

A WASTE OF WATER

Not Only Wasted but Laying Waste a Large Section of Country.

THE OHIO RIVER STILL RISING, And All Its Tributaries Adding to Its Volume of Flood.

RAILROAD TRAFFIC SUSPENDED. Immense Damage to Property Done in Cincinnati and Pittsburg.

PEOPLE FLEEING TO HIGH LAND. Fears of Still Further Destruction of Property and Life.

RELIEF FOR THE SUFFERERS. Thousands of People Rendered Homeless by the Inundation.

MUCH DAMAGE DONE. CINCINNATI, Feb. 6.—The conservative men who yesterday were unwilling to admit that last year's flood would be duplicated cannot be found to-day. There is no longer any doubt that the water will reach last year's height. On the contrary, with the rain still falling, and the weather mild, the only question now is how much last year's flood will be exceeded. The most alarming feature of the present situation is the rapidity of the rise. Last year, when the river reached this height, it was rising less than an inch an hour. At noon to-day the gauge shows 54 feet 7 inches. This is unprecedented at such a high stage, and shows what a prodigious amount of rain there has been. With last year's experience, the merchants and manufacturers will lose much less than then, and no time is now wasted in pumping water from the cellars. Every available man and team is employed where the water may encroach, in placing goods on higher floors, or in removing to higher ground. Business is completely suspended throughout all the lower part of the city. The Grand Central railroad depot is abandoned. The Ohio & Mississippi railroad has its eastern terminus at Aurora, Ind. It will run steamers between that point and St. Louis, thence by omnibus. The Cincinnati, Washington & Baltimore trains will use the Cincinnati, Hamilton & Dayton depot. This water will be used until the water reaches 65 feet, and then the trains will have to stop at the stock yards. The Bee line will make that their terminus to-morrow. The Pan Handle and Louisville & Nashville can use their depot until the water reaches 62 feet. The Cincinnati Southern will not be troubled in reaching its main street depot until the water gets higher than last year, but it cannot reach the side tracks to do freight business. Cincinnati, Indianapolis, St. Louis and Chicago bids fair to be shut out altogether unless arrangements can be made to reach the city via Nashville and over the Cincinnati, Hamilton & Dayton railroad, and the Cincinnati, Northern & Toledo railroad. The Cincinnati & Illinois is the only road that cannot be reached by the flood. This morning Ware Dookworth's distillery was undermined and fell into the water, causing a large loss. Soon after the cattle pens, public buildings, 1,000 cattle, were swept away. He had moved the cattle yesterday. The loss is heavy.

GREAT EXCITEMENT. LOUISVILLE, Feb. 6.—The river is rising three inches an hour, and is 33 feet 10 inches by the canal gauge, 31 feet 10 inches on the falls, and rising three inches an hour. It rained hard all night, and is still raining. There is no expense. The boats laying up and the little wharf room above Third street. There is great excitement, and people are moving, as a greater flood than any heretofore is predicted.

HIGHER THAN EVER BEFORE. PITTSBURG, Feb. 6.—The rivers at this point have passed the danger line. Last night and at noon to-day it had reached 31 feet 6 inches, the highest stage since 1852. The dispatches report the water still rising, while here it is creeping up into the street at the rate of eight inches an hour. Miles of property in this city on the south side and Allegheny are submerged, and hundreds of families are compelled to vacate their homes, and mills and factories on the banks of both rivers have suspended operations, and the connection between Pittsburg and Allegheny by street cars is entirely cut off. The schools in the First and Fourth wards are closed. On Duquesne way, water covers the office furniture in the Robinson house, and is within one foot of the first floor of the Duquesne depot. The merchants on Water street have moved their goods to the second floor, a precaution which has never been necessary before. Railroad traffic on all the river lines is generally retarded, and the Baltimore & Ohio, Pittsburg & Western, the Pittsburg & McKeesport and the Youghiogheny & Allegheny Valley railroads have either suspended entirely, or will be compelled to before the evening. So far there have been no individual losses here, and the damage is confined to the flooding of property. The greatest suffering and damage reported in this vicinity come from the Youghiogheny region where the mining hamlets and a portion of the towns lying in the lowlands are inundated and hundreds of families are forced to desert their homes and fly before the floods. In some places it was found necessary to anchor the dwellings to trees and rocks to keep them from drifting off to total destruction. The acute along the route of the great gorge, which extended thirty miles up the river, beggars description. Streets and door ways were piled full of ice, with dreary heaps piled in many instances fifteen and twenty feet high, standing as silent monuments to the power of the flood.

OVER \$1,000,000 LOSS ALREADY. PITTSBURG, Feb. 6, 9.30 p. m.—It is still raining, with no immediate prospects of clearing weather. The Monongahela stopped rising a couple of hours this evening, but commenced again at 8 o'clock, and is now 33 feet 6 inches. In the Allegheny the water is about 34 feet 7 and still rising. Dispatches from up the Monongahela valley report the waters also falling, and at Resport, on the Allegheny, it is also falling, but rising at Oil City and Parkers. In this city the streets

bounded by Duquesne, Wayon on the north, and Water street on the south, and from the junction of the two rivers to Sixth street, including Pennsylvania avenue, Liberty, First to Sixth, Ferry and Short streets are almost entirely submerged, and every street south of Pennsylvania avenue to Sharpburg, five miles, is under from one to ten feet of water. The water at Liberty hall, on Pennsylvania avenue, where Lawrence Barrett was playing, compelled him to suspend the performance until it recedes.

The museum on Sixth street is still open, although surrounded by water, and the manager offers free transportation to and from the museum in boats. To-night the city is in semi-darkness, as the water is up to the works, and while the gas is still burning, it is very dim. On the south side every street south of Carson, from Chartier's creek to Thirtieth, is covered, while all property within three squares of the river, in Allegheny, is submerged. At this time it is impossible to estimate the loss, but it is safe to say it will not fall short of one million, and may greatly exceed that amount. The loss in some instances will reach \$50,000, while a few hundred will cover others. Fully five thousand families are rendered homeless by the flood. Arrangements have been made to shelter them in public halls to-night, and to-morrow morning, in accordance with the proclamation of Mayor Lyon, public meetings will be held in the Turner hall for the purpose of making some provisions for them until the flood subsides.

The Allegheny councils also meet to-morrow to discuss the situation and devise means for the relief of the unfortunate. Travel is suspended this evening on every railroad running out of the city, with the exception of the Pennsylvania Central, and many people who left their homes in the suburbs this morning were compelled to remain in the city over night. The newspapers are suffering great inconvenience from the flooding of cellars, and the Post, Commercial-Gazette and Times will be unable to print their editions this morning on their own presses. The Times and Commercial-Gazette will use the Leader press, and the Post has arranged to run its edition on a job press. The Sixteenth street bridge, which it was feared would be swept away, is still intact.

A RAGING RIVER. YOUNGSTOWN, O., Feb. 6.—The Mahoning river is on the rampage, having reached the highest point since 1832. At Warren, the west part of the city is overflowed and scores of families are driven from their homes. The manufacturing establishments on the flats are all closed, including the West Lake rolling mill. In this city the Fifth ward is inundated, on Mill street and Mahoning avenue the water being 5 feet deep. The New York, Pennsylvania and Ohio is open to Cleveland, but its connection east, the Pittsburg and Lake Erie, has abandoned all trains. The Pittsburg & Ashtabula has had no train to-day between here and Pittsburg nor between here and Ashtabula. The Painesville & Youngstown Railroad is completely paralyzed and no trains can possibly run for several days. The Lake Shore & Michigan Southern is open to Andover and Ashtabula. The Pittsburg, Cleveland & Toledo is the only road open east and west from this city, and it is feared the bridge at Newton Falls will go out to-night. An iron bridge on the roadway went down to-day at that point. So far there has been no loss of life but many miraculous escapes of the people on the flats in refusing to leave their homes until actually driven out. Since noon the river has raised from four to eight inches an hour. Raining but little to-night, but if it continues the damage will be great in the manufacturing establishments. Specials from Shenandoah valley, Sharon and Newcastle, Pa., says the Shenandoah river has risen rapidly and railroad travel is suspended.

LATEST FROM CINCINNATI. CINCINNATI, Feb. 6, 9 p. m.—Sixty feet, eight and a half inches is the record at this hour and the rain has almost stopped. This is a rise of 6 feet 6 1/2 inches in the past twenty-four hours. The water has stopped street car travel between Cincinnati and Covington and Newport, and will be carrying passengers to the suspension bridge before morning. The lower part of the city is already submerged, and hundreds, perhaps thousands of houses are invaded on the first floors by the water. It has been remarked that business men show much less anxiety now than last year, although the promise to-day is, that the flood will be greater than last year. They have submitted to the inevitable with a good grace, and will suffer comparatively small loss, aside from the cost of removing the goods and the suspension of business. There is even strong talk of raising the low grounds of the city above the flood height, as one means of averting a future trouble of this kind.

Relief work has been started promptly, with a determination that Cincinnati shall take care of her own poor. A committee of fifteen, appointed by the chamber of commerce, held a meeting this afternoon, and put the machinery in motion, and made forking up all cases of distress. Two experienced and efficient men, J. L. Keck and C. W. Rowland, were sent out at once to organize a food supply, and they will allow no worthy person to go hungry. This work is nearly two days in advance of last year's record in this direction. The purpose is to prevent the necessity for relief, as far as possible. The gas works closed when the water reached sixty feet. On the main and meters is sufficient force to-night, but to-morrow night recourse will be had to lamps, candles and electric lights. This fact has given rise to many queries whether the opera festival and the Mapleson opera, announced to begin on next Monday, will be performed. The Music hall managers say the opera festival will not be postponed. They have made arrangements for a gas supply independent of the city gas works, and there will be no postponement on any account. Honck's new Opera house, where Mapleson appears, will have electric lights.

One great source of trouble will be the water famine. The engines of the water works are working now with difficulty, and will be entirely disabled with five or six feet more rise. There will doubtless be an order to-morrow stopping all manufacturers that use steam from running in order to save the water supply as much as possible.

It is impossible to get men to make predictions, but the general opinion is that the river must exceed the highest stage of last year, 66 feet 4 inches. The railroad situation is unchanged. The floors of the Grand Central depot, the Ohio and Mississippi depot, and the transfer depot, are all weighted with iron, to keep them from being lifted by the water. No freight is received. The little Miami depot is inaccessible for trains, but the other roads are running as previously announced.

Newport and features on the Kentucky shore above, are already deep in the water.

Families have been busy removing goods in wagons as long as possible, and a tremendous amount of property is being lost in the water. No casualties are reported.

Lawrenceburg, Ind., is out of communication by railroad, telegraph and telephone, and very grave fears of much damage if the new levee should break are felt.

A BAD LOOKOUT AT WHEELING. WHEELING, W. Va., Feb. 6.—The river has risen here all day about eight inches an hour, and there is now a depth of forty-four feet. The Seventh ward of the city, lying on Wheeling island, is almost entirely submerged, and residents have abandoned their homes in many cases and in others moved into the second story and reach their dwellings in skiffs. The lower portions of the First and Eighth wards, at the north and south ends of the city, have been under water all day, and the river is now encroaching on the business streets in the heart of the city. The Main street bridge, the Baltimore, Ohio and Pittsburg, Wheeling & Kentucky railroad bridges over Wheeling creek are in the water, and two bridges over Caldwell's run near the south end are also covered. The railroads are under water in some places, and travel is suspended. No mail is received or delivered, and the locks have been taken off the mail boxes to prevent their becoming clogged with mail. Freight is refused by all lines. Street car travel is stopped on all lines by noon. No serious damage has resulted so far in the city.

At Benwood, Frederick Hays, aged 16 years, was walking on the track, when he slipped and fell into a pit 40 feet deep, and was drowned. At Maynard, O., Mary Coste, aged 17, was on a foot bridge when somebody shouted it was falling, and in the fright she fell from the bridge and was drowned. Bridgeport, Martins Ferry and Belaire, O., are largely submerged. At the latter place the gas is shut off. At Wheeling creek coal mines, the works and houses are surrounded, and houses threatened with destruction. The iron works of this vicinity have been compelled to shut down by water in the engine rooms. The inhabitants of the low lying lands are seeking safety in flight to the higher portions of the city.

SUBMERGED. MADISON, Ind., Feb. 6, 2 p. m.—The river is rising three inches per hour, and the whole river front is submerged.

THE MAUMEE VALLEY. TOLEDO, O., Feb. 6.—Reports from twenty-five towns up the Maumee valley, within 100 miles of Toledo, indicate a rain fall of varying severity during the twelve hours ending at noon to-day. This afternoon it is raining only slightly. The river here is as yet but little above its ordinary stage. The ice in the Anglaise at Defiance, O., broke up this afternoon. A gorge formed, but the water was rising rapidly and the river was rising rapidly at that point and overflowing its banks in East Defiance. At lower Toledo the river rose two feet in the twenty-four hours ending at 6 p. m., and is still rising, with indications of the ice giving way. Property along the river front here has been secured as far as possible against the flood.

The Sandusky river at Fremont is rising slowly. The tracks of the Wheeling and Lake Erie roads are under water and travel is suspended. No fears at present are felt for the safety of the bridge. Cold weather is promised, which will doubtless check the flow of water into the Maumee, postponing if not entirely averting disastrous overflow.

CLEVELAND, Feb. 6.—The railways centering here report very high water at various points, and considerable damage in some places by washouts, on the Cleveland and Pittsburg at Waynesburg. The freight at Bayard, water is very high along the Bee line, but no danger yet. The New York, Pennsylvania & Ohio is not so seriously troubled so far. The valley road is covered with water for fifteen miles south, chiefly an overflow from the Cuyahoga river, which has spread over a part of the upper flats here. The Cleveland, Lorain & Wheeling reports many depots under water, and bridges washed away over the canal at Dover and Elyria.

AN ICE GORGE DOES DAMAGE. CLEVELAND, O., Feb. 6.—At Conneaut the ice gorge broke and carried away the dam at Bathbone's flouring mill and destroyed a part of the paper mill dam. At New Philadelphia the Tuscarora river is rising six inches per hour, and is already considerably higher than last year, and there is great alarm along the low lands, the town is nearly cut off from outside communication.

THE HIGHEST EVER KNOWN. STEUBENVILLE, O., Feb. 6.—At 7 p. m. the river was forty-four feet, and rising, and the flood is the greatest ever known. The city lies high and the local damage is not material. All trains were delayed from six to ten hours on the Panhandle by a washout near Mingo, four miles west of here. The Cleveland & Pittsburg, and Pittsburg, Wheeling & Kentucky roads have ceased running. The city water works are submerged and the supply is stopped. The Panhandle rail is using a large force of additional hands to repair the track.

LOUISVILLE, Ky., Feb. 6.—It looks as though the flood of last year was to be repeated. The river at noon is three feet in the canal and rising at the rate of four inches per hour. Shipping Port and Portland are flooded, and already over 300 people are driven out of their homes. The government building is the only house not submerged in Shipping Port, and four more feet of water will bring the flood over the out and the point will be flooded, with great loss of property, and perhaps lives. It has been raining steadily nearly all day. The Kentucky river is still rising rapidly, and at Frankfort considerable excitement is prevailing, and the river banks are thronged with people. No loss of lives reported yet.

EVANSVILLE, Ind., Feb. 6.—A gloomy prospect, with forty feet on the gauge and rising two inches an hour. It has rained hard all night, and is still raining. The banks of the river is covered with corn awaiting shipment. There are prospects of a higher river than in February last. All the boats are busy moving corn, but there is not half enough.

WHEELING, W. Va., Feb. 6.—The river here is forty feet and still rising at the rate of ten inches an hour. Many of the low streets on the island south of Wheeling creek are already submerged. Many houses are being surrounded and the few are invaded by the waters. A flood as great as the famous one of 1832 is expected, and the residents of exposed localities are leaving their homes and the merchants are removing their stocks to places of safety. Two or three mills and factories have been stopped by the water reaching them. The gas is already shut off from the island and the gas

works will no doubt be interfered with, and the entire supply shut off to-night. Most of the mills will be stopped by the water by evening.

The Pittsburg, Wheeling & Kentucky railroad track is submerged for a short distance along the wharf. The railroad bridges and trestles are loaded down with heavy trains. Communication with the suburbs will be seriously interrupted this afternoon and damage to the trestles of the Pittsburg, Wheeling & Kentucky and Cincinnati, Louisville & Wheeling roads on the two sides of the river is apprehended. Frederick Eisel, a German, aged sixteen, was found drowned at Benwood this morning.

AT FRANKFORT. FRANKFORT, Ky., Feb. 6.—It rained without intermission all day yesterday and last night, and is still pouring down a flood. The river rose three and one-half feet last night and one ridge-half feet since daylight at noon. It now stands at 24 1/2 feet in the channel by the bridge pier marks. Advice from Clay's ferry, 10 miles above here by river, report this river falling there yesterday, but then it was also falling at this city. Mr. Geo. McLein, a coal dealer, and the best informed man on the river, now says he does not apprehend a flood at this point.

THE ALLEGHENY AND MONONGAHELA. PITTSBURG, Feb. 6.—The Monongahela river is 32 feet 2 inches and is stationary. The Allegheny is 34 feet and rising. At Brownsville, Greensboro and other points up the Monongahela the river is falling.

PITTSBURG, Pa., Feb. 6.—At 2 o'clock the Allegheny river was 32 feet 2 inches and the Monongahela 33 feet four inches, and rising about six inches an hour. A telegram from the head waters reports the river rising at all points but Greensboro, where it is stationary. Rain has been falling almost without a moment's cessation since Monday afternoon, and from the present indication the flood will be greater than that of 1832, when the water reached 35 feet, the highest on record. All the lower part of Allegheny is now under water, and it is estimated that about 1,500 houses in Allegheny city alone are inundated. The water and gas supply of the north and south sides have been cut off, and if the rise continues a few hours longer, Pittsburg will be without gas or water. Fears are entertained that Sixteenth street bridge, over the Allegheny, will be washed away. It was declared unsafe this morning, and travel is suspended. If the water carries it off it will probably take with it the railroad and Hand street bridges. Only one fatality reported up to this hour. An unknown man was drowned in the Monongahela river, about Short street. It is thought he committed suicide.

RESCUED BY BOATS. CLEVELAND, O., Oct. 6.—After a steady rain of forty hours, the Mahoning river and tributaries are much swollen, and people are being taken from their homes in boats. The railroads are mostly covered with water, and trains are abandoned.

RISE AT CAIRO. CAIRO, Feb. 6.—The Ohio is rising an inch an hour, and the gauge now shows 38 feet 5 inches. There has been a drizzling rain all the afternoon. People in the lowlands have been for some time removing the stock, etc., to high ground, and should the river reach a threatening stage there will be comparatively small losses this year.

RAILROAD TRAFFIC SUSPENDED. CLEVELAND, O., Feb. 6.—Canal Dover and lowlands in this vicinity are submerged. Railway travel is suspended on the Cleveland, Lorain & Wheeling, and the Cincinnati & Marietta. The depots are partly under water, and the docks are washed out in several places. Great damage has been done. The water is several inches higher than last year.

THE RAILWAY SUFFERING. NAVARRA, O., Feb. 6.—The Cannonon Valley railway is washed out about a mile from town and trains are abandoned. Wheeling & Lake Erie is running but will likely be stopped, as the river is still rising. No great damage is yet reported except to the railroads.

BOATS THE ONLY MEANS OF LOCOMOTION. MEADVILLE, Pa., Feb. 6.—The western and southern parts of the city are inundated. People go to and from their homes in boats. All the factories have been compelled to shut down and the schools are mostly closed. Trains on the Meadville railway are running on the New York, Pennsylvania & Ohio, but no freight. One train ran to Old City to-day, but that branch will probably be submerged to-morrow. After last year's flood all the bridges in this vicinity were raised several feet and none have been harmed. It is still raining to-night.

IMPRESSED BY WATER. WHEELING, W. Va., Feb. 6.—Excitement was occasioned this evening by the report that many families were imprisoned by the water in the houses in the lower part of the town, and parties were organized by Mayor Miller, and about twenty families were rescued from their perilous positions. Prof. Stevenson and family were rescued from a dwelling on the lower Sister island, two miles above, by the Belle Prince. The live stock has been taken into the second story of the houses, and all manufactures are stopped.

Communication with the suburbs is cut off, the ferries not being able to run on account of driftwood and ice. The approaches to both bridges are flooded. The Daily Intelligencer press room is flooded, and the paper will be issued from the Zeitung presses. Charley Shay's theater, the market house, and several stores were opened to those who were obliged to flee from their homes this evening.

FROM MANY POINTS. From Cincinnati, O.—At 10 p. m. the river was 63 feet 9 1/2 inches, and at 11 p. m. 60 feet and 11 inches.

From Aurora, Ind.—The flood already equals that of 1832, and rising three inches per hour. Business is prostrated, and all manufactures are stopped.

From Cincinnati, Ky.—The Licking river is 35 feet and still rising rapidly.

From Gallipolis—River rising three inches per hour.

From Athens, Ohio.—The Hooking river is within two feet of the great flood of 1875, and will exceed that by to-morrow. Great damage on the low lands. No trains to-day.

Springfield, O.—The streams are the highest since the floods of last year.

Middletown, O.—The Muskingum is very high and rising three inches per hour.

Hillsboro, O.—Destruction by floods all over the country, and bridges are gone at Greenfield, New Petersburg, and Carr's Ford, and others are expected to go.

CINCINNATI, Ohio, Feb. 6.—Rain continues. The river is 58 feet, and rising 5 inches per hour. All the small streams

throughout the country are at flood height. The reports from up river points are, that rain is still falling and the river is rising rapidly. At Portsmouth it is 43 feet, at Ironton 45 feet 7 inches, at Huntington 42 feet, at Wheeling 40 feet and rising 6 inches per hour.

AT CAIRO. CAIRO, Ill., Feb. 6.—A heavy rain since 4 p. m. yesterday. The Ohio river is rising fast, and is now 37 feet 6 inches on the gauge, having risen over three feet during the last 24 hours. The Mississippi is also rising slowly.

THE SUSQUEHANNA RIVER. WILLIAMSPORT, Pa., Feb. 6.—The water in the Susquehanna river, above here, is very high, and heavy rains still continue. There are indications of a flood nearly equal to the flood of 1865. The ice gorge is nearly eighteen miles long in the river above Farrisburg. The river here has fallen some since yesterday, and no fears of a loss of logs.

ACTION OF THE CHAMBER OF COMMERCE. CINCINNATI, O., Feb. 6.—The chamber of commerce transacted but little business to-day. Measures were taken to provide a relief fund for the destitute. A committee of fifteen was appointed, and the secretary kept busy for some time receiving subscriptions, mostly \$100 each. The chamber itself appropriated \$5,000 to the fund. The health officer announced that he would place fifteen men of the sanitary force at the disposal of the relief committee. Rain is still falling, the wind is from the south, and the temperature not falling.

LICKING. BUTLER, Ky., Feb. 6.—The Licking river is rising three inches an hour, and is within twenty-three inches of high water last year.

AT JEFFERSONVILLE. JEFFERSONVILLE, Ind., Feb. 6.—There is great consternation and people are moving to higher ground. The railroad embankment will probably break to-night and flood the town.

AT CATLETTSBURG. CATLETTSBURG, Ky., Feb. 6.—The river has risen three feet since noon yesterday and is rising an inch an hour. The Sandy is rising slowly and is eighteen feet at Louisa.

ICE OUT OF THE AU GLAISSE. TOLEDO, O., Feb. 7.—Defiance reports all ice out of the au glaisse at 6 p. m., and no great damage done. The ice broke at Napoleon at 8 p. m., and gorged an hour later two miles below, and is flooding the lower part of the town. The water is rising 9 inches an hour. The ice is intact.

HIGHER THAN EVER. MILLERSBURG, O., Feb. 6.—Railroad communications north of here is cut off by washouts, and trains are side tracked at Fredericksburg. The Bowen coal mines are flooded. The water is up to last February's mark and rising.

SEVERE LOSSES. CLEVELAND, O., Feb. 6.—No trains between here and Akron on the Valley railroad. There is much damage to the bridges. The ice gorge pushed the bridge at Peninsula out of place. There is a washout on the Cleveland, Akron & Columbus railroad near Clinton. The Cleveland, Lorain & Wheeling are under water at Warwick and Sterling. The Pittsburg, Cleveland & Toledo are submerged at Newton Falls and the Central's new bridge at Cuyahoga Falls is swept away.

THE ICE LEAVING. BUFFALO, N. Y., Feb. 6.—The weather was very mild for the past few days, and the ice is moving out of the harbor.

THE PEOPLE MOVING. LOUISVILLE, Ky., Feb. 6.—At 6 o'clock the river was rising three inches an hour, with thirty-five feet in the canal and thirty-three feet on the falls. It is rising steadily. The people living on the point are expecting the water to be over the cut off by morning, and are moving out to escape the inundation that caught them sleeping on the night of Feb. 12, 1883, and which caused so much damage. The flood scenes of 1883 will doubtless be repeated. Only one drowning as yet of a man named Frank Rudemaker, by the overturning of a skiff.

THE ARKANSAS RISING. LITTLE ROCK, Ark., Feb. 6.—The Arkansas has been rising here two inches an hour all day, and rain all last night and to-day, extending through the valley above Fort Smith.

OTHER CASUALTIES. THE VICTIMS DYING. ST. LOUIS, Feb. 6.—Alvin Berger, the second man stabbed by Charles Koebel the engineer, in the fight at the machine shop, on Jan. 30, died this afternoon at the city hospital. The death of Charles Meyer, another victim, occurred several days ago. Koebel is in jail to answer the double murder.

SEVERE TRAIN ACCIDENT. FREEPORT, Ill., Feb. 6.—The Illinois Central mixed train for the west struck a broken rail. The caboose and seven freight cars loaded with live stock were thrown down a sixty foot embankment, and three trainmen were injured. Conductor Gordon seriously. There were seven German passengers in the caboose, and all are more or less injured, two having their arms broken. The passenger coach containing five passengers, was saved from the frightful plunge by lodging against a tree near the track. The caboose was partly burned. The wounded passengers were brought to Freeport and cared for.

AN EXPLOSION. CLEVELAND, Feb. 6.—About 10 o'clock this morning a violent explosion startled the people of this city. At Lindale, five miles out, John Kramer, freight conductor on the Bee Line, crawled under a tank car which had contained gasoline to inspect it. The lamp ignited the gas still lingering around. The tank car was torn to fragments. Kramer will probably die.

HEAVY FIRE. ST. FRANCISCO, Feb. 6.—A fire broke out at 10:15 last evening on Mission and Stewart streets, and destroyed a sash factory, flour mill and some lumber piles in a neighboring yard. The loss is estimated at \$25,000. It is reported that the cause was incendiary.

THE CITY OF COLUMBUS INVESTIGATION. BOSTON, Feb. 5.—The board of inspectors of steam vessels this afternoon began an investigation into the wreck of the steam ship City of Columbus a disaster attended with the loss of ninety-seven lives. Capt. Wright in his statement said the second mate, Mr. Harding, was on duty

from Boston until vessel reached Nansic, a run of 14 hours. I did not leave the deck myself, except to get supper, from the time of leaving Boston until nearing Tarpaulin Cove, at about 2 a. m. when I went in my room. I was sitting on the floor of my room with my back against the heater, and my head in the pilot house, when I heard the call to "port." I sprang up and cried "hard port," thinking we were running down a vessel. I could not see a vessel, but I saw a buoy two and one-half points off on the port bow, 150 or 200 yards distant. The vessel struck within twenty seconds.

The vessel soon listed, and the water was up to my armpits. I went into the cabin and told the passengers to put on their life preservers. Within five minutes after the ship struck, I knew she was lost. Cannot tell any reason why the ship struck where she did, and do not know where the blame should rest. Gayhead light amounts to nothing unless it is seen at a distance. Bright lights confuse when close. Boston light has run many pilots ashore, because of its being so bright. The boats were not seen any with axes as fast as possible. Don't know anything about the after boats as I was forward. In a time like that the crew are worthless. The crew was demoralized. Had a boat drift every time on reaching Savannah. Had no means of making signals. It required all our strength to hang on to the rigging.

Second Assistant Engineer Collins, testified, I saw the main hatches burst off before I took to the rigging, and the sea breaking over the water. The hatches were forced up, apparently from a force below the decks. I didn't attempt to clear away any of the boats after the ship went on her beam ends, and don't think that any one could have moved on deck from forward to aft. I was stationed at boat No. 4, of which the chief engineer had command. I did not make any attempt to get boat No. 4 cleared away, but before I took to the rigging, and the sea breaking over the water, the second mate, Edward Leary, the bow watchman, testified that he saw the buoy and called out, "Buoy on the port bow," but received no answer to the call. He then ran to the pilot house, and reached there as Harding, the second mate, was opening the pilot house window. All the house windows were closed until Harding opened them. I heard no orders given. Both the witnesses testified to the attempt and failure to lower the boats.

ROASTED BEFORE THEIR EYES. WHEELING, W. Va., Feb. 5.—The dwelling of Wm. Morrison, Pocohontas county, was burned at a late hour last night. Morrison and wife escaped with four of their children, who were sleeping in the room with their parents, but two girls, aged seven and eleven, sleeping in another room, were roasted alive before their parents' eyes.

EXPLOSION AND FIRE. DETROIT, Mich., Feb. 5.—About 4 this morning a loud explosion was heard in the bar room of Thos. Swan's restaurant, followed almost immediately by several small explosions. Immediately the alarm was promptly sounded and the fire department quickly on the ground the whole interior of the building of four stories was almost immediately in flames and burned fiercely. The whole interior speedily was gutted. Loss \$15,000; insurance unknown, but is thought to be considerable, as only last week they failed for \$28,000 with \$20,000 estimated assets.

CHICAGO, Feb. 5.—The works of the P. C. Handford Oil company, at Eaglewood, south of this city, was partially burned early this morning. Loss \$40,000. Insured.

ROCKPORT, Ind., Feb. 5.—Niblock's flour mill was burned last night. Loss, \$15,000; insurance, \$8,000.

AMUSEMENTS. Grand Opera House!

Two Nights and a Matinee, commencing Monday, February 11

First Visit of the Popular Young Actor

Mr. James O'Neill,

As Edmund Dantes, with Mr. John Stetson's Monte Cristo Company.

Originally organized under Mr. Stetson's management for Booth's Theater, New York.

Dumas' Great Play of Monte Cristo, with the following Star cast:

Mr. Frederic DeBelleville, Mr. Forrest Robinson, Mr. Geo. C. Bonifaces, Mr. J. V. Maiton, Mr. James Taylor, Mr. J. W. Shannon, Mr. J. Horace Lewis, Mr. J. L. Cahill, Miss Eugenie Blair, Miss Annie Bowdoin, Miss Emma Smith, Miss Marjorie Bonner, Miss Carrie Hayes.

Entire new scenery. Grand realistic effects and correct appointments.

Prices—\$1.00, 75c, 50c and 25c. Reserved seats at box office Saturday.

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