesterday's debate. The demands of the prohibitionists were treated respectfully, but bearing in mind that there were other important matters to come before the legislature—matters that vitally concern every citizen—no time was wasted. All was said in favor of the amendment that could have been said in a month's debate, and the merits of the question having been presented a vote was promptly taken. The house acted temperately and wisely, as it always does when it follows the advice of the GLOBE.

Virginia State Democratic Convention. RICHMOND, Va. Feb. 14.—The state Democratic committee, after a full discussion, issued the call for a convention in Lynchburg on the 20th of July to take action on the proposed amendment to the constitution. The call was deemed conducive to the future harmony of the party. All conservative Democrats opposed to radicalism and bossism are equally entitled to participate in the election of delegates.

RAILWAY LEGISLATION.

MEETING OF THE JOINT LEGISLATIVE COMMITTEE ON RAILROADS.

Gen. Baker, Railroad Commissioner, Examined at Length—His Views of the Proper Regulation of the Traffic—President Hill, of the Manitoba Road, Gives His Opinions—What the Railroads Have a Right to Expect—A General Discussion of the Important Question.

The joint committee on railroads of the house and senate held a meeting last night at the Metropolitan hotel. The attendance of members was quite large, and several railroad magnates and those interested in railroad legislation were present. Senator Sabin presided and the meeting was called to order shortly after 8 o'clock by the chair, who announced that the first thing in order would be the discussion of the bill introduced in the house by Mr. Johnson, providing for the better regulation and management of railroads.

On motion the clerk was directed to read the bill which was to be acted upon by sections. The bill provides for the appointment of a railroad commission, composed of the governor, state auditor and the railroad commissioner. The bill further provides that no railroad shall be open for use until all the laws are complied with regulating its construction. And the bill makes all the railroads of the state subject to the jurisdiction of the commissioner. The bill was read at length by the clerk.

The bill provides for and regulates the transportation of freight and also regulates the charges for transportation of passengers, and a penalty is provided for excessive charges. It further provides that a uniform rate of toll and compensation shall be fixed for the respective grades of freight, and a penalty is fixed for unjust discrimination and extortion. After the bill had been partially read Senator Doran moved the further suspension of the reading in order that Gen. Baker, the railroad commissioner, might have a chance to address the meeting.

CARRIED. GEN. BAKER. Gen. Baker then addressed the committee. He said that while he had assisted in drafting the bill he had no idea of engraving into it any ideas of his own; he had no ambition in this direction. Demands and complaints had been made and the bill was intended to cover certain deficiencies. The speaker said he knew of no state where the railroad commissioners were clothed in as little power as was conveyed in the proposed bill. The powers intended to be conveyed by the bill were only a modified summary of the laws which already existed in the statutes of the state.

He thought no one should be clothed with the power to regulate the railroads of the state; personally, such an idea was the remotest thing from his thought. The bill simply named the mode and method of a commission; every principle in the bill had been tried and proved by Massachusetts, Iowa, Illinois and Michigan. This bill more directly concerned the subject of transportation; as such the principle, in the 26th section, was the old English rule, and the one in vogue in Massachusetts. There had been only one important addition, that relating to charges of passengers and freight. Gen. Baker then alluded to sections from 22 to 25, bearing on extortion and discrimination. He also called attention in this connection to the modes of procedure, and of punishment. He then referred to the sections bearing on elevators. In this connection he alluded to the application of this principle in other states, where they had been tried with success. In alluding to the other sections of the bill he said that there were none of them new, and that they had all been subjected to a success.

Reference was then made to the clause governing sleeping cars; the bill provides that the sleeping cars shall be taxed the same as other cars; the clause relating to express companies was also read, being of the same nature. Allusion was also made to the telegraph companies, which he thought should be governed according to Ohio laws. In conclusion he spoke of the 4,000 miles of railroads in the state, and in this connection he said that he took a great pride in anything that could enhance the value of the railroads or redound to the benefit of the state.

JAMES J. HILL. President Hill, of the Manitoba road, was called upon to address the meeting. He said that this matter of railroad legislation affected \$200,000,000 worth of investments. However, the legislature had a duty to perform, but at the same time the railroad companies were also bound to discharge certain obligations to the public. He thought the railroads of Minnesota, in the last five years had realized a large increase in their business, and it could be demonstrated to the satisfaction of any one that there was no state in the Union where the cost of transportation had been lowered faster than in Minnesota. He then referred to the report of the railroad commissioners of Massachusetts of January, 1882. He read the tariff freight clause.

The average of the twelve leading roads in Massachusetts was 2 37-100 cents per ton per mile, while that of the Manitoba road, the highest of any road in the state, was 2 51-100; the speaker then demonstrated by quoting the relative charges of several roads in Massachusetts on local and through freight charges, conclusively showing that comparatively the charges in Minnesota were less in proportion to the ratio than in New England.

In Massachusetts the cost of fuel per mile was twelve cents, and wages twenty-one cents. The Manitoba road paid twenty-seven cents per mile for fuel. Allusion was then made to the price paid for coal by the Illinois railroad company, and to the price paid by the Manitoba road. Figures were given on the item of fuel, showing an immense discrepancy in the prices. The price paid for fuel last year was \$340,000, while the gross receipts for fuel for the same year in the state was only \$748,854.70, showing an excess of expenditures of \$109,100.

Mr. Hill gave a long list of figures showing the relative charges for freight of the Minnesota roads with copious comparisons with the tariffs charged by Eastern and Western roads, the whole showing that altogether the charges of the Minnesota roads were below the cost of fuel and wages considered, those of Eastern roads. The railroad companies, he said, had the problem to solve of collecting a tonnage; all had to live and it was the object to make the load as even as possible. In 1879 the tonnage of the Manitoba road was four and eight one-hundredths cents per mile; in 1880, it was reduced to three and twenty-one one-hundredths cents; in 1881, the reduction equaled \$363,990 in money;

in 1882 at the same rate \$5,468,000; making a reduction for the three years equal to \$3,980,000. Last year the company collected \$748,000 for carrying the crops; the same year \$3,250,000 was paid out for wages.

The company paid into the state treasury last year \$500,000 in clean money or equal to a five cents tax on every bushel of wheat carried. The company discriminated as to coal, wood, lumber and pork, the necessities of life to the settler on the prairie or frontier. It was the object to help the new settler; he required assistance on coming into a new country. Mr. Hill then illustrated his remarks by the typical life of the farmer or settler, showing why a low tariff was made on the articles necessary to his existence and a higher tariff on the merchandise. He demonstrated how the country had been developed by the railroads; last year the Manitoba company had sent eighty-seven emigration agents to Europe. A special delegation would be sent to the Amsterdam world's fair; advices have led to the belief that this year from 1,500 to 2,500 families would come out. Since January 1 an average of 500 letters per day had been received from people seeking information. Each day the company sent two cart loads of mail to the west, and yet more was being accomplished in Minnesota than out of it. Mr. Hill referred to the immense tide of emigration expected, and he demonstrated how the increase in the number of tons would regulate and decrease the tariff on freight. Last winter the Manitoba dropped 10,000 men of the pay roll. These men went to work wherever they could get it; it was difficult to get them back again; last year the company sent over 15,000 men up the road free.

He alluded to the tariff law in Iowa, saying that one man could make a single rate from Ft. Pierre to New York; such a rate would kill the railroad interests of this state.

The main complaint came from farmers in transporting their wheat; from transportation of wheat the company had collected \$748,000; this year the company would pay the state \$3,000,000 in taxes. The rate of the company was about one seventh lighter than the tariff of Massachusetts.

In reply to a question Mr. Hill stated that there was no favoritism or discrimination; for long and short distances, but this was on account of local irritation. No person secured lower rates for the same distance than any other person. Mr. Hill's attention was called to a clause of freight charges on hardware and cement, where there appeared to be discrepancies on local principles and he then said that he thought the less legislation done with regard to railroads, the better. He spoke of the financial troubles in the East and called attention to the recent big failures, saying that with legislation there would be comparatively no railroads built in the state. Capital is timid, and if the legislature attempted to govern the railroads, the worst results might follow. The companies were very much in the condition of 1852; they were out of breath; he had marked that on a crisis; it had been reported that securities had recently shrunk five hundred millions of dollars; the speaker knew that a shrinkage of six hundred million had taken place in the last twelve weeks.

He had been abused by a gentleman from New York, a man whose authority on financial matters was undoubted, that matters in that city were very dubious and shaky and that any disturbance might precipitate the worst of evils. In conclusion he said that if any dissatisfaction existed it was with regard to grain; he would be pleased to have an understanding with regard to the matter of the hand-ice. He mentioned the committee to proceed slowly with regard to railroad legislation at this time, when the affairs of the country are so unsettled.

MR. FRANK. of Mower, did not suppose any class of people in the state desired to injure the railroads. But the people of the southern portion of the state wanted the same rates for short distances as for longer.

JUDGE CHANDLER, of the Chicago, Milwaukee & St. Paul railroad, said his company owned two lines across the state and two from Minneapolis and St. Paul to the south line of the state, and of course were interested in legislation. It had been expected to have an officer of this road present to explain all matters in connection with the management of the road, but he has been detained. The company would like to be heard and if the committee were to hold a meeting it should like to be heard.

Gen. Baker called attention to the fact that the bill departed from the Massachusetts law, in cases where excessive charges are complained of, and the railroad company refuses to remedy the matter the board of commissioners may fix the rates, but under the provisions of the bill he thought it very doubtful if the commission would ever be called upon to act.

Gen. Baker further said he believed the people of the state demanded some legislation at this time, and he would suggest, if the system of the bill was not satisfactory to the board, which he thought well suited to the western country. The Iowa board is continually in session, and if extortion is found, the company is notified, and the evil complained of, remedied, or complaint is made to the legislature, but so far no road had ever accepted the latter alternative. And he hoped if any additional legislation was had the membership of the board should be increased. The provisions of the bill falls far short of Massachusetts and Illinois in the matter of statistics called for.

Upon motion of Senator Doran the committee adjourned on Friday evening to the Michigan road, and others who might desire, an opportunity to be heard.

Eastern Roads Cutting Freight Rates. CHICAGO, Feb. 14.—The competing roads allege that the Michigan Central is making a cut rate on flour from Minneapolis and other northwestern points to the seaboard, and threaten to retaliate.

A meeting of the executive committee of the board of trade and representatives of the east-bound freight lines was held to-day with a view of patching up peace. Each expressed a readiness to make slight concessions, but the aggregate concessions were not sufficient for them to reach an agreement.

The first Jewish marriage which has taken place in Madrid since the expulsion of the Jews from Spain two centuries ago was celebrated a few days since. The bride, who was wedded to her first cousin, was the daughter of a foreign merchant long established in the Spanish capital. More than fifty persons, including members of the very best society in Madrid, were present at the ceremony.

TOO MUCH WATER.

The Complaint of the People Along the Banks of the Ohio.

THE RIVER HIGHER THAN EVER.

Complete Suspension of Business in Cincinnati and Elsewhere.

THE DANGER INCREASING HOURLY.

An Appeal to Surrounding Cities for Boats to Rescue the Imprisoned.

THE SOUTHERN DEPOT DISASTER.

Thirteen Boys Drowned by the Caving of the Freight House.

THE SITUATION AT LOUISVILLE.

The Towns of Madison and Jeffersonville Inundated.

WORK OF THE FLOODS ELSEWHERE.

A Miscellaneous Collection of Disasters and a Few Crimes.

CINCINNATI, Feb. 14.—An additional gloom came over the people this morning, caused by the fact that the river, after falling to 64 feet 10 1/2 inches, began to rise under the influence of a steady, hard rain. The rain has advanced from the west, thus checking the fall, and extends this morning as far as Pittsburg. Unless it stops speedily, there is no hope of the river receding, while there are the gravest fears that the great height reached yesterday will be surpassed. The rain seriously embarrasses the work of the relief committee, but they are doing all they can to distribute food. Soup houses were opened to-day in various parts of the city to feed those able to get to them. Bishop Elder has ordered all the Catholic churches thrown open to accommodate the homeless, and sends a circular to the churches to-day asking that contributions be sent to the chamber of commerce and city council relief committee. The sinking fund trustees will advance money on the bonds yesterday authorized by the legislature, so that the relief will be prompt. Many cases of extreme destitution are reported by the relief board and in some cases the frantic cries of starving children for food are heartrending. The bakeries not inundated are pressed to their fullest capacity to keep up the supply of bread. There have been some fears of a meat famine on account of the difficulty of receiving live stock, but several thousand rescued distillery cattle can be utilized in case of necessity.

LATER.—The river is rising at the rate of an inch in half an hour, and stood at sixty-five feet one inch and a half at 12 o'clock, and rising.

Reports both up and down the river show rain. The river is falling at Portsmouth and Maysville, slowly at the latter place.

The first authentic report concerning the loss of life at the Cincinnati South-western depot was made to-day by the police at Oliver street station by Herman Witzberg, a boy living at 17 Wilschacht street. He says he and his brother Joseph, with thirteen other boys, were on the platform when the water broke through McLean avenue; that the entire party were thrown into the water; that he swam to Gust street and escaped, and went home; that his brother and all the other boys were drowned. He does not know the names of the other boys. No other reports of missing have been made to the police.

CINCINNATI, Feb. 14.—The river is sixty-five feet and five inches at 2:30 p. m., and rising. The rain is less heavy.

There is not a steamer running, and no place to land. The little steamer used by the Ohio & Mississippi to convey passengers from Storr's station to Aurora, Ind., on its return last night had a fearful experience. The fog overtook it, and unable to proceed with safety, it found almost difficult in finding a place to tie up. Finally succeeding it reached Storr's station this morning.

The coal barges to-day have been towed up along Central avenue to Pearl street, where carts run alongside and receive loads.

Stories have been current of mobs of lawless men standing at the water's edge, demanding whisky and doing other lawless acts, but careful inquiry shows no reason for such stories. The fact is creditable even to criminals that they either have enough heart to behave properly in face of this great calamity, or that they are restrained by wholesome fear from pillage or lawlessness. There is no doubt swift punishment would follow the discovery of crime. In addition to the precaution of increased police force the city is partly lighted to-night by coal oil lamps instead of gas lamps. The work of relief has gone on vigorously to-day, and many touching scenes were witnessed. The citizens have not waited for a cry of distress before extending help, but have taken steps to prevent suffering. The gratitude of recipients cannot be told. A relief committee of leading citizens will attend personally to the work of remaining all day at the office or going out with relief boats. The work will be done thoroughly and promptly. Though no appeal has been made for help from abroad, assistance has been sent. Among these are donations of \$2,500 reported by Moses Moser sent to him by H. H. Warner & Co., of Rochester, N. Y.; \$1,000 from the Adams Express company of New York; A. L. Fogg, local agent, and \$2,500 from the proprietor of the Gilsey house, New York.

The Masonic fraternity has organized a special relief force and telegraphed Cleveland, Sandusky and Toledo for boats. Among other incidents of the flood was the finding of a baby asleep in its crib in a house floating at Fern Bank, below the city. The little waif was rescued and taken care of by the Catholic orphan society. A barn with a fine baroness in it floated by the city to-day. Parties finding it were unable to secure the prize.

The river at 9 p. m. to-night was sixty-six feet and three-quarters of an inch and rising slowly. The day has been the gloomiest in the history of the city. Business is wholly neglected on 'change, and attention given to saving property and affording relief. While the unexpected rise of nearly a foot to-day has not made a very great change, apparently, in the situation there is such uncertainty about futures that all plans are unsettled. It is impossible to estimate the coming

rise and no one can tell when the rain will cease along the river. The clouds broke away late in the afternoon, gathered again before 10 o'clock, and rain has been falling above and below. The weather is warm, almost sultry. The effect of this uncertainty is to cause another lifting of higher levels of vast quantities of goods hitherto supposed to be above the reach of water. This is done at an immense labor under the most trying circumstances, the men standing in water. Water now stands in gutters on the south side of Pearl street on Walnut, and the Little Miami depot is flooded. Wagons are no longer able to cross Newport bridge. The Louisville & Nashville trains received passengers on the trestle at the Cincinnati end of the bridge, they reaching it by boats. The Cincinnati, Hamilton & Dayton road, which has been the only outlet for trains northeast to-night, went under the flood to such an extent that no trains could pass. This leaves the city practically cut off from the rest of the world to the north, east and west, by rail communication, except that of the Bee Line road which still runs trains leaving from the stock yard station. This outlet is also accessible by the Cincinnati, Washington & Baltimore trains, and they may enter and depart in that way. The difficulty on the Cincinnati, Hamilton & Dayton railroad is not fully understood. It is thought the water on the track in the city limits sufficiently accounts for the stoppage. Three hundred passengers are waiting at Winton place for transportation by omnibus railroad sent out a train to-night and received one, but the water has so permeated McLean avenue that wagons sank to the hub while removing express and baggage, and most lively fears are entertained that the whole street will sink under trains. No efforts will be made to remove to run this road into the city. There is no point this side of the bridge where passengers can be taken on the cars. It can't be told yet what arrangements will be made for forwarding mail or what will be done about the running of trains. The main fact is that whatever is done a long haul must be made to reach trains. But a single road is now able to reach the depot; that is the Cincinnati North.

STILL RISING.

CINCINNATI, O., Feb. 15.—The river at 1:45 a. m. is sixty-six feet six inches. The water works gauge three-fourths of an inch per hour.

AT INDIANAPOLIS.

INDIANAPOLIS, Feb. 14.—It has been raining here since daylight, most of the time hard. Pogue's run has again overflowed and this morning was up to Maryland street two squares. The Union Railroad company's tracks are under water for several squares east of the Union depot. Many cellars on Meriden street near the depot are filled with water.

INDIANAPOLIS, Feb. 14.—The committee sent to Lawrenceburg last night reported that all provisions were delivered at 2 p. m. to-day. They report that suffering is increasing and assistance will be needed immediately. Another car load of provisions, with five barrels of coal oil, several boxes of candles and delicacies for the sick will go to-night by special train.

The operator at Guilford says it was still raining hard at 6 p. m., and the indications are that it will continue during the night. E. B. Barkan, New York, telegraphed the Indiana National bank, this city, to-day to send \$1,000 to Lawrenceburg for relief.

AT JEFFERSONVILLE.

The following private telegram was received this forenoon from Jeffersonville Ind.: Our city is flooded with water from ten to twenty feet deep, and 5000 of our people are made homeless, many of whom lost all they have on earth. A large number of colleges and houses in the lower part of the city are swept away. Hundreds of people are quartered in the second stories, public buildings and business houses. Food is sent to them in skiffs. The filth from hundreds of privies is floating on the raging water. The scenes of suffering are appalling. It is still raining and the river is rising. The loss will reach over a half a million. My family with my neighbors are submerged. Tell printers to publish this and ask relatives and all who will contribute to form a relief committee and send us what financial aid you can.

AT LAWRENCEBURG, IND.

GUILFORD, Ind., Feb. 14.—They are moving the people out of Hardenton as fast as possible. The rains will raise the Miami and Whitewater and threatens to do most damage at Lawrenceburg if the rain continues much longer. The car of provisions from Indianapolis was got to the people in Lawrenceburg in tolerable good condition this morning. If the rain continues the people will have to leave Lawrenceburg. The water is six feet deep at the forks of Tenners creek, at Guilford, Ind. The operator at Lawrenceburg Junction reports this morning that the river rose one inch and a half since morning. There has been a heavy rain since 6 o'clock this morning, and it is raining hard yet. Tanner's creek is very high.

RELIEF WORK IN CHICAGO.

CHICAGO, Feb. 14.—Two commissioners have been appointed in behalf of the board of trade and call board, to collect and forward money and materials for the relief of sufferers by the river overflow.

INDIANA STATE RELIEF.

INDIANAPOLIS, Ind., Feb. 14.—The Indiana legislature to-day appropriated \$40,000 to the Lawrenceburg sufferers.

The board of trade at noon to-day reported subscriptions of \$1,500 for the same object. Another car load of provisions will be sent to-day.

CALIFORNIA TALKING IN THE DELUGE.

SAN FRANCISCO, Feb. 14.—Within the last twenty-four hours a general storm has swept over the state, except in the San Joaquin valley, where only light showers prevailed.

LOS ANGELES, Feb. 14.—A freight train left the track near Summer yesterday. Two engines and six cars were smashed. A. W. Pronio, fireman, was killed, and two men badly injured. A lot of cattle were killed. A water spout covered the track with mud and caused the accident.

AT MADISON, IND.

MADISON, Ind., Feb. 14.—The river is rising at the rate of one and a half inches per hour. Milton, Ky., opposite Madison, is completely submerged, not a house being exempt from overflow. Large cables are used to anchor the buildings. The water is up to the second floor of many dwellings. Fulton, the eastern suburb of this city, has been abandoned and all the front and extreme western sections of the city and the backwater and Crooked creek have inundated the city on the north and Springdale cemetery is partially covered with water. It has rained hard until the present hour since last night. More rain will cause Crooked creek to deluge Walnut street, and a large part of the town. The Hornet came from Carrollton this morning for food for the sufferers there. The provisions in the stores there are exhausted.

LATER.—The Western hotel is deserted,

being considered dangerous for people to remain on the second floor. The people on Walnut street are preparing to move out.

AT FRANKFORT, KY.

FRANKFORT, Feb. 14.—The Kentucky river has been stationary, with thirty-four feet of water, since last night. It is raining here and at Clay's Ferry.

AT CLEVELAND.

CLEVELAND, Feb. 14.—Once more the ground is covered with ice. Rain is falling, promising to continue at least twenty-four hours. The river is rising and another deluge is feared. Men are busy anchoring lumber piles on flats and this afternoon ice and driftwood gorges which obstruct the river at several points will be blown up with dynamite. Every practical precaution is being taken against damages from the overflow which threatens.

AT LOUISVILLE.

LOUISVILLE, Feb. 14.—The Ohio river is forty-one feet six inches. It is rising one inch an hour. There are reports from upper points of rain and a continued rise in the Ohio and tributaries and great excitement prevails. Business is practically at a stand-still. No boats arrive or depart. Trains on railroads are irregularly stopped entirely. Old river men predict that if the river does not soon recede the water will cut across the east end and surround the entire city. The wildest estimates of damage to property continue to be made. Nobody knows what the estimate should be made. There is nothing further regarding loss of life by the cut-off disaster, owing to the impossibility of entering houses, save by means of divers. The people are all on the street. The flood is the only subject of discussion. It is generally agreed that the loss of life has not been extraordinarily large.

LATEST FROM LOUISVILLE.