

# SUBURBAN SECTIONS CUT OFF FROM CITY BY TERRIFIC BLIZZARD

have not been reported, and it is supposed that they are lying outside of Sandy Hook.

Thirty-six men are in danger of their lives on eight barges and three sea-going tugs which are anchored off Fire Island. The Revenue Cutter Service is trying to communicate with the cutter Seneca to send her to the assistance of the seamen.

## DANGER OF MILK AND FOOD FAMINE IS GROWING.

No record of deaths due to the storm has been computed. At best, it is feared that this toll will be greater than was the case in either of the last two storms.

There is danger of a food famine. Milk trains and trains carrying produce have not entered the city in twenty-four hours. Railroad men decline to predict when the next can enter.

Conditions were so bad that the Reception Hospital and the New York Hospital reported to Police Commissioner McKay that they could no longer answer ambulance calls. Dr. Howell of New York Hospital said: "The gasoline motor ambulances became stalled first. Then we tried the electric ambulances, but they were stalled. We are trying to get horses now to go back to the old-time service, but we can't get them."

Because the officials profited by the last storms and got to work early, surface traffic was in better condition to-day than immediately after the last storm. Cars moved, though slowly and not on schedule, in Manhattan and the Bronx. Brooklyn found many of its lines completely tied up, but the elevated trains ran at intervals.

The subway has been almost swamped by its efforts to handle the extra traffic put upon it, but has rendered splendid service, despite the handicap.

Ferries were put out of business. For the first time since the blizzard of 1885, the Atlantic avenue and Hamburg avenue ferries, in Brooklyn, suspended operation because ice prevented the boats from entering their slips.

Three tug boats were sunk at their moorings, the high wind and waves battering them until they sprang leaks.

## LITTLE FOOD ON CITY ISLAND FOR 1,300 PEOPLE.

City Island was cut off from the mainland, except by telephone. There is little food on the island, where 1,300 people are marooned.

Police Commissioner McKay sent out one hundred extra men to aid the traffic police and in some instances established the rule of allowing traffic to proceed in only one direction in the cross-town arteries.

The financial district was cut off from telegraphic communication with the outside world and as a result there was little activity on the exchanges. Trading was light, with a downward tendency of prices. Most of the out-of-town business was transacted over the telephone.

At the Municipal Lodging House 1,500 men were sheltered last night. There were 200 homeless men at the University Settlement, 200 at Clinton Hall, No. 155 Clinton street; 600 at the Bowery Mission, 200 at the Salvation Army, No. 23 Bowery, and 100 women at the Woman's branch of the Salvation Army, at No. 243 Bowery.

A Long Island Railroad train, headed by a giant snowplow, ran into a gang of shovellers on the trestle over the Jamaica Bay marshes at Runt Station at 4.30 A. M. to-day, killing Herman Winkelroth and Lawrence Gregory and fatally injuring Thomas Ulrich.

# DIGGING OUT A MAIL WAGON; SNOW PLOW; VIEW IN CITY HALL PARK



THE PLOW AT BROADWAY AND 17TH ST.



CITY HALL PARK

## SCHOOLS ARE OPEN; ONLY ONE HAMPERED BY GREAT STORM.

The school children of New York appeared to be less put out by the storm than their elders. Dr. William H. Maxwell, President of the Board of Education, telephoned from Flushing, where he resides, that he could not get in, but not a single school in New York was suspended and only one was much hampered by the weather.

Generally the children even managed to get to school on time, and in no case were the sessions delayed longer than half an hour.

There was one exception to the general rule. At the Bay Ridge school thirty-five teachers arrived on time, but only seventy pupils got there. Nevertheless, Dr. Potter, the principal, told each teacher to take a pupil or two and go ahead.



DIGGING OUT THE U.S. MAIL WEST AND CORTLANDY.

# MANHATTAN STORM BOUND; STREET CARS KEEP RUNNING

Elevated and Surface Lines, However, Are Badly Hampered by Stalled Wagons and Automobiles Along the Tracks.

With New York in the worst predicament it has experienced in twenty-six years, the Weather Bureau reported to-day that the storm would cease probably by to-night. Already more than eleven inches of snow have fallen and more is tumbling down each instant. The temperature fell ten degrees this morning, with the prediction that it would reach zero, and the weatherman said that tomorrow should be clear and cold.

Already, however, millions of dollars have been lost to the city and hardship and suffering, especially among the poor, have been intense. The streets in Harlem were generally worse to-day than after the last storm, due to the fact that the former had not been entirely removed. The side streets show Ninth-street street to the Harlem River and from Fifth avenue to the East River were practically impassable, no effort being made to clear these sections.

## STREET CARS FAR BEHIND REGULAR SCHEDULES.

The Second, Third, Lexington and Madison avenues street car lines were far behind the regular schedule, although the plows and sweepers of the various companies had gone over the ground and cleared the tracks. But delays were occasioned, however, by slow moving wagons, which were prevented from traveling close to the curb by the banks of snow.

Elevated trains on the Second and Third avenue lines traveled at a slow rate, as the structures were covered with snow. The Lexington avenue line, which suspended service about one hundred and sixteenth street, yesterday afternoon, turned west on that street and continued northeast on the Lenox avenue line.

## THIRD AVENUE LINE CONTINUES ALONG BROADWAY.

The Third Avenue Railway system, whose Broadway cars quit entirely in the last storm, did better to-day. South-bound cars ran as far south as Seventy-second street in Broadway and there were switched back north again. Then came a seven-block interruption in the service to Sixty-fifth street, where cars from the Forty-second and Thirty-fourth street lines picked the passengers up and carried them to their destination via Third avenue. Broadway, south of Sixty-fifth street was not used by the Third Avenue system. Supt. Kiehar said his other lines were doing well.

The gap between the Van Cortlandt and the subway and Yorkville branches yesterday and today was not in operation to-day. The West and West 125th street lines in Manhattan were stalled, but gaps of

## Commissioner Fetherston Has Lost His Faith in Prayer

Street Cleaning Commissioner Fetherston suggested at the meeting of the Board of Estimate last Friday that the citizens of New York should be asked to pray for sun and rain to rid the streets of snow and slush. The Mayor backed the idea warmly. Commissioner Fetherston was asked this afternoon if he believed that his prayers would be answered. The Commissioner breathed hard and then, with some emphasis, said: "Damn it, I've given up prayer!"

## TRAINS ARE LOST IN SNOW DRIFTS; WIRES ARE DOWN

(Continued from First Page.)

passed pleasantly enough. The passengers made up a purse of \$50 for the engineer and the crew and a pool was started for the best guess as to when the train would get into New York. E. A. Rankin of Jersey City won this.

The Congressional and the Philadelphia express behind it were the last big trains to get into the city. A Pittsburgh express due at 11.15 o'clock last night, a Washington train due at 3.50 A. M. and a Philadelphia express due at about the same time dumped their passengers out at Trenton, where the railroad company arranged accommodations for them.

The Lehigh Valley was the only road to get its finest train into New York in the morning. The Black Diamond Express was thirteen hours late, arriving at 8 o'clock this morning. ONLY ONE TRAIN AT PENNSYLVANIA STATION.

For the first time in the memory of those who tried to use its trains the Pennsylvania system so far as this city was concerned was completely tied up to-day. None of the through trains entered or left the station, except a train from Atlantic City, which arrived at 4.25, and only a few local cars in from Long Island points.

It was announced at the station that no trains would attempt to depart until this afternoon, and no promise was made that the effort would be made even then. Switches were frozen solid, it was said, and besides two hundred poles several signal bridges had been blown down between here and Philadelphia.

Trains moved as independent units when they moved at all, no one at headquarters having any idea where most of them were or what they were doing, so officials were as surprised as waiting passengers when an occasional train crept into the station. One came in from Whitestone Landing, arrived at 5.55 o'clock after having taken nearly an hour and a half for the usual few minute trip. It was packed to the doors with passengers who had tried to travel from Flushing and its environs by trolley

## LOCOMOTIVE TAKES TRAIN AS FAR AS TUNNEL.

One train on the Montauk branch came in from Babylon and officials were certain it would be the only train to arrive, for no more trains were down the line, and none could be sent. It was brought from Jamaica to the tunnel by a steam locomotive, its crew reporting that the electric power had failed them completely.

A train from Rockaway arrived also, but they were the only ones to enter the big station where hundreds of persons were crowded inquiring anxiously when they could get trains out of town.

Word came from Jamaica that the new station there was jammed with persons who had walked, in some instances for miles, expecting to get to their work from this big junction point. Accordingly the railroad made an attempt to run some sort of service from Jamaica and several trains were sent out to attempt the journey.

Vice-President Willer of the New York Central, in charge of passenger traffic said at noon that conditions along the line from Peekskill to Syracuse were the worst in his experience. The electric service on the Hudson Division broke down early in the morning and all electric trains were abandoned. Steam locomotives were set out to push in such electric trains as were on the road between the Grand Central station and Croton.

## WIND SWEEP SNOW OVER THE THIRD RAIL.

"The direction of the wind along the Hudson Valley was such that it plastered our third rails with ice and snow despite the fact that they are covered," said Mr. Willer. "The snow blew it on the only side that is open."

## BAYONNE SNOWBOUND; POLES AND BIG TREES BLOCK THE STREETS.

The tieup at Bayonne, N. J., came as near being complete as can be imagined. There has been no sign of a trolley car on any line to-day. All electric light and power current has been cut off. Nine-tenths of the streets present a smooth white surface unbroken by a wagon wheel. There are drifts from three to five feet high in some of the side streets and others are blocked by fallen trees and electric poles.

## THREE TUGS SINK, BUT CREWS ESCAPE.

The high wind, high tide and ice combined during the night to sink three tugboats at their moorings in this harbor. All went to the bottom under similar circumstances, but there was ample warning in each case and the crews escaped.

The tug James Stratley, the same tug which was seized by river pirates last December and used in the theft of a loaded barge from a North River pier—sank at the dock at the foot of West Tenth street. She sprang a leak late in the night from being bumped against the pier and despite the efforts of her crew filled in a few hours by the Coastwise.

Even in the seclusion and warehouse-bound reaches of Gowanus Canal in Brooklyn, the storm raged fiercely enough to sink the little tugboat Regent. Holes were ground in her hull as she was jammed between shifting ice and the bank of the canal.

The Passaic, a brand new tug, sank in the Theodore Smith shipyards in Jersey City. She was in an exposed condition, open to the attacks of the wind and before the watchman aboard had an idea of the situation the gale had poured her against the wharf and loosened her beams until the hull was a slope.

The eight barges were being towed from Cape Henry, off Chesapeake Bay to Boston and Providence, two each in tow of the tugs Edward F. Luckenbach and John Skully, three in charge of the Waltham and one towed by the Coastwise.

Off Fire Island the Coastwise's hawser parted, and after considerable difficulty the tug brought its barge to anchor. The walloping seas made navigation almost impossible and the other tugs came to anchor, while the Coastwise volunteered to steam to Newport, R. I. for help.

## "Costly Personal Neglect"

In the struggle for recognition and supremacy PERSONALITY counts for much. Neglect of the mouth and teeth and offensive breath are suggestive of PERSONAL CARELESSNESS and a BAD IMPRESSION is created. Healthy teeth, a sweet breath and a clean mouth are the NATURAL RESULTS. The value of the "ODOLO HABIT" is scientifically endorsed the world over. Healthy teeth, a sweet breath and a clean mouth are the NATURAL RESULTS.

## ALL WIRES DOWN; IMMENSE DAMAGE TO PHONE COMPANY.

Both local and long distance telephone service has been badly crippled where it has not been utterly cut off. "We cannot give much information as yet," said the wire chief of the New York Telephone Company this morning. "We haven't found out ourselves where we stand as yet. The storm probably has done more damage than any in recent years, but we aren't in a position yet to give details. We are having excessive troubles."

The telephone and telegraph wires strung along the various railroads which cross the Jersey Meadows, present to-day a picturesque, if unhappy looking spectacle. For mile after mile they hang in long festoons to the ground, broken by the weight of the wet snow or snapped by the contraction.

In Montclair the trees are broken down, telephone wires broken everywhere, and street car service absolutely suspended. Belvidere Brooks, general manager of the Western Union Telegraph Company, said the storm was the worst in his long experience in the telegraph business. The principal damage, he said, was done when the high wind blew down poles already straining under the enormous weight of the ice-crusted wires.

## MILK SHORTAGE DUE TO DELAY OF TRAINS; TRACKS ARE BLOCKED.

One of the largest milk concerns in New York said that only three milk trains had come into New York to-day, as far as they had been informed. One big company had not received a can of milk up to 9 o'clock.

The companies could get no information as to when the trains would get in, the railroad officials declaring they did not know themselves. Some of the milk trains are practically lost, nothing having been heard from them since the wires went down.

To-day's shortage in milk is due to the fact that the trains did not come in, rather than to bad street conditions. The railroads sidetracked many other freight trains in an effort to shove in the milk trains ahead last night, but could not keep the tracks clear.

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Three Stores: 134 5th Ave., near 16th St. 127 W. 42d St., near B'way Harlem Branch (Open evenings) 254 W. 125th St., at 8th Ave.

## DIED.

WOODS—Feb. 28, GEORGE WOODS, beloved husband of Grace Woods (nee Elliott) and brother of John Peter James and Frank Woods. Funeral from his sister's residence, Mrs. H. Eberlein, 286 E. 94th St. Tuesday, March 3, at 2 P. M. Interment Calvary Cemetery.

World Wants Work Wonders

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