

24, 25 January 26, 1 January 26, sleets; February 4 and 7.

"Everything had to be picked," explained Mr. Hart. "It has been much more than a simple problem of shoveling."

Countless Accidents There were countless accidents and some fatalities, but the wonder is that there were none. Streets in which normally green and red streetcars clang from block to block, with passengers filling the body and clinging like flies to the vestibules, were almost empty of vehicular traffic yesterday and cars were not running at all. The burden fell on the subways and elevated lines.

Down the center of the streets toward subway and elevated stations for which the surface lines are "feeders," tramped a heavy-footed procession of workmen, stenographers, office boys, clerks, clerks, employers and employees alike. In every line of industry the day's activity was delayed from one to two hours after the normal period.

On the elevated lines trains were run on a five-minute headway to keep the tracks and third rails from acquiring a glaze of ice. Officials of the New York Central and Long Island railroads said operation of their commuters' trains had not been interfered with. Commuters who arrived in town late for the most part had been delayed between their homes and the railroad stations.

Drug stores and other places where there are public telephones were packed last night with persons possessing a vain idea of communicating with their homes, by telephone, information that they would be late to dinner.

Service on the 116th and 125th Street surface car lines was attempted last night. The car lines little hope was being made to run and the Broadway, Madison Avenue, Second Avenue and Eighth Avenue lines were tied up practically all day from one end to the other. Cross-town lines were not making any visible attempt to run.

Bronx Conditions Improve In the Bronx last night, after a day of almost complete stoppage, the street traffic, cars were running with something akin to regularity. The Union Railway Company had several sleepers along the main thoroughfares.

The Long Island electric train running from Pennsylvania terminal to Rockaway was out of service yesterday because of the high tide and snow and ice had made the long trestle across Jamaica Bay impassable.

At Northport, L. I., last night an empty train was held up by the high tide and the tracks until members of the train crew and volunteers with shovels had cleared away the obstruction.

Thomas Finney, forty-five years old, of 1005 Mary Street, Elizabeth, N. J., while directing the section gang of which he was foreman in their efforts to shovel a snow drift from the tracks of the Erie Railroad, was struck and killed by an express train shortly before noon yesterday.

From the West were from one to five hours late. The Pennsylvania limited arrived from Chicago five hours late. Trains from Florida were as much as fifteen hours behind schedule in a city where it is reported that snow and sleet storms, and in a few places the tracks were piled with snow higher than a man's head.

Joe Hodges, conductor for the New York Railway Company, issued a statement last night, saying that the company was making every effort to clear its tracks of snow and resume service as early as possible. The snow was to blame for a shortage of workers.

Milk Deliveries Crippled Brooklyn Rapid Transit Company officials insisted yesterday that they had maintained service at about 50 per cent of normal, although the routes which failed to ride on the few cars that screened along the rails thought the officials were altogether too sanguine and expressed fervent opinions that were the reverse.

In the Williamsburg section during the "peak of the load" period last night the trolley service showed some improvement. Williamsburg Bridge was badly congested with trucks and wagons that a single truck required about two hours to cross the bridge.

The tracks of the Sea Beach terminal at Coney Island was snowed in so that it was necessary to arrange a shuttle service between Coney Island and Kings Highway over the single track that was capable of being operated one hundred snow plows were kept in operation on the surface lines of the B. R. T.

Milk, bread and newspaper deliveries in parts of the metropolitan district were delayed. Parts of Staten Island were entirely without milk yesterday. The municipal bus lines were operating almost normally.

The entire north shore of Queens was deprived of surface trolley service from midnight Wednesday, and the New York & Queens County Railway, the Manhattan & Queens Traction Company, and last night the Brooklyn Heights Railway Company had not succeeded in opening up their lines. Only a few cars operated over the Queensboro Bridge from Long Island City. All travel was confined to the elevated lines on the Corona and Astoria extensions and the Long Island Railroad. The scheduled lines kept fairly well up to schedule and the Long Island ran all of its trains, but they were from one-half to an hour late. The congestion on the lines was very great.

Workers in hundreds of factories in the Long Island City district were carried to and from work by automobile trucks provided by employers. Several

"Baby Tank" Assists Snowbound Truck



Traffic at Fifty-fifth Street and Broadway had been impeded for many hours by the stalled machine, when the "Baby" came along and cleared the way in easy fashion.

City's Six Great Storms Compared

Following is a comparative table showing the duration, snowfall, wind velocity and lowest temperatures of six of the most severe storms recorded in the city's history, including the great blizzard of 1888. The figures on the present storm necessarily are incomplete. The data are from the official records of the United States Weather Bureau.

Table with 5 columns: Date, Duration (hours), Snowfall (inches), Wind velocity (m.p.h.), and Lowest temperature (degrees). Rows include storms from 1888, 1892, 1902, 1914, and 1918.

factories closed at noon, and practically all closed down at 4 o'clock. Shortly after noon yesterday the New York & Queens County Railway got the shuttle line open between the Thirty-fourth Street Ferry and the Queensboro Bridge Plaza in Long Island City. The hundreds of trucks plying between the Greenpoint section of Brooklyn and the Queensboro Bridge soon blocked up the line so the service was practically suspended. During the day a snow plow of this company operating on the Calvary line became lost in the snowdrifts and a force of men was sent by automobile to dig it out.

No Relief Before To-night Foreseen

WASHINGTON, Feb. 5.—Relief for the Middle and North Atlantic States from the sleet and snow storms raging since Wednesday was not in sight to-night.

More snow-to-morrow was forecast by the Weather Bureau for the entire Atlantic seaboard north of Virginia. The snow probably will continue to-morrow night, and as for the weather beyond that time forecasters would make no prediction in view of the unusual nature and extraordinary magnitude of the storm. High winds may be expected all along the seaboard to-morrow.

States along the Atlantic seaboard from Southern New England to Virginia were snowbound to-day as a result of the blizzard in the twenty-five years' history of the Providence office of the United States Weather Bureau.

One Death in Providence Providence, Feb. 5.—Rhode Island tonight remained in the grip of the most severe blizzard in the twenty-five years' history of the Providence office of the United States Weather Bureau.

The blizzard in Providence was accompanied by a heavy snowfall of 14.8 inches, while in drifts it reached depths of from six to ten feet. Snow transportation was either halted entirely or operating on only a limited schedule, while the state's trolley system had virtually given up efforts to run anything but news.

The Rhode Island General Assembly for the first time in years was forced to cancel to-day's session. All Superior Court sessions were cancelled at noon. All New York boat sailings from this city were halted.

PHILADELPHIA, Feb. 5.—Two deaths, many accidents and traffic impeded in all directions is the record of the most severe snow and wind storm in this city in several years.

BOSTON, Feb. 5.—New England was battling tonight with the worst blizzard in years. More than a foot of snow had fallen since early morning, and Weather Bureau officials announced, "No relief in sight by morning." Sleet in southern New England and snow in the northern regions was the bureau's report.

Train Schedules Abandoned A wind that reached a velocity of seventy-two miles an hour at some points along the coast buried the tracks of the New York, New Haven & Hartford, the Boston & Albany and the Boston & Maine seriously hampered. Twenty trains are said to be stalled in the snow in New England.

Boston tonight was virtually cut off from its suburbs, although the street railway companies had worked hard all day to keep the tracks clear. Street cars checked, closed early and employees in the state offices were allowed to go home earlier than usual.

Portland, Me., Feb. 5.—Sea ice from six to twelve inches in thickness has been encountered by the Light House tender Zuzana in entering the ice-bank in the lower stretches of Casco Bay. Channels were being broken to-day around Orr's Island, South Harpswell and Long Island.

Fire Damages Tugboat Moored at Pier, Perils Food Waiting Shipment The tugboat William Flannery caught fire last night while moored on the outer landing of Pier 1, Hudson River. The engine room and boiler room were damaged. Frederick Stone, engineer of the boat, who was the only man aboard, was awakened by the crackling of the flames and made his escape to the pier. Goods on the pier, mostly foodstuffs for the waiting shipment, were imperiled by the fire. Engine companies found it hard work to win through the drifts to the pier. The Flannery, a tugboat of the Central Railroad of New Jersey, towed three other tugboats out of danger and cleared the way for the Flannery. George B. McClellan, which arrived soon after the alarm was sounded, The William Flannery is owned by

Sleet and High Wind

The snow was accompanied by sleet and a high wind. The snowbound area extended as far west as the Upper Ohio Valley, but the fall in the western section was not as heavy as it was along and near the Atlantic coast. Moderate temperature prevailed generally, and in some sections this morning the snow had turned to a hard rain.

The wind, sleet and snow interrupted railroad traffic to some extent and also interfered with wire communication.

With the surf rolling through the city streets and over the strip of land that ordinarily separates the ocean from the city, the sea was very rough. The water was choppy and the surf was breaking on the beach. The tide was high and the water was very muddy.

NORFOLK, Va., Feb. 5.—Damage estimated at more than \$500,000 was done by wind and high tides today at Ocean View and Willoughby. More than fifteen houses on the beach, topped under a thirty-mile wind after being undermined by the tide that rushed through the bulkhead. Many other buildings were threatened.

More than a score of families are marooned, water rising from two to four feet around their homes, and others are moving from the flooded district.

Passengers Caught in Trains A dozen passengers were in the trains, one of which suffered slight damage from a rear end collision with a freight train. Both trains were reported stopped by snow tonight.

The collision occurred when an engine was dispatched to the aid of a train which left for Boston at 10:15. This morning only was started in the "chopper" did not see it and crashed into it, damaging the rear car and shaking up the passengers. Late in the day a relief train was sent out on the southbound track to bring back the passengers. It too, was stalled in the snow and there was little prospect of rescue to-night.

PROVIDENCE, Feb. 5.—Rhode Island tonight remained in the grip of the most severe blizzard in the twenty-five years' history of the Providence office of the United States Weather Bureau.

One death from the storm was reported. The snowfall up to 8 o'clock this evening actually was 14.8 inches, while in drifts it reached depths of from six to ten feet. Snow transportation was either halted entirely or operating on only a limited schedule, while the state's trolley system had virtually given up efforts to run anything but news.

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In Tube 2 Hours, 350 Refuse Fare

At 6:45 o'clock last night a Sea Beach subway train left Times Square. At 9 o'clock it arrived at the West End Terminal, the first subway train to reach Coney Island for hours.

The first man off the train was a B. R. T. guard, who opened the employees' exit gate. Between 300 and 350 passengers followed him, ignoring the demands of the keepers of the fare gates, who vainly tried to collect the additional nickel due the company. A negro porter was roughly handled by the crowd.

Atlantic City Meadows Flooded At Perth Amboy the water swept many small boats seaward, and the meadow area between Perth Amboy and New Brunswick was almost entirely under water.

High water at Atlantic City flooded the meadows back of the resort to a depth of six feet. The flood poured into Absecon Inlet, flooding the district with two feet of water and marooning the occupants of some 200 houses for three hours. The water found its way to the cellar of the Beverly apartments, putting out the fires and thirty families living there sought refuge in nearby hotels.

The Pier terminal at Jersey City was flooded for several hours after the tide had receded. Floods at Sandy Hook caused a suspension of all train service between that point and Highland Beach and traffic between the Highlands and Seaside was stopped because of the debris thrown up by the sea across the railroad tracks.

Reports from Long Branch said a 500-pound rock was lifted from the beach before the home of William Nelson Cromwell at Low Moor, near Seabright, and hurled into the house, breaking into splinters the door through which it crashed.

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Trolley service was suspended during the night, but was partly resumed today. The Inlet section is partly under water. The wharf of the Yachtsmen's Club has been destroyed. The hotel and pavilion at the Inlet may collapse.

Coast guard stations are hard pressed because of the intensity of the storm, which has raged for seventy-two hours. Telephone communication with upper coast stations has been cut off. Three barges have been ashore on the meadows in Great Bay, near Brigantine.

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Highest Tide For 34 Years; Millions Lost

tidal wave, the damage being largely restricted to property bordering on the beach. Gleason's Pavilion, at Thirty-first Street and Surf Avenue, was washed away. Scoville's Pavilion and restaurant met a similar fate. The porch of the Seaside Home for Children, on Surf Avenue, was carried seaward. Other places damaged by the surf were the Whitney Baths, Atlantic Baths, Tamontin Baths, Silver's Baths, Seabourne's Baths and Miches' Baths.

25 Boats and Launches Swamped At Sheepshead Bay twenty-five sailboats and launches were swamped and sunk. Murphy's Baths, at Bath Beach, were swept into the ocean and twenty feet of the bulkhead that supported them was smashed to splinters.

Much of the planking at Steeplechase Pier was ripped up and the boardwalk at Brighton Beach was torn in some ten sections. The cellar of the Coney Island Hospital, more than a mile from the beach, was flooded yesterday soon after the tide reached its maximum.

Reports from Long Branch said that the damage there was comparatively slight. Three hundred feet of bulkhead at Galilee collapsed and twenty feet of the fishing pier at the junction of Asbury Park and Ocean Grove was carried away.

Staten Island got its full share of the high water, particularly along the south shore between Port Wadsworth and Great Kills, where many bungalows were flooded. On the north shore the water swept over the terrace at Sailor's Snug Harbor and flooded Richmond Terrace to a depth of two feet.

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The Tribune's review of books, book news and articles by Heywood Brown, which have heretofore appeared in The Tribune on Saturdays, will, beginning next Sunday, become a regular feature of The Tribune's Sunday Magazine Section.

The Tribune believes its Sunday Magazine Section a logical place for this department, which has been so ably conducted by Mr. Brown, and this change is made in the interest of both our readers and book advertisers.

Mr. Brown's column on books will run as usual on Mondays, Wednesdays and Fridays. Advertising copy for the Sunday Book pages must be released by noon Thursdays.

Police Reserves Called To Clear 'L' Stairway

Marcy Avenue Station in Brooklyn Jammed by Thousands in Morning Rush Hour

Police reserves of the Clymer Street station, Brooklyn, were called during the morning rush hour yesterday to clear the stairways and platforms of the Marcy Avenue station of the Broadway "L," which had become jammed by thousands of persons who ordinarily use the Williamsburg Bridge surface lines. The B. R. T. found it impossible to move but a few trolleys over the bridge after 11 o'clock Wednesday night.

The stairway leading to the Marcy Avenue "L" station, the last stop in Brooklyn for the Canarsie, Jamaica and Ridgewood local trains, is just wide enough for use by two people walking abreast and is used for entrance and exit purposes. The station is the only one on the system that has not been improved.

During the rush hours, under ordinary weather conditions, it takes from three to six minutes to get either up or down the stairway. When called upon yesterday morning to handle the surface line traffic, the narrow stairway and the narrow platform became so choked that a call for the reserves was turned in by the railway officials.

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ARTFUL IN THE JACKET SKETCHED. FINCHLEY HAS SECURED THE ATTRACTIVELY CARELESS LINES OF A GARMENT TO WHICH ONE HAS BECOME ACCUSTOMED BY LONG WEAR. CUSTOM FINISH WITHOUT THE ANNOYANCE OF A TRY-ON READY-TO-PUT-ON TAILORER AT FASHION PARK. FINCHLEY 5 West 46th Street NEW YORK

La Salle Problem Method Trains You for JUNIOR ACCOUNTING 5 MONTHS, SENIOR ACCOUNTING 12 MONTHS. If you are making less than \$50 a week and would like to earn this amount or more in a high grade accounting position, real opportunity is open if you are willing to undergo at least several months of intensive training. ... LA SALLE EXTENSION UNIVERSITY 114 West 42d St. General Eastern Office. PHONE BRYANT 8920. OPEN EVENINGS. Please send me particulars regarding your course of training in Accountancy. Name: Age: Address: Phone:

Mc HUGH JOSEPH P. 9 West 42nd St. SOME folks think of us only as a willow-furniture house; others think we are only interior decorators; our furniture stamps us as original designers. We are—each and all of these. At McHugh's always—tasteful and original things for the home at remarkably moderate prices. Three floors of unusual furnishings. 10% to 1/3 reduction during February

LAZY BOYS AND GIRLS Don't scold them—the chances are they are under-nourished. They have plenty to eat, but not enough real food—the kind that builds bone, tissue and brain. Shredded Wheat Biscuit is all food. It is 100 per cent whole wheat, nothing wasted or thrown away. It is a food that gives strength and health to youngsters and grown-ups. A boon to mothers because so easy to serve. Two of these little loaves of baked wheat with hot milk make a nourishing meal.

Children's Clothing PARIS 5th AVE AT 46th ST. NEW YORK THE PARIS SHOP OF AMERICA SEMI-ANNUAL CLEARANCE SALES FURS \$1,950 Alaska Seal Wrap \$1,150 \$2,000 Mole Coat \$995 \$1,250 Hudson Seal Wrap \$850 \$1,450 Hudson Seal Blouse Coat \$850 \$750 Hudson Seal Wrap \$595 \$1,250 Nutria and Seal Wrap \$795 \$850 Taupe Nutria Wrap \$595 \$395 Short Nutria Coats \$250 \$650 Natural Nutria Coat \$375 \$895 Short Hudson Seal Coat Wrap \$650 (Border and trimming of Kolinsky squirrel) \$650 Short Hudson Seal Coat Wrap \$495 (Taupe Lynx Collar) \$650 Short Hudson Seal Coat \$350 (Trimmed Baron Duke) \$250 Black Lynx Set \$135 \$195 Red Fox Set \$145 \$175 Cross Fox Scarf \$125 \$135 Grey Dyed Fox Scarf \$75 \$110 Sable Dyed Fox Scarf \$75 \$95 Natural Raccoon Set \$55 \$65 Jap Kolinsky Muff \$35 \$55 Natural Nutria Muffs \$25 \$45 Flying Squirrel Muff \$25