

force at work at noon, but it did not expect to have to handle a big storm, and was totally un-

On the surface roads of the city the effect of the storm was severe. The several cable lines did not at any time abandon the running of cars, and the Third-ave. line experienced less trouble than any of the others.

There were few churches yesterday morning in which the congregations were more than a handful. People peered their noses out of doors, took a glance at the drifted streets and roofs, thankful that it was no other day than Monday.

The only people who rejoiced greatly because of the storm were the owners of fast horses and sleighs, and these turned their attention with all speed toward getting out in their cutters as soon as possible.

Two funeral parties landing at Staten Island yesterday found it impossible to reach the cemeteries, and the hearse had to be put up at local stations, and the mourners returned to Manhattan.

Most of the suffering caused by the big storm resulted from the fact that it was so utterly unexpected. That is also the reason why New-Yorkers will have to make through snow and slush all day today and perhaps tomorrow.

The Tammany Hall government trustfully expected that winter would delay its coming, and it had been properly anticipated that the "big snow" would be the "big snow" of the season.

Damage in Westchester. VESSELS DRIVEN ASHORE, TROLLEY ROADS BLOCKED AND STREAM TRAFFIC DELAYED.

The storm was the most severe in Westchester County in ten years. All Saturday night the winds raved, and when morning broke there were from twelve to fifteen inches of snow on the ground.

Much damage was also caused on Long Island Sound and along the Hudson River, and yesterday morning the shores were strewn with wreckage. Off Irvington-on-the-Hudson a tug was sunk, and it is feared that those on board went down with her.

CONDITIONS ON STATEN ISLAND. TRAVEL BY RAIL BLOCKED IN ALL DIRECTIONS.

Not since the blizzard of 1888 has Staten Island been tied up by a storm as it was yesterday. Trolley service stopped late on Saturday afternoon, and had not been resumed up to late last night.

For some reason the Staten Island Electric Railroad did not realize that the storm was heavy until it was tied up. During Saturday afternoon one sweeper was sent out, and in the evening all efforts were turned toward getting the cars out on the tracks.

For the Holidays

Useful articles always make acceptable gifts. We offer choice English Luncheon and tea baskets, for tourists and excursionists; Coffee Machines; Chafing Dishes; Afternoon Tea Kettles; Table Egg Boilers; The Triple-Flame Warming Lamps for Tea, and a thousand other articles of comfort and convenience.

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the line back to the carhouse at Concord. Men worked all night trying to get the principal branches clear, and by yesterday afternoon most of the lines had one track clear, and a car was being operated on each branch at such intervals as might be.

The officials of the Rapid Transit Railroad said the storm was worse than even the great blizzard of 1888. On that occasion they kept their road open, but during the early hours of yesterday morning, in spite of the fact that the snow had not reached any point between Clifton and South Beach, and in some places the drifts were fifteen feet high.

SURFACE LINES SUFFER. TRAFFIC PRACTICALLY SUSPENDED UNTIL NOON.

THE DIFFICULTY WITH THE UNDERGROUND ELECTRIC LINES—CABLE ROADS THE MORE FORTUNATE.

With the exception of the Broadway and Third-ave. cable lines, the street railroads all over the city from about 10 o'clock on Saturday night until noon yesterday, and in many instances until late last night, were completely tied up. From an early hour on Saturday evening the electric cars in Madison, Second, Sixth and Eighth aves. traveled at a distressingly slow rate of speed because of the accumulation of snow on the tracks.

Because of the fact that the cable-cars were able to continue their traffic while the electric roads were at a standstill, comments that have been frequently made before were again heard to the effect that the underground trolley system is at a great disadvantage in wintry weather.

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OFFICIALS KEPT BUSY.

Superintendent Rounds of the Metropolitan Street Railroad Company when seen yesterday in his office, at Fifty-first and Seventh aves., was taking a well worn rest after nearly forty hours of unremitting labor in attempting to keep his cars running despite the elements.

Regarding the loss to the company on account of the storm, Mr. Rounds said that it depended on how long the snow lay on the ground. He explained that when the streets were obstructed with snow a car could make only four trips in ten hours, when usually six trips were made in the same time.

During the storm the company had over three thousand men at work, and a great number of appliances for handling the snow.

Mr. Rounds said that at all times during the storm the electric lines had plenty of power. The only trouble was that in some cases it could not be successfully applied. The result would have been the same if the cars had been provided with steam engines instead of electric motors.

General Superintendent John H. Robertson of the Third-ave. cable road was in a cheerful frame of mind when he was asked yesterday afternoon how his road and its tributaries had weathered the storm. None of his lines, he said, had stopped running at any time, with the exception of the Boulevard and Forty-second-st. line, which had stopped entirely owing to immense drifts of the upper end of the route.

The elevated railway trains did not suffer to any great extent from the storm. Any loss was probably more than made up by the increased patronage.

any great extent from the storm. Any loss was probably more than made up by the increased patronage. "Cold weather makes it more difficult to keep steam in the boilers up to the required pressure, and also necessitates the use of a considerable amount of heat in the cars.

The Sixth-ave. electric line was in partial operation by 11 o'clock yesterday morning; the Fifty-ninth-st. cross-town line by noon, and the One-hundred-and-sixteenth-st. and Lenox-ave. electric lines resumed business early in the afternoon.

MCCARTNEY UNPREPARED. DELAY IN LETTING THE SNOW-REMOVAL CONTRACT.

The COMMISSIONER HAS TO DEPEND ENTIRELY ON THE REGULAR AND EMERGENCY FORCE OF THE STREET CLEANING DEPARTMENT.

The officials of the Street Cleaning Department were caught napping by the storm. This much Commissioner McCartney frankly admitted yesterday. While this is probably the largest snowstorm that has come upon the city since the great blizzard of ten years ago, the Department is unable to employ other than its own help in clearing the streets.

FEW STREETS CLEARED.

It is true that Commissioner McCartney, with the force at his command, supplemented by an emergency corps, made an effort to get the streets clear, but at a late hour last night, except in the downtown districts, few thoroughfares had been cleared.

COMMISSIONER UNPREPARED.

"I warned the Municipal Assembly repeatedly that the snow contracts should be let, but I was told that there was plenty of time. Those contracts were not let last year until December 5, and there was no heavy storm for weeks after that. I am told that there has been nothing to compare with this storm to arrive so early for fifteen years.

SATURDAY THE CONTRACTS WERE ADVERTISED IN "THE CITY RECORD," and in ten days they will probably be let.

"I had 2,500 men and 900 carts at work on Saturday night and all day Sunday and until a late hour in the night. We removed six thousand loads of snow. This Department ordinarily concerns itself only with the crossings, parks and in front of the municipal properties, such as firehouses, etc. We depend altogether upon the snow contractors to take care of the rest.

"We did the best we could under the circumstances. I wish you would say that I will hire every available team and cart in the city tomorrow morning. Owners wishing to help us can apply at any of the twelve district headquarters. I will probably place some thousands of men at work. We will have to stop the removal of snow for about four hours to remove the garbage accumulated since Saturday afternoon. We had all the garbage carts and street rubbish carts on the work of removing the snow, and of course, the ordinary work had to be temporarily abandoned. You can see that this storm was unexpected. Look at the streetcar companies which are changing their cables to electric lines. They will have to stop work for a considerable time. The haulers, the mechanics, busmen and men who are engaged in the streetcar service in Brooklyn they fared a little better, perhaps, as the old snow contracts are in force. The new charter is largely responsible for our predicament, as it takes too much red tape to get the contracts let.

"We will first clear all the streets paved with blocks. It is better to leave the asphalt until the last, as these pavements are so slippery. That is the reason we have not cleaned Fifth-ave. We will have the busier downtown streets all open by noon tomorrow.

A GIFT FOR THE COMMISSIONER. HE SERVICES TO TAMMANY AS LEADER IN THE XXXIVTH DISTRICT TO BE SUBSTANTIAL.

The arduous labor which James McCartney, the Street Cleaning Commissioner of New-York City, is devoting this week to the removal of the snow from the city's streets was not a thankless one.

Nothing was done by the Street Cleaning Department toward cleaning the snow from the streets, except that small gangs worked on the

Telephone Directory

goes to press December 1st. To obtain the advantage of listing in this issue it will be necessary to make contracts during the present month.

BROOKLYN ROADS BLOCKED. OUTLYING DISTRICTS CUT OFF FROM THE CENTRAL PART OF THE BOROUGH.

A FEW OF THE TROLLEY LINES MADE SPASMODIC EFFORTS TO RUN, BUT FINALLY GAVE IT UP—TRAVEL DELAYED IN THE BOROUGH—A MAN KILLED BY FALLING ON HIS OWN DOORSTEP.

The greater part of Brooklyn was snowbound yesterday. None of the outlying trolley or steam lines were running, and only part of the inside lines were in anything like full operation.

The trolley companies struggled all day Saturday and until half through the night in an unequal contest between their snowploughs and the blizzard. Before daylight all of the outside roads retired from business, and yesterday the long succession of snow banks completely hid the tracks from view.

In the limits of the old city of Brooklyn the only lines that worked with any regularity were the Flatbush, Fulton and Tompkins-ave. lines of the Heights system, and the Fifth-ave. and the Bergen-st. lines of the Nassau.

The effort made by Brooklyn suburbanites to get to their homes on Saturday night brought forth experiences that will not soon be forgotten by the unhappy victims.

CLIMBING THE HILL.

The trip to Thirty-ninth-st. was made with fairly good speed, and then began the climb up the Thirty-ninth-st. hill. It took just one hour and a half to get up a hill about two blocks in length.

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TROLLEY TRAFFIC STOPPED.

In Long Island City all trolley-car traffic ceased about 9 o'clock Saturday night, and up to last night had not been resumed. When the cars stalled there were forty-seven out from the carhouse, and up to a late hour last night twenty of them were still on the road.

THEATRE TRAIN STALLED.

The large cut on the Hempstead Plains between Hempstead and Floral Park is completely filled in, and will require at least twelve hours to clear. The theatre train that was due in Hempstead at 1 a. m. yesterday from Long Island City and Brooklyn, and which left these points on time on Saturday night, is stalled in a large cut near Mineola.

Nothing was done by the Street Cleaning Department toward cleaning the snow from the streets, except that small gangs worked on the

crossings and in the neighborhood of the public buildings. In some parts of the city householders observed the law requiring them to clear their sidewalks of snow, while in other parts of the town nothing was done in this direction, largely for the reason that holes made in the snow were filled by the wind half an hour after they were shoveled out.

A great annoyance was caused in the outlying districts by the inability of retailers to deliver milk, meat and groceries. Many a subscriber largely for the reason that holes made in the snow were filled by the wind half an hour after they were shoveled out.

LONG ISLAND TIED UP. TRAINS STALLED, WIRES DOWN, ROADS IMPASSABLE AND YACHTS BEING ADRIPT.

FOR THE FIRST TIME IN ITS HISTORY THE LONG ISLAND RAILROAD'S NORTH SHORE DIVISION WAS AT A STANDSTILL—THEATRE-GOERS STUCK IN A DRIFT—GUESTS IMPRISONED IN WELL-KNOWN COUNTRY HOMES.

The entire east end of Long Island is cut off by the storm. No communication has been had with the eastern or middle part of the island since Saturday night. All wires are down. Even the railroad wires are useless, and Superintendent Potter of the Long Island Railroad Company said he had heard nothing from any point along his road yesterday or last night.

The last trains to leave Montauk, Greenport and the other eastern terminal of the Long Island Railroad reached Long Island City late on Saturday night, and reported the storm on the eastern end of the island more severe than in the neighborhood of New-York.

Yesterday morning, for the first time in the history of the road, the North Shore division was blocked. Not even during the blizzard of ten years ago was this line in trouble. The road was blocked yesterday morning, but was cleared during the day. The Far Rockaway branch was also partly opened, and trains went through as far as that point.

STUCK IN A BIG DRIFT.

The central line train reported from Hicksville, but its report was not encouraging. The giant snowplough had poked its nose into a drift about twenty feet high a mile east of Hicksville, and could not go ahead or back out. The engine of the train had united with the two big engines of the plough in efforts to pull the plough out, and had failed.

MORE MEN NEEDED.

At the yards in Long Island City there was continual trouble in keeping the switches clear of snow. As fast as they were cleared out the snow drifted back, and made them useless.

BY JUMPING.

A runaway cable-car crashed into a trolley-car standing at One-hundred-and-fiftieth-st. and Lexington-ave. yesterday morning. Both cars were badly smashed, and two men were seriously but not fatally injured by jumping from the car.

The big trolley boat Daniel Drew went ashore near Coxsackie, but sustained no damage, and afterward landed its passengers at Stockport.

HAVOC ALONG THE HUDSON. THE DANIEL DREW ASHORE—MANY SMALL BOATS IN TROUBLE.

Poughkeepsie, N. Y., Nov. 27.—The blizzard of last night and this morning extended over the whole Hudson River section, and is the earliest storm of its magnitude that has occurred in many years. The storm played havoc with the shipping on the river. Between Poughkeepsie and New-York fully thirty vessels, all of them small craft, were driven ashore by the wind. A claim boat owned by Captain Seelye was sunk here, with no loss of life.

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NOTE—I could sell Coats of Japan, Lobus Island and Northwest Coast Seal for \$100, \$125, and \$150, and Muffs for \$8, \$12 and \$15, but they are of the best quality; they turn red and look shabby after being worn one or two seasons. I cannot recommend them, and would rather lose sales than sell them.

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RUNAWAY CABLE-CAR CAUSES A CRASH.

COMES INTO COLLISION WITH A TROLLEY-CAR—GRIPMAN AND ONE PASSENGER HURT BY JUMPING.

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