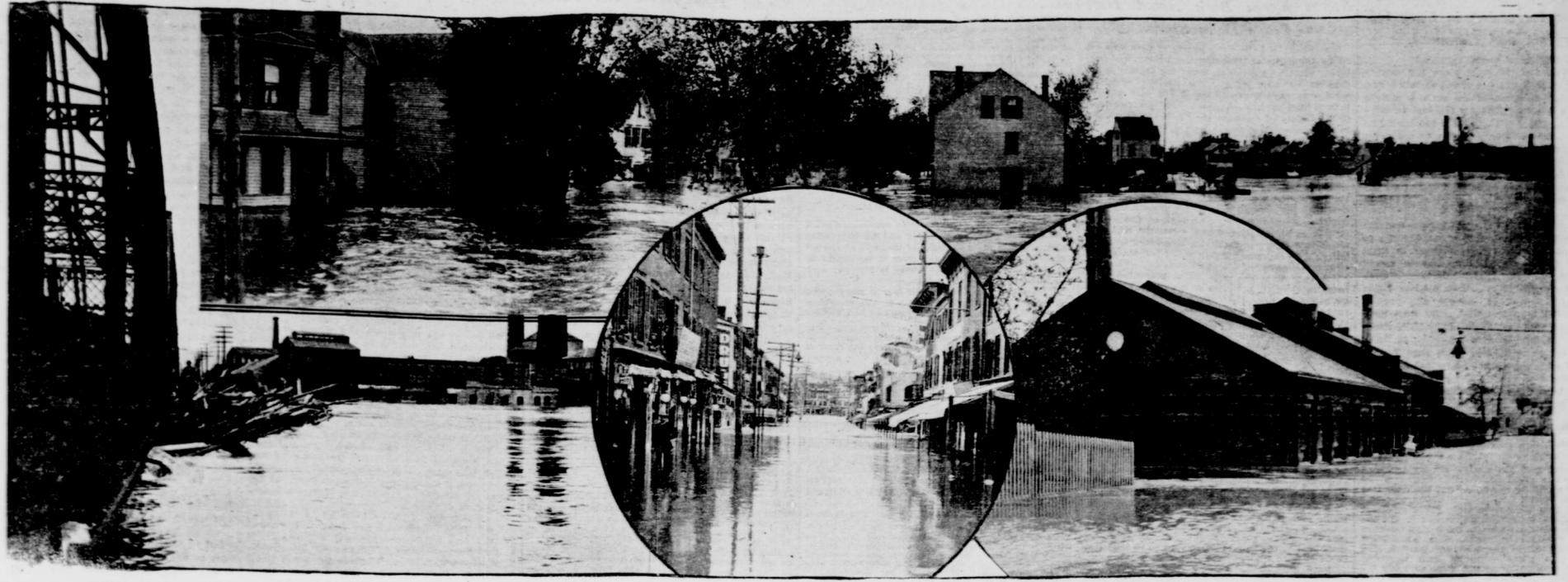


SCENES IN THE SUBMERGED DISTRICT OF PATERSON.

Panorama of flooded district on East Fifth-st. at Wood-st.



THE ERIE RAILROAD BRIDGE AT RIVERSIDE, PATERSON, ON WHICH CARS WITH SEVEN HUNDRED TONS OF COAL WERE PLACED TO HOLD DOWN SPANS. LARGE DYE WORKS FLOODED. MAIN STREET, LOOKING NORTH. GAS WORKS AT EAST FIFTH-ST. SHOWING FIRE ENGINE NO. 1 STALLED WHERE IT HAD BEEN PUMPING.

TRAINS STILL BLOCKED.

Continued from first page. Masters said no difficulty had been experienced in the running of trains as the result of the storm. Certain of the through trains from the West were from twenty minutes to an hour late, owing to slow orders over portions of the road, but traffic between this city and Buffalo was comparatively unimpeded.

PENNSYLVANIA TRACKS INUNDATED.

The Railroad is Under Six Feet of Water at Trenton.

Trenton, N. J., Oct. 10.—Trains are arriving here from New-York, but are completely stalled here from New-York and Philadelphia, except on the Reading Railroad, which is running a few trains irregularly. A force of 800 men is repairing local damage to the Pennsylvania tracks. It was said that the tracks of the latter near here were under six feet of water.

The trolley system here is tied up because of damage to the power house, which is located on the Ascomunk, and at Rockwood, South Trenton, is almost all under water. People are riding about in boats, but as yet no damage has been done. The New-York papers arrived here over the Reading at about noon. The Delaware River continues to rise, but as yet no damage has been done.

The train which should have passed through last night are stalled here. One of them is the midnight express from New-York. Special trains containing cars of the Barnum & Bailey circus are among those stalled. One of the cars of the circus is a Pullman sleeper, was derailed. Leaders had to be used to rescue the passengers. During the night heavy freight trains were used to hold down the bridge of the railroad company spanning the Assanpink Creek. The waters of the creek overflowed the tracks and rose as high as the fire boxes of the engines.

WEST SHORE TRAINS RUNNING.

Electric Car and Light Service Still Crippled at Jersey City.

It was announced at the Pennsylvania station in Jersey City yesterday that the West Shore Railroad had resumed passenger business at Weehawken and the selling of tickets for points on the West Shore.

The Susquehanna Railroad posted a notice in the Pennsylvania station in Jersey City that "Trains No. 11, No. 12 and No. 47 have been annulled. Train No. 11 will run to Oakland." Train No. 17 left Jersey City at 12:30 p. m.

No milk trains arrived on the Erie or Susquehanna road yesterday.

The village of Wallington, a suburb of this city, is submerged. There is from six to twelve feet of water in the streets and the inhabitants are being rescued by boats from place to place. At least one hundred houses have been moved from their foundations, and in some cases they have been turned completely over.

The local service to Paterson has been restored. The lower section of Hoboken is still under water. The lower section of Hoboken is being used to take people to and from their homes.

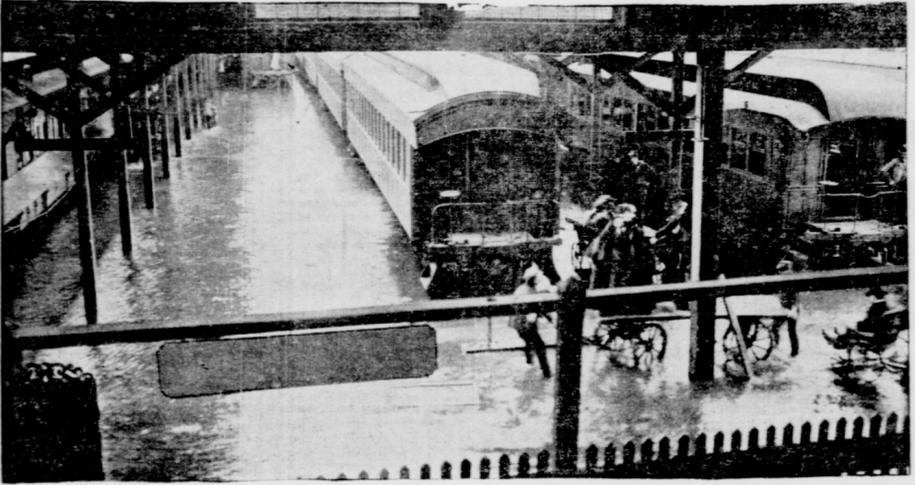
HUNDRED HOMES WRECKED. Village of Duttonville Worst Sufferer from Flood.

Paterson, N. J., Oct. 10.—The village of Duttonville was one of the worst sufferers by the flood of yesterday. About one hundred houses were carried from their foundations and many of them were wrecked, but as far as known there has been no loss of human life. Duttonville is just above the town of Clinton. At Clinton the water had piled up alongside an embankment of the Erie Railroad, and the pressure of the water poured away, and the immense mass of water poured into Duttonville, carrying everything before it. That there was no loss of human lives is considered almost miraculous.

The village of Wallington, a suburb of this city, is submerged. There is from six to twelve feet of water in the streets and the inhabitants are being rescued by boats from place to place. At least one hundred houses have been moved from their foundations, and in some cases they have been turned completely over.

TRUSSES. SEELEY'S SPERMATIC RIBBED TRUSSES. New Construction—New Action—New Results. All kinds of Trusses—Steel, Iron, Wood, Concrete. Every Truss—Water-Resistant at Sight. Consult Seeley's Patent, 26 E. 23d St., New York. Patent—Seeley's Patent—26 E. 23d St., New York. Patent—Seeley's Patent—26 E. 23d St., New York.

SEELEY. PLUCKY ITALIAN SAVES RESCUERS. Whitford and Kelso called for help, but those who had watched their heroic efforts were unable to assist them. Standing in the crowd was Frank Mazalla, an old Italian sailor, who volunteered to go to their rescue. He quickly



THE FLOOD YESTERDAY AT 11 O'CLOCK AT THE ERIE STATION, IN JERSEY CITY. Conveying passengers to trains on baggage trucks.

FEAR DAM WILL GO.

Continued from first page.

houses in the flooded section have now been safely removed. After 11 o'clock this morning the water ceased rising and no further increase is looked for. Four bridges over the river were carried away this morning. These were at Hillman st., Wagaraw and Leon sts. The Erie bridge at Riverside is in danger.

On River st., where the water is from eight to ten feet deep, people were taken from their homes by means of a breeches buoy. This method of rescue in time of flood was first adopted here during the inundation of February of last year. During the morning a number of small boats were upset in the rushing torrent and there were a number of exciting rescues.

THRILLING RESCUE FROM LAUNCH. At the Passaic Falls bridge at Spruce-st. two men had a narrow escape from death. They were John White and William Garcia. With John Sindle they were in a launch which they wanted to get ashore. They were on the river a little above the bridge and some men on the shore were trying to assist them by means of a rope in getting the launch to the land when the rope snapped and the launch was swept away down the river, which was rushing like a millstream. Sindle, as the rope broke, jumped into the river and managed by a desperate effort to reach the shore. White also jumped into the river but could not make land and was carried down the stream. Garcia stayed in the launch, which was swept rapidly down toward the bridge. Policeman Peter McGuire was standing on the bridge and as the launch approached he called to Garcia to jump for one of the bridge supports as the boat passed. Garcia followed instructions and managed to grab an iron support and was hauled safely to the bridge floor by McGuire and Policeman Hines. As White reached the bridge Hines threw him a rope, which he grasped, and was pulled safely up on the bridge by the two policemen. The launch went over the falls and was dashed to pieces.

At 4 o'clock this afternoon a house located on Main-st., owned by Samuel Cook, gave way. The water surrounding this building was twelve feet deep. People from the neighboring houses were rescued by firemen with the aid of breeches buoys. George Chase and Lewis Ralph were taken from Bloomhead Mill, on West and River sts., where they were confined thirty-six hours without food.

One of the most daring attempts at rescue was performed by James Boyle and William Brown. They were called upon by Mrs. Chase, who owns a mill, to rescue her husband, who is the manager of the company. Chase and Ralph assisted the men materially in dropping ropes from the windows, which were made fast to the small boat. The flood was running a torrent and it took Boyle nine hours before he was able to get them out. A number of others in the neighborhood were rescued by sliding down ropes which were thrown into open windows from the tops of houses near by. At 5 o'clock two Street Department men, James Whitford and Robert Kelso, volunteered to rescue a family on Bridge-st. They took a small boat and started to row to the house. The water was up to the second story window. They had not proceeded far when their boat overturned and the two men were thrown into the water. Those watching them were unable to rescue them. They were submerged several times, but both men, being plucky, swam to the house, broke the windows and held on to the window sills, but were unable from exhaustion to climb into the room.

PLUCKY ITALIAN SAVES RESCUERS. Whitford and Kelso called for help, but those who had watched their heroic efforts were unable to assist them. Standing in the crowd was Frank Mazalla, an old Italian sailor, who volunteered to go to their rescue. He quickly

Jumped into a small boat, and after a struggle of fifteen minutes with the raging torrent reached them and, steadying the boat, assisted them into it. As he did so several thousand people standing near by rent the air with cheers. It was feared that on the return trip the boat would be swamped and the three men drowned, but the Italian's skill as a navigator brought them safely to shore.

The flood had reached Fair-st. early in the day, and threatened to wipe out the business part of the city. The city almshouse is completely cut off. The whole of the First Ward, comprising Totowa and Haledon, is completely isolated and surrounded by water.

Morris Riley, a fireman employed by the gas and electric light company, is the only one so far reported dead. Riley was on the top of a pole fixing some wires, when the flood undermined the pole, and it fell with a crash into the basin of the falls, sixty feet below, hurling Riley to instant death. He sank underneath the water and never came to the surface. It was reported that there were a number of deaths from drowning by the cave-in of houses, but the report cannot be confirmed. It is estimated that at least fifty houses have been swept away by the terrible disaster.

SUFFERING GREATER THAN IN 1902. Three hundred people have been cared for today at Apollo Hall. They will live in the building until the flood subsides. Three thousand dollars has already been raised by subscription for the sufferers. It is feared that the suffering will be greater than it was in 1902.

As darkness came on the city was without light, and the rescuing was abandoned. The police and firemen will be on the alert to-night to watch with lanterns for serious accidents. They fear an outbreak of fire by the collapse of houses during the night. Besides the police and firemen, the employees of the Street Department will be on duty to-night in case of emergency.

Mayor Hincliffe is keeping constant watch of the bridges in the city. The authorities fear that the three weeks later on March 4 a tremendous flood swept through the city along the river, destroying thousands of the homes of the mill people, and causing work to be suspended in many of the factories for some time. The loss in this nature, horses and barrels, outhouses and small buildings swept away the water. It is feared that this will break the bridges from their fastenings.

PREVIOUS CALAMITIES AT PATERSON. Paterson seems to have been marked out by Fate for destruction. Every time it rains hard Paterson gets the worst of it, and all the first storms, tornadoes and other untoward happenings seem to stop there.

The first calamity was the big fire on February 2, 1902, which swept through the business portion of the town, and destroyed property valued at over \$10,000,000. About three weeks later on March 4 a tremendous flood swept through the city along the river, destroying thousands of the homes of the mill people, and causing work to be suspended in many of the factories for some time. The loss in this nature, horses and barrels, outhouses and small buildings swept away the water. It is feared that this will break the bridges from their fastenings.

FLOODS IN THE PASSAIC VALLEY. Hydrographers Think a Dam Across the Pompton Would Prevent Them.

(FROM THE TRIBUNE BUREAU.) Washington, Oct. 10.—A dam across the Pompton River at Mountain View would, according to a report just made to the Geological Survey by G. B. Hollister and M. D. Leighton, prove an effective preventive of such disastrous floods as have prevailed in the Passaic Valley. The hydrographers named have made a careful study of the conditions along the Passaic, with reference to the polluted nature of its lower waters, and with a view to determining the best preventive means. With reference to the latter end they say that a dam across the Pompton at Mountain View would render possible the control of the Ramapo, Wanaque and Pequannock rivers, which drain approximately one-half the total catchment basin. The value of such a dam for municipal supply has already been pointed

out by the State Engineer of New-Jersey in his report for 1904.

Referring to the flood of 1902 they say, in substance, that this was the most disastrous flood known in the history of the Passaic Valley. The Passaic River is the most important stream in the State of New-Jersey, and its drainage basin covers 942 square miles, about 813 of which are in the northeastern portion of New-Jersey, and 129 are in the State of New-York. On or near its banks are located the cities of Paterson, Passaic, Newark, Orange, East Orange and Jersey City, the population of which, combined with that of adjacent towns and boroughs, is over five hundred thousand, or about one-third that of the State of New-Jersey.

The quantity of the sewage discharged from this district, with its large number of inhabitants chiefly in the lower part of the drainage area, is extraordinary, and the industries carried on in the district contribute enormous amounts of manufacturing refuse, all of which is sent into the stream. The results of this waste of sewage and refuse are that for the last twenty miles of its course the river presents one of the most aggravated cases of pollution to be found in the United States.

The writers describe at some length the Passaic basin, the tributaries of the Passaic River, and the course of the flood of 1902. The complete report of Messrs. Hollister and Leighton is shortly to be printed by the Geological Survey, and will be known as Irrigation Paper No. 88.

NEWARK'S PLIGHT BAD. Darkness Threatens City—Heavy Damage in Mill District.

Newark, N. J., Oct. 10.—The Passaic River here is higher than it was yesterday. There is four feet of water over all the docks on the Newark side of the river, and the flood is still greater on the lower ground on the Harrison side. All the factories, mills and other places of business along the river front are flooded, and the damage will be very heavy. It is not yet possible to estimate the loss. Gangs of men on trucks are at work in four feet of water trying to save lumber and other valuable merchandise.

During the night the water that poured into the yard of the Tompkins building material yard on Passaic-st. slacked the line and the storehouse caught fire. The loss is about \$2,000.

A number of men was at work this morning barricading the power house of the Public Service Corporation and the electric light plant for the purpose of preventing the boiler rooms from being flooded. Notwithstanding their efforts it is feared that the plants will be inundated, in which case the trolley service will be at a standstill and the city left in darkness.

The Pennsylvania Railroad Company is running all trains to points beyond Trenton over the tracks of the Lehigh Valley and Jersey Central roads. This is the only way the Pennsylvania can run between Philadelphia and Trenton.

On the Erie Railroad a few local trains are being run between Newark and Paterson. The road is badly flooded in sections, and in some places the water is up to the fireboxes of the locomotives. If conditions do not improve it is thought probable that the few trains that are running will be taken off. On the Jersey Central and Lackawanna railroads trains are running at a cut schedule time. The Monticello and Bloomfield division of the Lackawanna Railroad resumed operations at Passaic-ave. The river overflows its banks at Passaic-ave.

The trolley service there has been suspended. The management of the Pennsylvania Railroad were stalled at White House last night, as they were unable to pass Pottersville, where the bridges had been carried away. Temporary structures were erected this morning and traffic was resumed.

TRAINS STALLED AT WHITE HOUSE. Raritan Valley Is Under Water and Bridges Are Destroyed.

Somerville, N. J., Oct. 10.—The Raritan Valley is under water this morning. The rainfall yesterday was the heaviest here since 1902. Several bridges are reported to have been carried away. At Bound Brook the water reached such a height on the tracks of the New-Jersey Central Railroad at midnight that no trains could get through until a late hour this morning. Trains on the Rockaway Valley Railroad were stalled at White House last night, as they were unable to pass Pottersville, where the bridges had been carried away. Temporary structures were erected this morning and traffic was resumed.

BELVIDERE MILLS SHUT DOWN. Belvidere, N. J., Oct. 10.—There is a raging flood in the Delaware and Pequannock rivers, both of which are two feet above high water mark. A part of Belvidere is flooded and the waterworks and elec-

trical light plants are out of service. All the mills have been compelled to shut down. The Delaware Bridge, it is feared, will be carried away unless the waters subside. Lumbermen are reported to have incurred heavy losses.

FAMILIES HOMELESS AT ELIZABETH. Elizabeth, N. J., Oct. 10.—Nearly one hundred families were homeless last night owing to the storm. Many took refuge in the City Hall and spent the night there. The city was in darkness.

FACTORIES IDLE AT NEW-BRUNSWICK. New-Brunswick, N. J., Oct. 10.—The freshet in the river here is one of the worst in many years. All the factories along the river front are flooded. The fires have been put out and the works shut down. All goods and everything movable have been carried to the upper stories of the flooded buildings. Albany-st., near the Raritan River, re-

sembles a lake, and trolley car traffic there has been completely stopped. The temporary bridge put up by the contractors who are building the new Pennsylvania Railroad bridge, was swept away yesterday afternoon.

PREDICTS FURTHER DISASTER. Weather Prophet Looks for Second Damaging Storm.

Hackensack, N. J., Oct. 10.—The flood situation here has improved to the extent that trains are now running between here and Jersey City over the New-Jersey and New-York Railroad. On the Susquehanna Railroad trains are running between Paterson and Jersey City.

John Daniell Sons & Sons

The Most Gigantic Silk Sale

That ever occurred took place on Wednesday, Oct. 7, 1903, at the auction rooms of the well known firm of Townsend & Montant. We secured the choicest numbers offered, and intend sharing our good fortune with our customers. Our reputation for nearly a half century for Black Dress Silks is well known, and we can truthfully state that Black Silks were never placed on sale at such desperately low prices as the following:

Table listing various silk products and their prices. Includes items like '20-inch Peau de Soie, good, heavy quality; regular value 75c., for... 46c yd', '27-inch Peau de Soie, rich, heavy grade; regular value 98c., for... 72c yd', '36-inch Peau de Soie, extra heavy, glove finish; regular value \$1.30, for... 92c yd', '20-inch Peau de Cygne, soft finish and lustrous; regular value 89c., for... 59c yd', '22-inch Peau de Cygne, extra bright finish; regular value \$1.00, for... 79c yd', '22-inch Peau de Cygne, superior quality; regular value \$1.30, for... 95c yd', '19-inch Taffeta, strong and reliable; regular value 59c., for... 42c yd', '20-inch Taffeta, extra bright; suitable for linings; regular value 69c., for... 49c yd', '27-inch Taffeta, extra strong, suitable for linings; regular value 69c., for... 46c yd', '36-inch Taffeta, imported, dress quality; regular value 95c., for... 72c yd', '36-inch Taffeta, also imported, good high lustre; regular value \$1.15, for... 89c yd', '36-inch Taffeta, pure dye, best grade for dresses and coats; regular value \$1.75, for... 1.35 yd', '21-inch Corded Taffeta, for waists; regular value 59c., for... 38c yd', '21-inch Silk and Satin Brocades, suitable for coat linings and waists; regular value 95c., for... 58c yd'.

LADIES' SUITS.

Black or blue, superior quality cheviot and mixed materials; belted medium length coat, pleated effect; satin lined and pleated skirt; value \$22.00, exceptional price at... \$14.00 each

DRESS SKIRTS.

Voile, trimmed with taffeta, in several designs, with silk drop skirt, at... \$11.50 and \$15.00 each. Also plain black cloth Dress Skirts, trimmed with self-material, unlined, at... \$6.75 and \$8.75 each

Mail Orders promptly filled. Broadway, 8 and 9 Sts. Entrance on Three Thoroughfares.

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