THE BLOCKADE IN BROOKLYN

SUCCESSFUL EFFORTS TO RAISE IT.

MANY STREET-CAR LINES OPEN—PLENTY OF FOOD AND GOOD CHEER BEYOND THE BRIDGE.

The blockade of street travel in Brooklyn was raised yesterday on some of the lines, and by to-day the running of cars will be resumed on schedule time. The opening of the main thoroughfares for car traffic cleared them for other vehicles, and business was resumed to a great degree, although many cross streets remained impassable save on the sidewalks, and these in the neighborhood of vacant lots were blocked with huge drifts. There was considerable difficulty on the part of residents of some parts of the city in getting the supplies of food and coal which they needed.

The street-car tracks where they were uncovered were found to be rusted. All day Tuesday large forces of men were shovelling snow from the tracks in Fulton and Court sts., Myrtle, Greene, Flatbush, Atlantic, Tompkins, Franklin, Nostrand, Bushwick and other avenues, and Broadway. The snow was drifted less in Court-st. than on any other of the car lines, and it was cleared by diligent work on Tuesday night and was ready for use early in the morning. The snow-plough got through from Greenwood to Fulton Ferry about midnight, and the first car left the stables at Third-ave. and Twenty-fifth-st. at 5 a. m. It was drawn by six horses. The next line opened was the Fulton-st., and the first car reached the ferry at 9:40 a. m. Later in the day cars were running on the Myrtle-ave. and Flushing-ave., and Green and Gates ave. lines for Fulton Ferry and the Bridge, on the Atlantic-ave. line from South Ferry to the Long Island station, and on the Broadway, Nostrand-ave. and Tompkins-ave. lines. The Brooklyn Elevated road ran all its trains on regular time.

REMOVING THE SNOW FROM THE STREET.

Under direction of Mayor Chapin, City Works Commissioner Adams yesterday contracted for the removal of the snow from the principal thoroughfares at a cost of $35,000 for fifteen miles, and several hundred men and carts were at work yesterday. It is estimated that 25,000 men were shovelling snow in Brooklyn yesterday. The following special order was transmitted from Police Commissioner Bell through Superintendent of Police Campbell to all the station houses in the city:

In view of the unexampled severity of the late snow-storm, members of the force will notify occupants of houses to clear their sidewalks and gutters, and not report their failure to do so for twelve hours after such notice has been given. In compliance with the request of the Commissioner of the Department of City Works, members of the force will be particular to see that the gutters are properly cleaned. Before reporting persons for violating the ordinances in regard to street obstructions, members of the force will be careful to inquire if persons maintaining obstructions have permits, as the Corporation Counsel has informed the Commissioner that many reports have been forwarded for this department where the persons when summoned into court produced their permits in due form issued before the complaint or report was made. In this connection the attention of the force is called to Chapter III., Section 9, of the ordinances (page 276 of the revision of 1877), and in making reports of the violations of the ordinances against street obstructions whenever persons fail to show permits on demand to the officer making such report, that fact should be stated in the report, as the person thus failing renders himself liable to the penalty fixed by the ordinances for obstructing the street. In demanding new permits, members of the force should state in a respectful manner to persons that if they fail to show their permits they are liable to the same penalty as if they did not have permits.

To aid in getting promptly at work in putting out fires a force of the employes of the City Works Department respond to alarms with the firemen to aid in clearing the snow from hydrants, and men have been stationed in the City Hall tower to look out for fires. Both telegraph and telephone communication was difficult in Brooklyn yesterday owing to the broken and crossed wires. Over 1,000 wires were down, and upward of 100 linemen were busily at work. The need of underground wires was apparent. A train on the Brooklyn, Bath and West End Railroad with twenty-four passengers was stalled in the snow at Seventh-ave. and Thirty-seventh-st. on Monday night, and the passengers were made as comfortable as possible until morning.

NO DANGER OF A FAMINE.

For a time it was feared that supplies of food would run short in Brooklyn, particularly if the storm was renewed, and many prudent persons proceeded to lay in a stock of meat, flour, eggs, condensed milk and other necessaries, but there is still a large amount of stock on hand in most of the groceries and butcher-shops, and the prices were advanced only slightly. The demand for coal in small quantities at many groceries exceeded the supply, and the price was advanced from twenty-five to forty cents a pail. Many of the grocers were unable to get coal from the dealers, who wanted their stock for their regular customers. Many poor persons had their needs in the way of fuel and provisions supplied by charitable neighbors.

Among the matters reported to the Brooklyn police were the freezing to death at Cypress and Fulton-aves., in the Twenty-sixth Ward, of a boy twelve years old. He has not been identified. His dead body was found in a snow-drift. William Coleman and William Huber, two boys each about fourteen years, started out on Monday morning from Cooper and Hamburg aves. to deliver milk, but had to abandon the wagon in the snow and took refuge at night in an unfinished house in Schaffer-st. They put their horse in the cellar and built a fire in the kitchen, where they made themselves comfortable until yesterday, when they managed to get home. They got food from a family living near the house where they took shelter. Michael Flahive, of No. 1,119 Fulton-st., was exposed to the cold while driving a hack on Monday, and died yesterday from the effects.

Strenuous efforts were made by the Brooklyn and Brighton Beach, and the Prospect Park and Coney Island Railroad Companies to resume yesterday the running of trains to Coney Island, which has been cut off from the outside world since Monday morning, and they will run to-day. Many men worked to cut through the drifts yesterday.

THE STORM AT SEA.

MANY PILOT BOATS SHIPWRECKED.

TWENTY NOT ACCOUNTED FOR—OCEAN STEAMERS ARRIVE.

No further information was received yesterday at the Pilot Commissioners' office respecting the pilot boats wrecked in the Bay. Nearly a dozen have been wrecked, and some fifteen of the New-York boats and five of the New-Jersey boats are still to be accounted for. The pilots thought yesterday that most of these have been able to get out to sea where they could outride the storm and be comparatively safe. Half a dozen sloops and schooners were reported in the Lower Bay damaged by the storm. The Anna H. Parson, of Portsmouth, was one of these. Her stern was smashed and one of her boats had been carried away. The Pettingill, an outward bound schooner, was another. Her rigging was badly damaged and her bowsprit was washed away.

The schooner Mary Heltman, Robert McRoberts, captain, owned by Hugh McRoberts, on Monday morning broke from her anchorage off Tompkinsville, S. I., and drifted down through the Narrows into the Lower Bay where she came in collision with the schooner George W. Lochner, bound from New-York to Nassau. When the vessels came together Seaman James Hennessy jumped from the Heltman on board the Lochner. His companions tried to do the same, but were not quick enough as the wind caught the

HAILING A SILENT CRAFT.

Hennessy says they were unable to make any sail, Hennessy says they were unable to make any sail, as the rigging was covered with ice. In drifting through the Narrows the Heltman passed close by the pilothoat J. F. Loubat, No. 16. She had three anchors but could give no aid to the schooner. The revenue cutter Grant, anchored off Clifton, was also hailed, but no response came. Hennessy says there is no doubt that all hands on the Heltman were drowned, as the schooner was drifting out to sea rapidly and was fast being covered up with ice and snow. The men on board were Mate P. Mullaney, Seamen James Hennessy, Dave Carroll and John Stewart.

The tug E. D. Lukenbach was reported to have been lost with a crew of nine men, but no confirmation could be obtained. At the tug office in South-st. it was stated that the rumor had been heard but nothing was known in regard to it. The Luckenbach, it was said, was at the Delaware Breakwater on Sunday. She is commanded by Captain Anthony Keron. The North German Lloyd steamer Lahn which was to sail yesterday, will not leave her pier in Hoboken until this morning at 7 a. m. Her passenger list is large and many of the passengers were prevented by the storm from reaching the city.

TRANSATLANTIC LINES COME IN.

Among the steamers which arrived at the Bar yesterday were the Queen from Liverpool and the Werra from Bremen. Both encountered the storm on Monday night. All the coast steamers which arrived reported a gale lasting fourteen hours. The Danish bark Anna, which anchored off Quarantine on Monday was carried by the storm and heavy ice on shore at Fort Wadsworth. She lay there in a dangerous condition until the flood tide enabled her to reach deep water. The Niagara, from Havana, encountered the storm on Monday night when about seventy-five miles north of Hatteras. The heavy snow covered the deck knee deep. At noon on Tuesday a heavy wave washed over the decks carrying away a portion of her railing.

It is believed that a number of vessels have been wrecked along the New-Jersey coast between Sandy Hook and Barnegat Bay Inlet. The wrecking steamer Rescue owned by the organization went to Bay Ridge yesterday. The crew found two pilot boats ashore. They were the Edwin Driggs, No. 7 of New York and the Thomas B. Harrison, No. 3 of New-Jersey. They stood half up upon the beach. Near them was the Ezra Nye, No. 2, of the New-Jersey fleet. She had been so badly injured that she had sunk. The crew of the Rescue went to work upon the Harrison and Driggs and soon succeeded by hard work in drawing them back into the water. Pilot boat Hope No. 1, of New York, which was ashore near Bay Ridge was also pulled off by the wrecking steamer. She appears to be comparatively uninjured.

THE DEAD CANNOT BE BURIED.

FUNERALS BLOCKED BY SNOWDRIFTS.

THE HEALTH DEPARTMENT BADLY CRIPPLED—TROUBLE IN MOVING SMALLPOX PATIENTS.

One sad result of the storm was that it made burials impossible. Many funerals were postponed and up to last evening the undertakers here did not know when they could bury the dead committed to their care. A few bodies were placed in receiving vaults, but after Monday's experience few attempts at burials were made by the undertakers here. Officers of the cemeteries had not heard yesterday from their cemeteries, telephonic communication of course being cut off. Some of the undertakers have corpses in their establishments. One has five bodies. Several have two and three awaiting burial. In some cases the bodies have been left at home, the funeral services have been said over them. It is expected that Woodlawn Cemetery can be reached to-day, but that is uncertain.

Edward Merritt, of Stephen Merritt's establishment, said yesterday that he had used up one day and a good horse in postponing funerals. Yesterday he managed to send off a body to Evergreens Cemetery and one to Greenwood. In one case he had to carry the body in a sleigh. The hearse in the latter instance was dragged by four horses. He had heard that a down-town wholesale coffin establishment had sent out two teams on Monday to carry coffins to Harlem for undertakers there. The teams have not been heard from.

The undertakers who attempted to make burials or to place bodies in receiving vaults at the large cemeteries on Monday, Tuesday and yesterday, had a rough time of it. On Monday a procession of a hearse and four coaches started from this city for Greenwood. The undertaker got back yesterday, but they left the hearse, coaches and mourners there. Two of the men were badly frozen and had to be put to bed there. Twenty-five men dug a path to the cemetery's receiving vault. Another undertaker went to the Lutheran Cemetery on Tuesday. He had four horses to drag a sleigh on which he carried a child's body. He managed to get back yesterday morning. An undertaker in Fourth-ave. said yesterday that he could not bury a body in Trinity burying ground, but had to put the body in a receiving vault in Second-st.

LEAVING THE CORPSE IN A STRANGE HOUSE.

An officer of the Health Department told of an undertaker who had to unhitch his horses by the roadside and leave hearse, coffin and all for the time being. He was not so fortunate as the undertaker who gave up trying to get to the cemetery he was bound for and took the coffin into a neighboring house, leaving it there in spite of the protest the family in the house made. Besides all this trouble, there are many undertakers who have funerals on hand that they cannot attend to. Stephen Merritt has twenty. Another man reports eight. "There is a terrible stagnation in the business," sighed an undertaker yesterday.

Many undertakers who went to the Bureau of Vital Statistics with death certificates yesterday had reason to complain of the crippled condition of the department They said it was impossible to bury bodies in most of the cemeteries while the snow blockade continued. Some of them wanted permits extended so that bodies could be kept on ice a few days. Dr. Nagle's subordinates did not have power to grant such extensions and as President Bayles was too far away to be consulted the undertakers were told to do the best they could if it was not possible to obey the law about burying bodies within five days. It was said that many undertakers were placing bodies in the Marble Cemetery in Second-st. and in other vaults, temporarily, expecting to move them to cemeteries as soon as the snow melted.

HEALTH OFFICIALS DETAINED.

Scarcely any business has been transacted by the Health Department this week. President Bayles has not been near Sanitary Headquarters, and it is understood that he has been detained at his home in Orange, N. J., by the storm. Chief Clerk Goldenman has been unable to get away from his home at Fordham Heights, and Dr. Nagle, Deputy Registrar of Vital Statistics, is said to be snowbound at Red Bank, N. J. Several clerks of the department who live outside the city have not been heard from since the storm. The young woman who is stenographer for Mr. Bayles arrived at her desk yesterday, after having been snowbound on a train from Connecticut since Monday morning.

Much difficulty was encountered on Monday and Tuesday in moving four smallpox patients to the Reception Hospital in East Sixteenth-st. The ambulances had to be dug out, and Dr. Edson managed to procure a covered sleigh for the use of Dr. Priest, who looked after the patients. A crazy physician, whose name is withheld by the sanitary officials, sent word to Dr. Priest on Monday that two persons far up-town were suffering from smallpox, and Dr. Priest went through the blizzard to search for them. After being nearly overcome by the cold Dr. Priest found the persons named and saw that they did not have smallpox. Then he found the physician who evidently was insane. It was said yesterday that the physician had been sent to a lunatic asylum.

Although Mr. Bayles has been absent from the Health Department several days, his subordinates have not forgotten to obey his order about giving information to reporters. The few officials at Sanitary Headquarters did not dare to give any information about the work of the department or to express any opinions regarding the milk famine in the city.

UNDERTAKERS AT THEIR WITS' END.

One of the greatest difficulties in Brooklyn has been the burial of the dead. The average death rate in Brooklyn is about forty a day, and no burials have been made since Monday. The undertakers are at their wits' end to answer the demands made upon them and the liverymen whose chief income is from the rental of funeral coaches offered to aid the city authorities in making the roads passable. A hearse carrying the body of J. H. Bayard, of No. 43 West Thirty-fifth-st., New York, followed by two carriages, went to Greenwood on Monday morning, and after getting into the cemetery, was snowed in just inside the gates and was unable to get farther. The horses were cut loose and driven to the Fifth Avenue car stables, and the people in the one carriage which got to the cemetery, went back in the one which stopped outside the cemetery, leaving the coffin in the hearse, which was soon buried in snow. Yesterday a force of men dug out the hearse, and the body was carried to the receiving vault.

The hearse carrying the body of Mary Cramer, a servant, from No. 9 Willow-st. to the Holy Cross Cemetery, and two carriages with friends, were stuck in the snow in Flatbush, and the body was taken to a livery stable, and could not be buried until yesterday. The time within which burials must take place was extended by the Brooklyn Health Department yesterday, except in the cases of contagious diseases. A few funerals have taken place with hearses on runners and friends in sleighs, but even then bodies have had to be placed in receiving vaults. Ambulance surgeons have had to hire sleighs.

ELEVATED ROADS RUNNING ALL RIGHT.

The Elevated railways yesterday were in greatly improved shape and maintained their prestige of the two preceding days as the only means of transportation in the city to be depended upon. From the early hours of the morning Colonel Hain did his best to make his road conform to the schedule time. Owing to the condition of the track it was deemed inexpedient to run the usual trains of five cars, but three and four-car trains were run, and before the rush of the "commission" hours the five-car trains were put on. Although the melting snow made the tracks uncertain, and between stations where there are heavy grades some delay occurred, taking everything together the service came as near to the schedule time as the unexacting passengers asked or desired.

All traces of the accident on the Elevated railroad, which happened on Monday last, were removed yesterday morning. The wrecked engines and the passenger coach which was telescoped were moved to the centre track at the Seventy-sixth-st. station on Monday evening, so as to clear the downtown line, but owing to the snow and ice which covered the structure it was not until yesterday morning that the company's men were able to raise the engines, one of which was totally dislodged from its wheels.

GRADUALLY OPENING THE SCHOOLS.

The public schools of the city are recovering from the effects of the storm. In some of them work was resumed yesterday with a small attendance. Most of the teachers who are living in the city reached their schools. Superintendent Jasper was at his desk in his office and all of the assistant superintendents had reported. Mr. Jasper's cars were both frozen on Monday during his efforts to get down town in the storm. Mr. Jasper said that he thought all the schools would be open to-day below the Harlem River. In the Annexed District and in the northern part of the Island, where the roads cannot easily be opened, work may not be resumed before Monday.

There were about 1,000 students at the Normal College yesterday and only a short session was held. Regular sessions will begin this morning.

It is expected that everything will begin to move along regularly again to-day at the New-York College.

A FALL OF ROCK IN THE ERIE TUNNEL.

The officials of the Erie Road, who were doing their best yesterday in Jersey City to get their tracks clear, when it was reported that there had been a cave-in out in the tunnel. At the office of Superintendent Barrett, Chief Clerk A. H. Walcott said: "It is true that there has been a fall of rock in the tunnel, but it is not serious enough to be called a cave-in. A mass of rock, too large to be handled without breaking it up, fell in the tunnel this morning, and delayed travel for several hours. Then, before we allowed a train to go through, we made a careful inspection of the whole tunnel, and finding another loose place, we took that down, causing a little longer delay."

THE SUBURBS EMERGING.

JERSEY TOWNS MAKING CONNECTIONS.

MANY CURIOUS FEATURES OF THE STORM—ACCIDENTS AND INCIDENTS.

The inconveniences of the blizzard are now supplemented by the danger of a famine in Hudson County. Butchers and grocers who obtain their supplies from New-York have been unable to go to the city and their stock is nearly exhausted. Many families placed their dependence yesterday on canned goods. No cattle have been received at the Harsimus Cove Abattoir since Sunday, and what dressed beef is there cannot be got away. Some dressed hogs were taken to New-York yesterday. As there is plenty of coal stored in the different yards in the city, there is no danger of a coal famine. An attempt was made to reopen the public schools, but the attendance was so small that they were ordered to remain closed until Monday.

The Jersey City and Bergen Horse-Railroad Company succeeded in getting the Montgomery-st. line cleared, and the first car since Sunday was started from the stables on the hill at 11:40 a. m. It reached the ferry without special trouble, and trips were made every five minutes during the remainder of the day. The superintendent gave orders that half-hourly trips should be made all night. The undertakers are still crippled, and a number of applications for renewal of burial permits were made yesterday to the County Board of Health. There is a great dearth of milk, no milk trains having arrived on any of the roads.

The theatrical companies are still stranded in the railway station, and their number was added to yesterday by the arrival from Brooklyn of the Mattie Vickers Company bound for Altoona. A number of legislators waited patiently in the station all the afternoon for transportation to Trenton. Among them were Senators Martin and Edwards, Speaker Dickinson and Assemblymen Hill, Feeney, Norton, Fuller, Gallagher, Lufburrow, Lozier, Christie, Brown, Letts, Short and Heppenheimer. One thing for which the blizzard is entitled to gratitude is that it has put at least a temporary stop to the disgraceful affairs called horse races at Guttenberg and Clifton.

Hoboken is still buried deep in snow and business is almost entirely suspended. A special meeting of the City Council was called yesterday afternoon by Mayor Kerr. The Chief Engineer of the Fire Department reported that he was helpless, and in case of fire would be unable to get the engines out. The council instructed the Street Commissioner to employ all the men he can get, and to get fifty horses and carts to remove the snow from the streets. The supply of milk and coal is running short. It is not expected that communication will be established with Jersey City for two or three days yet. The cars at the station are turned into hotels, and persons holding tickets were allowed to occupy them. All the stalled trains have reached stations and the passengers have been cared for. The Universal Rubber Company, of Hoboken, which employs about 150 hands, was obliged to shut down yesterday for lack of coal. All the mail in the post office was delivered yesterday, but a large amount of out-going mails piled up in the office waiting for the opening of the railroads.

PATERSON PEOPLE ASTOUNDED.

HOUSES UNROOFED AND TREES TORN DOWN—SUFFERING AND ANXIETY.

The snow storm in Paterson set in on Sunday night, and the inhabitants were astonished on Monday morning to find that they were as completely isolated from the outside world as if they had been on an island in mid-ocean. Unfortunately, the storm in the early morning did not indicate what serious proportions it would attain, and several commuters' trains started out from Paterson with their living freight, only to find themselves fast stuck in the snow-drifts between Paterson and Passaic, where many of the hapless passengers had to stay for a day and a half with no means of getting either to their destination or their homes, and no chance of communicating with their anxious families.

A train from Newburg, N. Y., got to Paterson about 11 a. m., Monday. It had picked up passengers at Tuxedo, Ridgewood, N. J., and various suburban points, and when it reached Paterson it got stalled. The passengers from Tuxedo (including some prominent in New-York society), Ridgewood and other points had to stay in Paterson. The Erie Company kept open its station warmed and lighted on Monday night, and also had its cars in the station shed lighted and heated, and both station and cars were the sleeping places of scores of homeless wayfarers who made the most fun they could out of the dismal situation.

On the New-York, Susquehanna and Western Railroad one early morning train from Butler reached Dundee Lake Station, across the Passaic River from Paterson, about an hour late, and then stuck in a cut the greater part of the day with about 150 cold and hungry commuters on board. Finally, late in the afternoon, the cars with the aid of three engines, were got, one by one, back as far as the Broadway station in the suburbs of Paterson.

During the height of the blizzard on Monday the principal streets were almost deserted and scores of persons were dragged out of drifts in the street, where they had become exhausted. At Public School No. 11, Principal William J. Slattery found himself on Monday afternoon with about 150 children on his hands, many of them living in exposed sections of the suburbs. He divided them in squads, according to residence, and with great labor and struggling through drifts and tacking against the blizzard, got every child safe to its door by a series of "personally conducted excursions."

By Tuesday morning the city was completely shut off from the outside world. There were no mails, no trains, no wires. Business was almost paralyzed, except that of the crowded hotels and liquor-stores. The high wind wrought much havoc, unroofing one large mill, blowing down factory stacks and house chimneys and prostrating huge trees. The gable end of one house was beaten in and the inmates were left exposed to the blizzard. The spire of the Market Street Methodist Episcopal Church is twisted, but stands secure.

There was a fatal accident on the Susquehanna road, a few miles east of Paterson yesterday. A gang with two engines were trying to break through, when a displaced rail sent one engine down a bank and the other off the track. A son of General Passenger Agent Demarest was killed, and another man, whose name could not be learned, badly scalded and hurt. This road is expected to be open to-day.

The Erie began running trains with something like regularity last night. Two or three trains have reached here from New-York, the newspapers set off like hot cakes at fancy prices, and every one felt that the isolation was at an end.

PUSHING THROUGH NEW-JERSEY DRIFTS.

PARTIAL SERVICE ON THE CENTRAL RAILROAD—SEA-COAST TOWNS COMPLETELY ROUND UP.

On the Central Railroad of New-Jersey traffic was of course limited, but telegraphic communication was opened to Bound Brook. General Passenger Agent H. P. Baldwin was seen by a reporter and said: "We beginning running trains to Plainfield and Newark at one o'clock, and shall continue hourly service up to 11 p. m. We expect to run trains every hour to Somerville, began Thursday morning, and have good prospects of getting through to Philadelphia and Easton, Penn., during the day. We have received no reports of any casualties on our lines to-day, and have sent out on the road about 1,000 men to get the tracks clear."

No news has been received from Long Branch, Asbury Park, Ocean Grove, Ocean Beach and the other resorts on the northern section of the New-Jersey sea coast. All the telegraph and telephone wires are down, and the several railroad lines are blocked with the snow which fills all the deep cuts. The newspaper train which left this city at 4 a. m. Monday succeeded in running as far as the deep cut at Middletown. Here its crew was forced to abandon it and it soon became completely snowed under. The train of the Central Railroad of New-Jersey which left Long Branch at 6:40 a. m. Monday is stalled in the cut near Red Bank. An engine sent out to pull it through the cut is reported to have broken down and then toppled over on its side. The Freehold and New-York Railway Company ran one train over its road on Monday and then suspended operations. The Southern Railway of New-Jersey Division of the Central New-Jersey is supposed to be from ten to thirty feet under snow.

The Laurel House at Lakewood, which is on the New-Jersey Southern Railway, is filled with prominent people from this and other cities. The town can not be reached before Saturday or Monday. Trains will not be running between New-York and Long Branch and Asbury Park before Saturday. All of the little branches of the Pennsylvania Railroad in New-Jersey are closed because of the huge snowdrifts. In some places in New-Jersey the snowdrifts are over twenty feet high and nearly cover up small houses.

THE HOTEL BRIGHTON SAFE AND SOUND.

The rumor afloat on Tuesday that the Brighton Beach Hotel had been carried out to sea, proved yesterday to be unfounded. Though still propped up on piles and nearly ready to be cut loose from its supports and towed back toward the Brighton Beach race track, it weathered the blizzard in safety. The storm was a westerly one, fortunately, and that helped to keep the sea from breaking hard against the unprotected foundations of the hotel. The roads were impassable yesterday beyond Gravesend, but from that point the hotel could be easily seen with a field glass. No marks of damage could be made out. West Brighton is all snowed in, and some of the smaller hotels were battered a good deal by the storm. The cornice of one house fell on the head of Walter Kirsch, a lawyer, and knocked him senseless. Two men carried him home, but he was found to be only slightly injured.

HOUSES UNROOFED AT BAYONNE.

Bayonne City is practically snowed under yet, and from Sunday night until yesterday morning there was no communication with New-York. A train managed to get through the snow-drifts and reached Jersey City shortly before noon. At the height of the blizzard a new house just completed was lifted from its foundation and carried a considerable distance, landing a wreck in Williams-st., Constable Hook. The roofs of several rickety frame tenements, principally occupied by Hungarian families, fell in on account of the great weight of snow. Fortunately, the occupants reached a place of safety before this happened.

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BREAKING OUT OF MT. VERNON.

PENT-UP TRAVELLERS GET AWAY AT LAST—SCENES BY THE WAY.

The New-York and New-Haven Railroad held more than 2,000 New-York business men prisoners on their snow-bound trains between Bridgeport and Fairfield and between New-Rochelle and the junction with the Harlem Railroad from Monday morning until yesterday. Those snow-blocked between Bridgeport and Fairfield, upon five trains, were released yesterday morning, and Treasurer Squire of the railroad company gave them the choice of quarters at the Atlantic Hotel, Bridgeport, until trains could be got through, or to come to New-York on the steamboat. Several hundred accepted the latter proposition and arrived in the city at 2 p. m. yesterday. Orders were given by Treasurer Squire to give the remaining passengers the best of everything and to send the bill to the company. The five trains remained yesterday morning fast in the snow drifts unable to get either way.

Mount Vernon has been the forced residence of about a thousand snow-bound business men and others who left their homes at Pelhamville, New-Rochelle, Mamaroneck, Rye, Portchester, Greenwich, Stamford, and Norwalk on Monday morning for New-York. Among these were the Rev. Dr. J. M. Buckley, Editor of "The Christian Advocate"; the Rev. Dr. Storrs, the Rev. Dr. McFarland, of Greenwich; George W. Quintard, president of the Charleston Steamship Line; Thomas G. Ritch, of the law firm of Arnoux, Ritch & Woodford; James W. Quintard, N. F. Palmer, who is building the gunboats Bennington and Concord for the Navy; Andrew Ferris, M. Berriam, George H. Simpson, and A. H. Gale, of Portchester. John J. Post and C. D. Benjamin, of Rye; H. L. Bairn and James Morrell, of New-Rochelle; M. Joralemon, of Mamaroneck, who had started to New-York for his family doctor to attend his wife who was supposed to be fatally ill, and Mr. Husted, of Brooks Brothers, who, with an undertaker, was on his way to New-York to make the final arrangements for his mother's burial at Portchester that was to have taken place on Tuesday.

A THOUSAND WAYFARERS DETAINED.

These thousand passengers were on the eight trains due in this city between 7:28 and 9:31 a. m. The snow was piled in drifts from five to fifteen feet deep in the roadways, upon the fences, and against the houses, and upon portions of the railroad track. The town was cut off from railroad, telegraph, and telephone communication with other parts of the world, on Sunday night, as completely as any hamlet in the Rocky Mountains in mid-winter. The same condition of things prevailed at other towns on the New-Haven and Harlem roads. On Tuesday morning a message came from Superintendent Turner that a large force of laborers was clearing the Harlem River Branch and would then clear the track from New-Rochelle to Mount Vernon, when the trains would be run into New-York over the branch. The information soon spread and bank cashiers, who alone knew of the combinations on their safes; lawyers, who had cases to be called in courts; bankers, who had notes falling due, and brokers who had contracts to meet felt hopeful. They had exhausted the shops of their stocks of rubber boots, woollen socks, stockings, and toboggan hoods, and presented an interesting spectacle trudging through the snow, or walking upon it with rude snow-shoes made of barrel-staves with network between them. Forty Italians cleared the snow from between the trains so that they were got close together, and then word came, "No trains through before to-morrow morning."

Mount Vernon's two hotels, the houses of the hospitable people, and the public halls were again filled.

Promptly at 7 a. m. yesterday, the passengers were back in their trains; but moments grew into hours and still there was no one who could tell when a start would be made. Messrs. Palmer, Gale, Simpson, Husted, Berriam and Ferris started to walk to Portchester. A little later an enterprising newsman arrived with New-York papers.

SNAPPING UP NEW-YORK PAPERS.

The hungry passengers for New-York and the world's news pounced upon the papers like wolves, and paid the newsman's price of 40 cents for each of his 300 newspapers without question. He conscientiously confessed that he and another left New-York with 1,100 papers, including 200 Tribunes, and as he had not charged more than 40 cents for any of them he would not scruple to take advantage of people in Mount Vernon.

Then Dr. W. McD. Halsey and his son arrived after walking from Mott Haven. This encouraged The Tribune reporter and Marquis Stiles, an artist, to walk to New-York. Provided with home-made snow-shoes and protections for their lower limbs against the snow, a lunch and some Apollinaris water, the arctic-clad travellers resembled in their dress that objectionable class of people known as the "tramp." They followed the line of the railroad until below Fordham, and then struck off to the eastward over one of the almost untravelled roadways until they reached a suburban rapid transit station and rode the rest of the way into New-York.

From Williams Bridge to Bedford Park the snow was piled in solid drifts ranging from two to six feet in depth, and which will take at least twenty-four hours to cut through with the force at work yesterday. About forty Italians were shovelling snow from both tracks above Williams Bridge, and at Bedford Park were two medium-size locomotives with medium-size plough shares on their pilots plunging into the banked snow on the up-track. From that point to Mott Haven the up-track was clear of snow, and probably trains may be run up and down on this one track as far as Mount Vernon to-day.

Two engines from the Grand Central Station, with snow-ploughs attached reached Mt. Vernon yesterday afternoon at 3 o'clock and proceeded as far as Rye, to which point the track is clear.

JUDGE LACOMBE'S LONG WALK.

FOOTING IT FROM SOUTH ORANGE TO NEW-YORK WITH A FEW COMPANIONS.

United States Circuit Judge Lacombe was much annoyed yesterday at a rumor which he feared might reach his family that he was lost in the snowdrifts on the Jersey meadows. He had an interesting experience on his trip from Morristown, but looked none the worse yesterday as he presided at the hearing of arguments in the Circuit Court. He said in answer to a question as to his experience in the storm:

"I left my home in Morristown by the 8:25 train on Monday morning. We ran into the block with some eight or ten other trains at South Orange. We remained there till 4 p. m., when about twenty of us left the train and walked by the carriage road through the storm to Orange. We stayed at Orange over night.

"On Tuesday morning at about 8:30 we walked from Orange to Newark by the road, hoping to find either the Pennsylvania or Jersey Central open. Falling in that the party broke up—some undertaking to come through by sleigh over the plank road—as I have since learned unsuccessfully. Others remained in Newark. Mr. Corbiere, from Morristown, and myself, with two gentlemen from Montclair whose names I do not know, crossed the river by the carriage road, then ascended to the track of the Delaware, Lackawanna and Western at Harrison, walked on it till we reached the parallel track of the Pennsylvania and continued along the latter over the meadows and through Jersey City to the ferry. We reached the ferry about 1 p. m. I lost the first boat after our arrival by stopping to get a cup of coffee, and did not reach the city till 8 p. m. Tuesday. The others, I suppose, arrived by 2 o'clock."

Judge Lacombe's walk on Tuesday must have been as much as twelve miles long, part of the time facing the cold wind, and much of it was through deep snow. He did not seem to regard his exploit as a great one. Deputy Clerk Thornton, of the same court, walked on Monday afternoon about seven miles, nearly all the distance from the Federal Building to his home in One-hundred-and-seventeenth-st.

Use the surest remedy for catarrh—Dr. Sage's.

NO DANGER OF ANOTHER BLIZZARD.

WARM AND FAIR WEATHER PROBABLY FOR TO-DAY—A SLIGHT THAW.

Sergeant Dunn in his office on the top of the Equitable Building was besieged yesterday with inquiries and enquirers about the weather, but he could only satisfy them from his own personal observation, as the local Signal Service Bureau has not been in communication since Sunday. The temperature rose from 23 degrees at 7 a. m. to 39 degrees at 3 p. m; and 8 p. m. had fallen again to 30 degrees. The rise in temperature was accompanied by a flurry of soft snow, of which three quarters of an inch fell, bringing the total average fall since the beginning of the storm to two feet and two inches.

In the afternoon and evening there was a quick thaw and many of the streets, particularly on the river front, were deep with slush. Sergeant Dunn thinks that the weather will be warm and fair to-day, though there may be some more snow-flurries. There is no prospect of another blizzard visiting this city in a hurry and the prophets who foretold a quick successor to the last based their predictions on no more firm a foundation than a low barometer in the Northwest.

COAL GETTING SCARCE IN NEWARK.

PROSPECTS OF SPEEDY RELIEF FROM THE SNOW DRIFTS.

Railroad communication between Newark and this city was opened on the Morris and Essex and Newark and New-York railroads yesterday, and late in the afternoon trains began running at intervals, but without any schedule time. The Chicago Limited, which was lying since Monday at Tichenor-st., Newark, was hauled back to Jersey City at noon. The passengers were good-humored. While the train lay at the crossing it was photographed by amateur operators. Six hundred laborers were at work all day yesterday digging out the horse-car tracks, and by evening the snow-ploughs were set to work to clear the sixty miles of track. Superintendent Battles told a Tribune reporter that all the cars would be running regularly to-day, connecting with suburban places by stages. Little business was done in Newark, and many of the large manufactories are shut down for want of coal. There was a great scarcity in the markets, and the restaurants and hotels have difficulty in providing fare for customers.

The list of fatalities from the storm is increasing. On Monday night a man dressed only in a nightshirt was found in a snowdrift in Fairmount-ave., and carried into a beer shop. It was learned that he had jumped from a window of the City Hospital. He died within an hour. Zarler Zwinge, a milkman, living in Livingston, after serving his milk on Monday, started to drive home in the afternoon. In the evening his horse walked into the barnyard, dragging the sleigh, in which lay Zwinge's dead body. There were rumors in Orange and the townships yesterday of other milkmen having been frozen to death on the mountain roads. Charles Logger was taken to the Memorial Hospital in Orange Tuesday with his feet and hands frozen. John Boyer, son of Joseph Boyer, of Brookdale, was found dead in a snow bank on Tuesday evening. The boy had been sent on an errand to a grocery store a mile distant from home. Kate Scranton, age fifteen, of Harrison, left the Edison works in Harrison on Monday for home, and did not appear there. Search was made for her Monday night and Tuesday she was found in the house of a German woman who had picked her up fainting by the wayside. George Wayne, age thirty-nine, of Harrison, has been missing since Monday.

A train on the Greenwood Lake Railway was stopped at Arlington by the storm on Monday, and has been snowbound ever since. There was 125 passengers, mostly residents of Bloomfield and Montclair, and they were provided for by the people of Arlington. On Tuesday night the supplies got scarce, and yesterday fifty of the party started for Newark, struggling through the deep snow for several hours and arriving in an exhausted condition.

The stock of coal at Newark, Harrison, Kearny and other manufacturing towns is so low that unless the freight blockade is speedily raised there will be a general shut down of all industries, and much suffering will ensue.

STATEN ISLAND STILL SNOWED UNDER.

It is impossible to get any word from the interior of Staten Island, and the amount of damage done by the storm cannot be learned, although it must be something great. It has been ascertained that three trains on the Rapid Transit road are snowed in at Annadale, about ten miles from Stapleton, and the passengers are being cared for at an inn. Yesterday morning three hundred men were put to work clearing up the tracks under the direction of Superintendents Gannon and Briggs. Several calamities on the water are reported. The ferryboat Maid of Perth was sunk at her dock at Staten Island, all the passengers going ashore in safety. The heavy ice in the Kills stove a big hole into the hull of a two-masted schooner that was lying off Stapleton waiting for a load of bricks, and the vessel went to the bottom. The canal-boat Jachina grounded on a rock on account of the low tide and will prove a total loss. It is expected that other casualties have occurred, but no more have been reported.

LONG ISLAND BEING DUG OUT.

As communication is gradually opened up with different points on Long Island the story of the hardships endured by the people comes to light. In the villages as well as in Long Island City the general stores are very nearly "cleaned out," and hence provisions, if at all obtained, are purchased with no little difficulty. The different horse-car lines are still tied up, and sleighs are the only vehicles to be seen in Astoria. For the first time since Sunday night telegraphic communication was established yesterday between Freeport and New-York.

THE COURTS.

AGAINST TWO ELEVATED RAILWAY COMPANIES.

The suit of Oliver S. Carter and Henry E. Hawley against the New-York Elevated and the Manhattan Railway companies for an injunction to restrain them from erecting or maintaining the elevated structure in front of the plaintiffs' premises, Nos. 140 and 142 Pearl-st., and for damages and other relief, was decided yesterday by Justice Truax in the Supreme Court. Judgment is given against the New-York