as the light from the fire made things as bright as day, and a rescue corps was soon formed to give aid to those whose danger was the greatest. The water began to subside about 2 o'clock in the morning, and while this brought a certain amount of relief the imprisoned people dared not to relax their vigilance for fear of another rise in the treacherous stream.

DEEDS OF HEROISM.

The double attack of the elements on the hapless village gave many chances for deeds of heroism. In one of these Fred Miller, a pedler and fisherman, was drowned. The man's attention was attracted by cries for help coming from the second story windows of the Port Reading Hotel, which stands between the tracks of the Port Reading Railroad and the Raritan River. The owner, Francis Mulvey, and his family had taken refuge in the upper part of the house and as the water rose Mrs. Mulvey became alarmed and screamed for assistance. Miller, who was in a small boat, rowed out to the hotel and was about to take the prisoners aboard when a floating tree trunk struck the frail craft, capsizing it and throwing the heroic Miller into the swift current. His body was found yesterday morning lodged against a tree on the banks of the Raritan.

Another rescue, which, happily, had a better termination, was one in which the Rev. Dr. Goodrich took part. A man who was caught by the flood while attempting to escape to the street was unable to get any further than a fence, around which the water swirled in a dangerous way. As the flood rose the man's position was extremely unpleasant, and several times he was about to let go his hold and fall into the torrent, when Mr. Goodrich got into a boat and rowed out to his assistance, reaching him just in time.

DAMAGE DONE BY THE STORM.

When the sun rose yesterday morning it was on one of the most desolate scenes ever observed in any town. While the water had receded to a great extent, it still stood three feet deep on Main and adjoining streets, and in many instances the floors

MAIN-ST., BOUND BROOK.

of the stores and residences were covered. In the dining-room of the Berkeley Hotel, across the street from the depot of the Central Railroad of New-Jersey, a muddy mark three feet above the floor showed the level the water had reached. At noon the water was about three feet deep in the lower part of the city, but by 3 o'clock it had almost disappeared, and a thin layer of mud and quantities of refuse and driftwood gave evidence of the inundation. Along the railroad tracks were strewn portions of fences, telegraph poles, outhouses and driftwood, and in some cases these unwelcome visitors found their way into the stores and dwellings along Main-st.

The damage done to mercantile and railroad interests is almost incalculable. The track of the Port Reading Railroad for a distance of almost a half mile was entirely destroyed. The embankments of the Lehigh Valley and the Philadelphia and Reading roads were also badly washed out. A bridge of the latter road a short distance from Bound Brook was shattered, and one span carried away. During the greater part of yesterday the trains of both the Lehigh Valley and Philadelphia and Reading Companies used the Jersey Central tracks, but late in the day a large force of laborers employed by the former succeeded in repairing the damage so as to permit the passage of trains. No trains were run over either road during Thursday night.

A conservative estimate places the loss to firms and residents of the town at $350,000. The principal losers are William H. Powlinson, Alpaugh & Rutt, Bonney Brothers and A. S. Coriell, all grocers; Isaac Giles and William Schure, bakers, and the Berkeley Hotel.

RUIN AT OTHER POINTS.

One of the most serious effects of the storm was the damage done to the Raritan Canal. At several places the walls of the canal were washed away, the worst break being at a point opposite Bound

THE RUINS OF LUMBER-YARD AND CHURCH.

Brook, where over a hundred feet of the towpath was torn out.

Throughout the entire Raritan Valley the loss from washouts is extremely heavy. The Southern branch of the Central Railroad of New-Jersey is so badly damaged that it will be several days before traffic will be resumed. The woollen mills at Raritan were invaded by the flood, and much valuable machinery was partially destroyed. Two colored men who were driving a team of mules along the river bank have disappeared, and it is feared that they have been drowned.

The damage at New-Brunswick is very heavy. Nearly all the manufacturing plants are seriously crippled by the water, which poured into cellars and ruined goods. This is especially true of the wall-paper factories, many of which are located along the banks of the river or canal. In all, the damage is estimated at about $100,000, though it may run considerably over that sum.

LANDSLIDE IN THE ROCKAWAY VALLEY.

HUNDREDS OF TONS OF EARTH FALL INTO THE RIVER—A MILL'S DANGEROUS POSITION.

Boonton, N. J., Feb. 7 (Special).—The flood in the Rockaway valley played great havoc here last night. On the west bank, which is the easterly slope of the park in which are many handsome dwelling places, hundreds of tons of earth from the hillside became loosened by the water rushing down to the river, and went with a crash into the river, leaving a precipice in the hillside over sixty feet in height. A large number of giant hemlocks went with the landslide and are strewn in the river for hundreds of feet.

The switch trestle of the Delaware, Lackawanna and Western Railroad, over the river and extending to the mills, was carried away. Part of it was on land which was protected from the river by a high and solid wall; but wall, land and everything went with the flood.

Myer's coal yard, which was under the trestle, with its large stock of coal, has gone out of sight. One of the mills which had one corner of its foundation a few yards from the bank was inundated, and now rests partially on land, and is partly in the rushing stream. The total losses will probably not be less than $50,000.

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THE MORRISTOWN FLOOD.

ICE AND WRECKED BUILDINGS PILED UP TOGETHER.

THE WHIPPANY RIVER RAILWAY FORCED TO SUSPEND FOR SEVERAL DAYS—MANY DAMS AND BRIDGES SWEPT AWAY AND MILLS CLOSED—ONE WOMAN DIES FROM SHOCK.

Morristown, N. J., Feb. 7 (Special).—The excitement over the flood caused by the breaking of the Pocahontas Lake dam has abated somewhat, but the flood is still the all-absorbing topic. Many have taken the matter philosophically and this morning went to work cleaning away the wreckage. The scene is a dreary one. Hundreds of tons of ice are piled up in Centre-st., and mixed in with the ice is the debris of the wrecked buildings.

The loss from the flood is not confined to Morristown by any means. Reports are coming in this morning from all parts of Morris County of the damage done last night. It is estimated from reports received thus far that damage to the extent of at least $100,000 has been done to county bridges alone. The Whippany River Railroad is so badly washed out that it will be impossible to run any trains over it for several days. Some of the bridges were saved by anchoring them to freight cars. A spur two or three hundred yards long to McEwan Brothers' paper mill, at Whippany, was wiped out. At Whippany the Eden bridge, Ford's bridge and Wilson's bridge are gone, and the dam at McEwan's mill was swept away.

Yesterday all efforts were centred in getting the inmates out of the threatened houses. The Chester branch of the Delaware, Lackawanna and Western Railroad was covered by water to the depth of two feet, and all traffic was suspended last night. The dam at the Rolling Mill Pond, at Dover, gave way and filled the cellars of the houses along the banks of the stream. The railroad track between Dover and Rockaway was flooded, and had to be abandoned last evening. It was still covered with water this morning. At Rockaway and Danville the Rockaway River, ordinarily a shallow stream, rose to an immense lake, and carried away fences, outhouses, barns, big trees and did great damage to the surrounding farms. The bathhouse, lately built for the sanitarium, was carried down the stream and completely wrecked. The railroads were taxed to their utmost to keep

the tracks sufficiently clear of mud and stones in the cuts near Rockaway to run trains. On the Boonton branch one of the culverts was so badly washed that it will be necessary to rebuild it. At Boonton the coal sheds and trestle of Ellis F. Myers were washed away, and the turn-table was wrecked. Several freight cars were washed into the river. At Dover the canal bank broke and flooded the business portion of the town, and fire-engines were pressed into service to pump out the cellars. The coal yard of the Morristown Coal Company, at the yard of the Rockaway Valley Railroad, is covered with water, and the track runs through a pond for a mile or more.

At Whippany, McEwan Brothers lost paper valued at $5,000, and their two dams were washed away. Muir's dam, Jaqui's dam, Speedwell dam and the Shogum dam are gone. Reports are coming in every hour of the damage done throughout the county. When the flood struck McEwan Brothers' mills the doors of the main machinery-room, which is 60 feet wide by 200 long, were burst open, and the room inundated to a depth of four feet. The fires were put out, and the machinery was covered with débris and immense cakes of ice. At the Caledonia Mill, owned by the same firm, the waters swept the flume away, and had it not been for a temporary dam erected in front of the stockroom, the manufactured stock would have been a total loss. The damage to this mill will reach $2,000. At the Eden Mill, owned by Patrick Farrelly, president of the American News Company, the bridge was washed away and damage done to the amount of $5,000.

When Pocahontas dam broke the timbers and cakes of ice broke through Muir's dam and washed out the floodgates, flooding the mill to a depth of four feet, causing a loss to the stock and machinery of at least $3,000. Centre-st. and Cole-ave., in Morristown, are covered with huge cakes of ice. In Ridgedale-ave. blocks of ice fifteen feet square were left in dooryards 500 feet from the channel of the river. The flood had a humorous side. While John Gannon and others were watching Pocahontas dam an Italian woman came out of the shanty just below the dam, formerly known as the "old soap factory," wringing her hands and crying that her child was drowning. Without an instant's hesitation Gannon threw off his coat and swam from the bank along the raceway to the house and brought the little one safely to her mother, who turned and bewarded the brave fellow for not bringing three or four chickens that were drowning in the kitchen.

At 6 o'clock last evening three reporters procured a boat and started out to give assistance and to interview the people in the houses in Cole-ave. They miscalculated the strength of the current and were thrown against the house of William Horsefield. With considerable difficulty they scrambled in through the window. Just as they were preparing to leave a big cake of ice struck the building with such force that the part in which they were standing went down with a crash. There was a rush for the front rooms, and just as the last man got out the roof fell. A stove which was in the room was smashed to bits, showing what would have been the fate of those who were standing there only a moment before. As it was, they were prisoners for a time, with no hope of immediate rescue. While waiting for the waters to recede so they could wade or swim out, the boat being under the wreck of the house, they employed their time in writing out the story of the flood. They were held prisoners until after 10 o'clock, when by means of ropes they half swam, half waded to land, and made a dash for the nearest telegraph office. None of them cares to repeat the experience.

The dam at Pocohontas that gave way was more than ten feet high. This morning there is not a vestige of it left. The only evidence that there had ever been a dam there are the broken banks at the lower end of the lake.

Mrs. Pedro Francisco, who was rescued last night, died from the shock and exposure. So far as is known, this is the only life lost by the flood in Morristown.

The estimate made last night, of a quarter of a million dollars of damage done by the flood, was not too high, as is shown by the reports received at a late hour to-night.

It was reported in connection with the story of the flood at Morristown that Sire Brothers, of No. 262 Broadway, this city, were the owners of the old dam which had given way and let down the water upon the town. When a Tribune reporter called at their offices he was informed by L. S. Sire, the junior member of the firm, that it was not true that they were the owners or even agents for the owners. Mr. Sire admitted that a sale of the property had been made through them as agents. The dam was an old one, and had been built to furnish water power for a gristmill.

AN HISTORIC BRIDGE WASHED AWAY.

GREAT DAMAGE DONE NEAR SOMERVILLE—FOUR MEN FLOOD-BOUND ALL NIGHT.

Somerville, N. J., Feb. 7 (Special).—The flood has done a great deal of damage throughout Somerset County to bridges and property. Scarcely a road could be traversed to-day without fording a stream. Bridges were lifted bodily from their bed and swept down the current. The famous old Van Veghten bridge, which crossed the Raritan at Finderne, and was of great historic interest, was swept away and dashed against the iron structure of the Philadelphia and Reading Railroad Company, knocking down one section of the latter. Many bridges over smaller streams have been carried away, and it will cost the Board of Freeholders thousands of dollars to repair the loss. The South Borough Railroad has not been in operation to-day. The bridge over the Raritan near this place had four trestles washed away, and a hundred feet of the embankment and track are gone. Workmen are engaged in repairing the damage. There is also a bad washout at Woodfern, and it looks as though it would be several days before trains can be run. The loss to property in Somerville is not great, but at Raritan it will be heavy. The finishing room of the woollen mills was flooded and valuable goods were ruined. The mill race which supplied them with water has all its embankments washed away, and the dam has a big hole cut through it. It will cost a large sum to have it repaired.

A thrilling incident of the flood at this point was the rescue of four young men who were shut off from the mainland by the sudden rising of the waters. They had been shooting muskrats. When the water came upon them Walter Long and John Fleming climbed a tree, and the other men huddled on a high bank. It was impossible to rescue them in the darkness, and they were obliged to remain in their perilous position until this morning, nine hours. They could hardly stand when brought to a place of safety.

It is reported from Neshanic that the big bridge there has gone, and that Andrew Lane, proprietor of the flour mills, has had a large quantity of flour ruined.

ELECTRIC LIGHT WORKS DEMOLISHED.

BORDENTOWN IN DARKNESS—A WASHOUT ON THE AMBOY DIVISION STOPS TRAFFIC.

Bordentown, N. J., Feb. 7.—Bordentown is in total darkness to-night, last night's storm having demolished the electric light and power house and flooded the gasworks. A washout on the Amboy division of the Pennsylvania Railroad near Kinkora cut off communication with Philadelphia. The water rose here until it covered the railroad bridge, and freight and passenger trains are badly delayed. Factories and mills using gas and electricity as power are seriously hampered. The Delaware and Raritan Canal has overflowed its banks, and many offices have been flooded.

PAVILIONS BLOWN INTO THE SEA.

DAMAGE AT LONG BRANCH, SEA BRIGHT AND OCEAN GROVE.

Long Branch, Feb. 7.—Two of the pavilions in front of the Atlantic Hotel were blown from the bluff and toppled into the sea to-day. They were broken to pieces by being dashed against the bulkheads. Enormous amounts of wreckage were seen off this place this morning. Twenty bathing-houses belonging to John Crammer blew down and were carried out to sea. At the spot just north of Sea View-ave., where the St. Paul was grounded, the bluff suffered greatly. The sea tore out fully ten feet more.

Asbury Park escaped with little damage. At Sea Bright it was reported that there was a high sea, which dashed over the small wall, but nothing serious occurred. At Ocean Grove the jetties were badly damaged and the board walk was torn up.

ALL NIGHT IN A FLOOD-BOUND MILL.

REFUGE OF THE PEOPLE OF SPRINGTOWN—ALL RAILWAYS ACROSS THE DELAWARE BLOCKED.

Phillipsburg, N. J., Feb. 7 (Special).—All the rivers in this section are falling. Great damage in the aggregate has been done in the country by small streams getting over their banks. The Lehigh Valley and New-Jersey Central railroads, which were blocked last night and this morning, are now open. The Lehigh and Hudson is blocked by washouts. All roads leading across the Delaware into the Pennsylvania State regions are blocked out by reason of washed-out bridges and tracks on the Pennsylvania side.

At Springtown, this county, a dam broke on Pohatcong Creek and flooded the entire section. Men, women and children ran for safety to a large stone. This was early in the evening. A bridge near the mill had higher land, but the water rose so high it swept away the bridge, and the people were left in the mill. The coal for the office stove in the mill and the oil in the lamps gave out, and all spent a night of apprehension in coldness and darkness. It was a most trying time for the women and children.

Frederick Bloom and John Edmonds, of Pittstown, down the Delaware, went into the woods to cut cord wood. It began raining hard, and they took refuge in their shanty. As the rain kept up they tried later in the afternoon to get home, but found themselves surrounded by water. They could not swim. The water kept coming up, and they were in a terrible position, as they could not get back to their shanty. Finally, Anderson Reading, who lives nearby, heard their cries for help, and he managed to swim across to them and get them safely to land. They were nearly exhausted.

THE DELAWARE RIVER RECEDES.

ROWBOATS AND WAGONS WERE IN GREAT DEMAND IN CAMDEN.

Camden, Feb. 7 (Special).—The effects of yesterday's unparalleled flood and storm are pretty well obliterated to-day, save for the deposits of mud and floats along the Delaware River front. Nobody remembers such another inflow of water as came from that big river and the surrounding streams, and nobody remembers having seen the ferryboats tied up before because of too much water. The history of this section of the world contains nothing to equal it. No boats could be run on any of the six lines between this city and Philadelphia from 6 to 9 o'clock, except on the Federal-st. line, which was compelled to stop only about two hours. Wagons, pushcarts and all sorts of vehicles were called into requisition at the ferries, and a thriving trade was done in hauling the women passengers off the boats to terra firma at five cents a head. In Market-st. a rowboat did a good business in opposition to the wagons, and at Federal-st. Fire Chief Elfreth and two firemen manned the city's supply wagon and carted the women off the boats free. Most of the men waded through the water up to their knees and many women did the same thing, braving the waves which flooded the streets, and running risks of pneumonia and death. The water rose to Front-st on both Market and Federal sts., while at Kaighn-ave. it reached to Second-st. The city in its entire length was under water for from one to two squares. Industrial establishments all along the river and Cooper and Newton creeks were seriously damaged by inundation. The loss is estimated at $15,000. The number of washouts on the Pennsylvania's branch lines and the Atlantic City roads centring in this city was almost countless.

CAVE-IN AT LONG TUNNEL.

Lambertville, N. J., Feb. 7.—The heavy storm of yesterday caused several washouts on the Lehigh Valley Railroad in this vicinity. There was a cave-in at Long Tunnel, about eight miles east of Phillipsburg, causing all trains on the Lehigh Valley to and from New-York to be run around by the way of Trenton and the Belvidere Railroad through here.

HIGH TIDE AT BELLEVILLE.

In the course of the windstorm in Belleville, N. J., early yesterday morning, the tide at about 3 o'clock reached the highest point ever known. The engine-room and offices of the De Witt Wire Cloth Company were flooded by two feet of water, and the works were closely watched. The stables of the Eastwood Chemical Company were undermined by the water from the overburdened gutters, and the foundations were washed away. The stock was taken out in the night and removed to a place of safety. The coal docks of the John McCarty Coal Company and the Riverside Rubber Works were washed by the waves of the Passaic River and considerable coal was lost. The Riverside drive in Kearny township, opposite Belleville, was covered with surging waters and hundreds of tons of earth from the lawns of the houses that line the drive were washed down upon the roadway, rendering it impassable. The home of John Bateman, which stands upon low ground at Rutgers and Isaac sts., was flooded until the waves washed the furniture about in the second story. The Bateman family had previously waded through the water to high ground with such valuables as they could carry. The house was shifted from its foundations and household goods were lost in the flood.

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SIX MEN WERE DROWNED.

BORNE DOWN WITH THE BROKEN BRIDGE NEAR BRISTOL, CONN.

Hartford, Conn., Feb. 7.—Six men were drowned as a result of the falling of the railroad bridge across the Pequabuck River, between Forestville and Bristol, last night. Two bodies found at Forestville this morning have been identified as those of Martin Curry, of New-Britain, and Nicolo Ricci, of East Hartford. Timothy Tressy, of Newington, and William McCarthy, of Plainville, reported among the missing last night, were rescued. This makes the revised list of dead as follows: Daniel J. O'Brien, of Hartford; James Mack, of New-Britain; Charles Costello, of Hartford; Martin Curry, of New-Britain; Nicolo Ricci, of East Hartford, and Patrick McCarthy, of New-Britain.

Workmen got the new iron bridge into position this afternoon and the trains are now running regularly.

William F. Barry, section foreman, of East Hartford, will die. He has several broken ribs and his body is badly bruised and cut. He has also apparently received internal injuries. Four or five of the other men rescued are in bad shape through the shock and exposure.

Coroner Taintor has gone to the scene of the accident and will make an inquiry into the cause of the disaster. The bridge where the disaster occurred is known as Healy's Bridge, and it is just above the rolling-mill at Forestville. The storm undoubtedly loosened the structure. The 4:45 p. m. train for Hartford yesterday in passing over caused the bridge to sink three feet in the middle, breaking the train's air pipe, brakes and coupling. About twenty section hands went out to put in a new iron bridge, which was waiting to be placed. They removed the rails, and as they did so the bridge gave way.

FOUR BARGES SET ADRIFT.

HAZARDOUS EXPERIENCE OF THE MEN ON THE THOMAS J. SCULLY AND HER TOW.

Bridgeport, Conn., Feb. 7.—The steamer Thomas J. Scully, of the Scully Towing Line, of New-York, was found helpless off the Black Rock coast this morning and towed to this city by the steam tug Confidence. Captain Umsted said that he left Philadelphia on Wednesday, bound for Providence, with the barges Wamsutta, City of Norwich, Cactus and Eleanora, laden with coal. Two of the barges belonged in New-York, and two in Philadelphia.

Upon reaching Black Point, just this side of New-London, the heavy sea swept over the pilothouse and the rudder was carried away. His only safety lay in cutting loose from the tow, and this he did. One of the latter drifted toward Cornfield Light, another in the direction of New-Haven, and another seemed to settle off Black Point. The Wamsutta began to fill at once, and its crew signalled for help. With difficulty the sinking vessel was reached and Captain Higgins and two men were taken on board the Scully.

The anchor of the Scully was gone, but the captain ordered a jib hoisted and a drag thrown out, and the vessel drifted along at the mercy of the waves. It reached Black Rock early this morning and was in bad shape when the steam tug Confidence reached it. Captain Umsted says there were ten men on the other three barges.

New-Haven, Feb. 7.—The barge Eleanora, of the Scully's tow, was found at anchor off Nigger Head, near the Thimbles. The tug Gaynor went out from here and brought her in. The barge had on board Captain Carson and two men. They were in good condition, despite their fearful night's experience in the Sound. The barge is not damaged in any way. Two other barges are reported at anchor on the Cornfield Light Shoal. Men have been seen moving about on their decks. This accounts for the Scully's tow.

A TRAIN CROSSED JUST IN TIME.

NEW-YORK AND NORTHERN RAILROAD BRIDGE SWEPT AWAY BY THE FLOODS.

Woodlands, N. Y., Feb. 7.—At about 10 o'clock this morning the New-York and Northern Railroad bridge over the Sawmill River was swept away. A southbound train had just passed over the bridge. All trains are stalled on the east side of the river. Some of the passengers had to wade through water waist deep in order to reach the Woodlands Hotel, on high ground.

Late last night the two dams of the Tarrytown water works broke, and the water flooded the village of East View. Several small houses were washed away, and the occupants had narrow escapes from drowning. In parts of the village the water rose to the second stories of the houses. The Tarrytown Water Works are located on the top of a high hill. When the dam broke the water came down the hill like an avalanche, carrying everything before it. A team of horses was caught in the flood, and one drowned. The town's loss is about $5,000.

DAMAGE TO RIVER CRAFT AT RONDOUT.

Kingston, N. Y., Feb. 7 (Special).—The freshet and ice jam in the Rondout and Esopus creeks last night caused much damage. Six or seven steamboats of the Cornell Company and the Delaware and Hudson coal elevators fifteen or twenty light canal-boats, two passenger yachts and various other water craft were whirled down the creek and far out into the river, where they have lain all day in a tangle, choking the mouth of the creek and stopping ferry connections with the Central trains. Some of the canal-boats are sunk and others badly damaged, as are some of the steamers, and extensive damage was done to docks and other property.

Two-thirds of an average ice crop is estimated to be in store.

CHAPLAIN HERMANCE RESIGNS.

Poughkeepsie, Feb. 7 (Special).—The Rev. Fields Hermance, pastor of the Church of the Saviour, No. 53 East One-hundred-and-twelfth-st., New-York City, has held the office of chaplain of the Young America Hose Company, of Poughkeepsie, for several years, having formerly lived here. Yesterday he resigned as chaplain of the company, because the members had decided to sell beer at a fair which the organization will hold next week.

If a man knew he was going to be hanged, he would certainly make every effort to prevent it. He would do everything he could and strain every nerve to the last minute to get himself out of his predicament. Men have been saved from hanging after the rope was around their necks. There are ways of dying that are not so quick that are even more certain. The man who neglects his health, and who in sickness refuses to take medicine, really has the rope of disease around his neck. He will die if he doesn't throw it off. A man who would struggle against hanging may yet be very careless about his health. He may be traveling straight toward consumption and pay no attention to it, and yet death by consumption is much more terrible than death by hanging. Dr. Pierce's Golden Medical Discovery will cure 98 per cent. of all cases of consumption. Consumption is likely to be caused by weakness and in its turn, it increases the weakness. The "Golden Medical Discovery" is an invigorating strength-giving and flesh-making medicine. It increases the appetite, puts the digestive organs in perfect order, purifies and enriches the blood, and builds up firm, healthy flesh.

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THE STORM PASSES ON.

SWOLLEN STREAMS, FLOODED MEADOWS AND BATTERED BRIDGES IN ITS WAKE.

RAILROADS IN NEW-JERSEY THE GREATEST SUFFERERS—A BIG WASHOUT AT HASTINGS—MAILS AND THE MILK SUPPLY DELAYED—DAMAGE IN CENTRAL PARK.

The record-breaking hurricane that swept over New-York Thursday pursued its tempestuous course up the Atlantic coast yesterday, leaving in its track plenty of reminders of its violence. Although the worst was over and the skies were clear yesterday morning, the wind still blew at the rate of sixty miles an hour, and the streets were anything but comfortable all day. The Bay was still rough, and every hour brought tidings of new catastrophes. So far as can be learned the only people to profit from the storm are the wrecking companies and Colonel Waring, of the Street-Cleaning Department, whose labors were considerably lightened by the floods in the streets.

Late last night the storm was central in Nova Scotia and was tearing along on its way to the North Pole at a tremendous rate, accompanied by its retinue of heavy rain and fog. The wind had veered round to the northwest, making the conditions less dangerous for mariners, but the Atlantic coast will be a good thing for ships to keep away from for two or three days to come.

TRACKS IN NEW-JERSEY UNDER WATER.

Nearly all the railroads running into Jersey City reported considerable damage along their respective routes. The rivers of New-Jersey overflowed their banks and covered many an iron track several feet deep. In other cases long delays were caused by serious washouts, and for hours early yesterday morning traffic on several roads was almost entirely suspended.

The through line of the Jersey Central passes directly through Bound Brook, where the disastrous effects of the storm were most fully felt. For several hours Thursday night not a train passed Bound Brook. Soon after daybreak yesterday morning, however, the water had subsided sufficiently to allow the passage of trains, if run with great care. Last night trains on the through line of the New-Jersey Central were running on time, but no trains were run on the branch between Somerville and Flemington, and the High Bridge branch was also put out of service by the washing away of several small bridges. Trains will not be run on these branches until to-night or to-morrow morning.

BRIDGES WASHED AWAY IN ORANGE COUNTY.

The Erie road met with misfortune in Orange County, where several small bridges were carried away, with the result that trains due at Jersey City at 11 o'clock Thursday night did not arrive until nearly twelve hours later. Erie trains were all on time last night, however.

The Delaware, Lackawanna and Western Railroad sustained no great damage except at Boonton, where a part of the bridge over the Rockaway River was washed away. Lehigh Valley trains were late during yesterday forenoon, the delay being due to a cave-in at Long Tunnel, which made it necessary to run to and from New-York and Phillipsburg by way of Trenton.

The New-Haven boat, due here at 5 o'clock yesterday morning, did not leave New-Haven until 7 o'clock, and arrived at her pier at 2 o'clock in the afternoon.

The damage to railroads and bridges interfered considerably with the mail service. The Chicago mail due here at 5 o'clock yesterday morning by the Baltimore and Ohio was five hours late.

MAIN TRACK CARRIED AWAY AT HASTINGS.

The washout at Hastings, on the New-York Central Railroad, was a bad one. The main track on the upper side was entirely carried away. Trains were delayed until a wrecking crew could get to the spot. Then a switch was laid, and the trains were run around the washed-out section on the third track. Under this system, a delay of about fifteen minutes was occasioned. H. Walter Webb, third vice-president of the New-York Central, said yesterday that the washout would be repaired by to-day. The other roads running into the Grand Central Station all reported heavy weather outside.

The milk supply was seriously interfered with by washouts preventing the arrival of milk trains till yesterday afternoon which should have arrived Thursday evening. Several extensive dealers with whom a Tribune reporter talked yesterday afternoon said that the principal delay had occurred on the Erie Railroad in Orange County, caused by the destruction of a bridge near Oxford on Thursday afternoon.

SERVED A SMALL SUPPLY TO CUSTOMERS.

The milkmen generally yesterday morning served their customers with only about half their usual quantity, and then skirmished to find the other half to serve in the afternoon. Many hotels and families were put to much inconvenience by the short supply served in the morning.

Superintendent Parsons, of the Department of Public Parks, who was seen by a Tribune reporter in his office in the Arsenal, at Central Park, yesterday afternoon, said that the damage caused by the storm was much less than had been feared when the gale was at its height. The trees had virtually escaped all injury, none having been uprooted and no large branches having been blown off. Most of the roadways were uninjured, although a few of the steeper ones were somewhat gullied. There had been, however, considerable washouts on the Riverside Drive, between Ninetieth and One-hundredth sts. Large gangs of laborers were put to work early yesterday morning to fill in the gullies and clear the drainage basins in the Park, and to restore the Riverside Drive to good condition.

Dr. Daniel Draper, director of the Central Park Meteorological Observatory, said that the rainfall during the storm was 2.75 inches. At 2 a. m. yesterday, he said, there was a gust of wind that attained a velocity of eighty miles an hour.

At 10 o'clock last night snow was falling in Oswego, Saulte Ste. Marie and Cleveland. The high wind had subsided somewhat in this city; the barometer was nearly normal. The local Weather Bureau predicted that the weather would be colder and clear this afternoon and the gale a thing of the past.

WEATHER BUREAU OFFICIALS ELATED.

THEY THINK THEY SAVED MANY MILLIONS OF DOLLARS TO THE SHIPPING INTERESTS BY THEIR FORECAST.

Washington, Feb. 7.—The officials of the Weather Bureau are elated over the excellent prediction of last night's hurricane, which they issued twenty-four hours ahead of the storm. The warning sent yesterday to all places in the pathway of the hurricane was undoubtedly of great value to shipping interests. The value of the craft leaving the Atlantic seaboard daily is about $30,000,000, and this does not include cargoes. The storm to-day was central in Maine and New-Hampshire, and in part of Massachusetts, and the Weather Bureau predicts that it will have disappeared seaward by night.

Washington fared well in the hurricane. The wind registered only thirty miles an hour, but Professor Moore, the chief of the Weather Bureau, is confident that had an anemometer been placed at the top of the Washington Monument it would have shown a velocity of eighty miles. Potomac River shipping sustained no damage. The officers of steamers from Norfolk and elsewhere which arrived this morning report that the river was the heaviest in years, but it did no great harm. Below Piney Point, near the mouth of the Potomac, an oyster boat was blown into a peach orchard.

AID FOR THE HOSPITALS.

Charles Lanier, the general treasurer of the Hospital Saturday and Sunday Association, No. 17 Nassau-st., reports the following additional contributions to the general fund of the collection:

From churches:		John T. Williams	$25 00
St. George's, Episcopal	$491 88	Thomas F. Rowland	25 00
S. Ann's, Episcopal	6 00	F. W. Devoe	25 00
St. Margaret's, Episcopal, Staatsburg, N. Y.	4 50	L. G. Woodhouse	25 00
From miscellaneous sources:		George H. Penniman	25 00
Mercantile Exchange	1,002 75	Alfred Pell	25 00
Maritime Exchange	334 50	F. G. Landon	25 00
Lodges of Free Sons of Israel	107 00	Chester W. Chapin	25 00
E. C. Benedict	100 00	Cash "B."	25 00
Woodbury G. Langdon	100 00	E. Millen & Co.'s employes	23 75
Employes of Steinway & Sons	91 15	Hertz Brothers	20 00
R. Somers Hayes	50 00	Amos R. Eno	20 00
Thomas Hitchcock	50 00	Malcolm MacMartin	20 00
Henry Burden, 2d	50 00	Adolf Pavenstedt	10 00
		C. M. Perry	10 00
		"K. T."	10 00
		Humboldt Lodge, F. and A. M.	10 00
		R. W. Ward	5 00
		Samuel H. Ordway	5 00

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Biggest in The World.

Our custom shirt business is the biggest in the world—there is no possible question about this. What do you suppose made it so? It's simply that

KEEP'S SHIRTS

are the best shirts that can be bought with money. It is impossible to get shirts as good any place else without paying more than we charge. Our shirts must fit perfectly and wear as long as they ought to or you may have your money back.

Made to measure, six for $9.00; laundered, six for $10.00. Ready-to-wear, $1.50 each. Booklet free.

Keep M'f'g Company, Broadway, bet. 11th and 12th Sts.

CHAT ABOUT PROMINENT MEN.

Ex-Governor and Senator-elect Joseph B. Foraker, of Ohio, will not attend the Ohio Society dinner to-night. He was expected, but word was received yesterday that he would not be in the city until next Wednesday. It is reported that he is confined to his home with a severe attack of tonsilitis. When a member of Governor Bushnell's party, which is at the Fifth Avenue Hotel, was asked yesterday why Mr. Foraker was not coming to the dinner, and if he were really ill, the first question was ignored and the answer to the second came dryly, "I guess he isn't very sick." That leaves the politicians open to do a great deal of guessing. Major McKinley will not be at the dinner, either. It is said that he will not attend because he does not care to make a speech at the present time. Strange as it may seem, this is exactly the reason, so it is said, that Mr. Foraker does not come. This explanation was given by a member of the party with Governor Bushnell. He added: "Foraker is one of the most honest men who ever lived. He has never been, and never pretended to be, a personal or political friend of McKinley. He has declared that he is for McKinley for the nomination, but that he does not want to be 'crucified' by declaring it every day. He adds that he will not take an active part in McKinley's campaign. That explains the whole matter. Foraker will not move a hand to hurt McKinley, and he will not take charge of his campaign, either. He has stated his feelings. If he came to the Ohio Society dinner he would be 'crucified' into again declaring allegiance to Major McKinley. He prefers to let it go at that, keep away from the dinner and avoid complications."

Governor Bushnell, of Ohio, is pre-eminently a business man. The Governor has all his life been interested in the manufacture of farm implements, stocks and manufacturing generally. He is a man who inspires trust. His promotion from the office of a business man to the Executive Chamber was sudden and triumphant. The glitter and pomp of power are new to him. The transition has not affected the Governor's charming personality, but he finds that at times the official dignity is wearying. Mr. Bushnell has been in Connecticut on a trip, accompanied by four members of his military staff. If there is any one in the world who can "put on more frills" and gold paint than an officer on the staff of a Governor of Ohio, history fails to record the fact. Yesterday Governor Bushnell stood in the lobby of the Fifth Avenue Hotel surrounded by the glittering quartet of staff officers. The officers were deferential and the Governor was uneasy. He dispatched each of them on an errand in turn, and then he turned and said, with a sigh of relief, "Now we can talk." He went on, as if in apology: "They are good fellows, but when they are all around the people look at me as much as to ask how I got into so good company; and I have the impression always that the public think I am in the hands of the police."

Little has been heard from Senator J. Don Cameron, of Pennsylvania, since he wrote his letter declining to be a candidate for another term in the Senate. He was one of the Senators, however, who voted for the free coinage bill. Mr. Cameron has been quiet, but it is said that he has not been inactive. Senator William M. Stewart, of Nevada, the aggressive leader of the free-silver Senators, came to the city yesterday, and political gossip said that he was upon an errand connected with the Senator from Pennsylvania. It is declared upon trustworthy information that the free silver men in the Senate are deliberating as to the advisability of bolting party lines and nominating a free silver candidate. In event of this, it is almost a practical certainty that the nomination would be offered to Mr. Cameron. It is said further that Mr. Cameron's declination to be a candidate again was put in early in order that he might be untrammelled and ready to accept the nomination in case of such a move. The silver men, it is said, are flushed by their majority in the upper branch of Congress, and think that they can elect a President. But it is known that a snag has been struck in carrying out this plan. Those who advocate bolting have received meagre encouragement from some Republican Senators who are ready to do almost anything except bolt to further their cause. Senator Stewart would say nothing yesterday about the plans of the silverites, but it is known that some rabid silver men are advocating a bolt and the nomination of Cameron, as they believe that he can carry the South, Southwest and the Pacific Coast, with the other silver States.

Politicians are wondering whether Thomas H.