

they met. The shovels are intended to help the snow-plough out to-day, when the company expect to set all the drivers and conductors to clearing away the snow from the tracks. The snow have been directed to bring their own shovels.

IN BROOKLYN.
No Travel on Elevated or Surface Roads in the Afternoon.

In Brooklyn the public schools were closed, and although the officials, or such of them as were able to make their way to the offices, were at their desks, there was nothing for them to do but discuss the weather. All the big stores along Fulton street remained closed, and toward noon the smaller ones followed their example, and all the leading thoroughfares presented an aspect of desolation. In the day the railroad companies made heroic efforts to keep the main lines on their routes open, but toward noon they had to give it up. Some of the cars, which were sent out early in the morning with double teams, returned two or three hours late to their stables under a pull of five teams. The cars remained on the tracks. Early in the afternoon there was not a car running in any part of the city. President Lewis of the City Railroad said the company had never met with such difficulties since it came into existence. However, the snow storms had occurred, and it was not so accompanied with such a fearful wind. He found it impossible to run the cars.

Trains were run at long intervals on the Brooklyn Elevated Railroad, but accidents, caused by the drifting snow, caused vexatious delays. A locomotive and four cars left East New York at 9:30 o'clock, and did not reach the city until 11 o'clock. The fifty or sixty passengers on board made themselves as happy as possible under the circumstances. Almost all of the male passengers took possession of the rear car and amused themselves in various ways, some smoking, others singing, and a few indulging in pot-smoking. The train was during one of the prolonged stays near an up-town station, climbed down one of the pillars and procured a large supply of cigars and stimulants from an adjoining saloon, and returning by the same route was welcomed with cheers by his fellow passengers. The prolonged journey was trying to the tired and hungry, and was blocked near Franklin avenue, caused by a locomotive off the track.

About 9 o'clock a collision occurred on the road near the Cumberland street station. A train of cars was snow-bound at the station, and the engineer of the train following was so blinded by the falling snow that he did not see that the track was not clear and bumped his engine against the rear car of the train in front, but not with such force, it was reported by the train hands, as to seriously frighten the passengers in either train. The engine, however, was disabled, and it took three hours to get the train back to the city. More than 100 men were employed during the day by Superintendent Martin in clearing the snow from the tracks, but very little was made in the work, the men finding it difficult to keep themselves from being blown off while engaged on the work. At 10 o'clock the snow was still falling, and the effect of the storm was very noticeable in the Court House, where the City Railroad Collingery got to their places in the various courts some time before noon. They found that their jurors were snow-bound, and that a little business was transacted. Flurries and the other court towns were completely cut off from their usual routes.

In Prospect Park the snow in many places had drifted to a height of fifteen feet, and Police Captain McNamee, who had been in the city, found all day in the old Litchfield mansion. Under instructions from the Mayor, he went to the City Hall to assist in shovelling off the snow from the roof of the building. He was unable to make their way out of the Park. The men lost their way before they reached the entrance, and it took three hours to get them back to the station. Three of them who became exhausted would have been left in the snow had it not been for the assistance of the men. The Captain sent this despatch to the Mayor: "The snow is so deep that it is not safe to attempt to leave the mansion, and will remain here until the storm abates."

All through the city milk wagons, grocers' and butchers' wagons lay in snow piles abandoned by their drivers, and the men who were a terrible experience in the morning on their routes. The newspaper carriers tried heroically to make their way to their destinations, but they were often delayed, although they were two or three hours later than usual.

The telegraph and telephone wires, many poles and telegraph poles were blown down, and the wires and poles were scattered all over the city. The telegraph company were rendered useless. Police work was almost at a standstill, owing to the falling snow, and the men who were sent out to clear the snow were rendered useless. The police work was almost at a standstill, owing to the falling snow, and the men who were sent out to clear the snow were rendered useless.

Letter Carrier 171 was found unconscious in the snow in Berkeley street, with his emphysematic lungs broken, and he was carried by policemen to his home in Berkeley street, where he was found dead. The letter carrier was found in a snow pile in Atlantic avenue, near Court street. Some citizens dragged him out and saved him from death.

It is feared that there have been several deaths in Brooklyn, and that the reports from various parts of the city will show that many more will die from the effects of the snow, owing to the general weakness of the city, and the difficulty of communicating with the different parts of the city.

A big wooden awning in front of 751 Gates avenue was blown down, during 12:30 o'clock, and the awning was blown down. One of the men who was carrying the awning was killed, and the other was injured. The man who was carrying the awning was killed, and the other was injured.

Miss Annie Walters, a teacher in school 13, braved the storm in her anxiety to be at her home in Union street, when she was blown into a snow drift. Her screams for help were carried to her home in hysteria. She remained out for half an hour, and was rescued by a policeman. She was carried to her home in hysteria.

William Morris, a private in the 11th New York, remained out for half an hour, and was rescued by a policeman. He was carried to his home in hysteria. He was carried to his home in hysteria.

A fine horse attached to a sleigh was seen crashing along Seventh avenue about noon, and the sleigh was overturned. The horse was killed, and the sleigh was overturned. The horse was killed, and the sleigh was overturned.

Several persons were killed in the snow drift in Fifth avenue and Fourteenth street. He would have been frozen to death had it not been for the assistance of the men. He would have been frozen to death had it not been for the assistance of the men.

A meeting of the bridge trustees, at which the important question of adopting the plan for the Brooklyn terminals was discussed, was also held for yesterday, but President Lewis of the City Railroad Company's engagement at the Academy of Music was postponed, and the theatre or other place of amusement was open last night. The trustees were met at Police Headquarters from any part of the city to the effect that the plan, signs and fences had been blown down in all directions, and that there had been con-

siderable damage to shipping all along the river front. Not more than one-half the employees in the city were able to get to their homes. The snow was so deep that it was not possible to get to their homes. The snow was so deep that it was not possible to get to their homes.

LONG ISLAND ENDS DRIFT.
Mr. Kelly Walks a Mile and a Half in Five Hours—No Trains Remain.

Long Island City was a succession of snow drifts. The wind gets a clear sweep over the Queens county, and it took all the sweep it could get yesterday. Not in the recollection of the oldest inhabitant of Tony Miller's has there been such a storm. There were those who could match it for the quantity of snow and for the fierceness of the wind, but not for the combination of the two. The people coming in from the city out in the country told their experience as they would of a journey into the interior of Africa. It was like taking your life into your hands to attempt to walk from the ferry to the Court House, and horse cars, of course, were out of the question. The Thirty-fourth Street Ferry ran regularly ten minutes behind time. The Wall Street and James Slip Ferries were given up.

M. E. Kelly, a dealer in marble works, who has an office at Calvary Cemetery, set out for the cemetery from Hunter's Point at 9 o'clock in the morning, and he was stuck in the snow for three hours. He was stuck in the snow for three hours. He was stuck in the snow for three hours.

"I got to the office at 11 o'clock," he said. "That is, I made the mile and a half in three hours. Tomatoes six feet tall were snowed up to my neck, and I was stuck in the snow for three hours. I was stuck in the snow for three hours. I was stuck in the snow for three hours."

The frozen bridge train took me across the river in seven minutes. Under ordinary circumstances it would have taken me four minutes to get on board of an elevated train. I never got there. I am in New York still. I had to get my supper, beer, and a cigar, and I was stuck in the snow for three hours. I was stuck in the snow for three hours. I was stuck in the snow for three hours.

It had been demonstrated to a great many people that the bridge is not safe, and that it is not only a danger to the street car, but also a danger to the elevated road. The street car and one power was stuck in the snow for three hours. The street car and one power was stuck in the snow for three hours. The street car and one power was stuck in the snow for three hours.

ACROSS NORTH RIVER.
Jersey City Streets Blocked—Hard Times of the Businessmen.

Business was not at all complete standstill in Jersey City. There were 1,100 pieces of business open there yesterday for the sale of rum. Last night the 1,100 business men who had charge of the traffic in that luxury were unanimous in favor of the continuance of the storm for at least a couple of weeks. All other business was suspended. The streets were blocked, and the businessmen were in a state of despair.

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OTHER PARTS OF THE COUNTRY.
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umb in his predictions for yesterday. "The weather to-day in New York and its vicinity (including points within thirty miles of the city) will be clear, with a few clouds, and will be preceded by partial cloudiness near the coast. To-morrow, it promises to be slightly warmer and clearer."

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DEATH OF HENRY BERGH.
THE FRIEND AND PROTECTOR OF DUMB BRUTES PASSES AWAY.

The Life Work That Made Him Respected, Hated, and Famous—Peculiarities That Made Him a Well-Known Figure. Henry Bergh died yesterday morning at 5 o'clock at his home 329 Fifth avenue. His physician, Henry Bergh, Jr., and William Bergh were present. Mr. Bergh had been seriously ill for several months from failure of the heart, and even last summer when he was at Brighton Beach he was expected to die. The funeral will be on Friday at 10:30 A. M. from St. Mark's Church, Tenth street and Second avenue.

SENT A BOY TO BE FROZEN.
Leonard Blue, District Messenger, aged 14, Game, but Too Little. Leonard Blue, a 14-year-old district messenger boy, who works for the Manhattan Company, had a terrible experience yesterday morning at the branch office in the Cotton Exchange. During the forenoon he was sent out on several calls, and kept so busy that he had not time to get home until 11 o'clock. He was sent to bed, and he was found dead in his bed at 11 West Thirty-fourth street. It was given to Blue to deliver. For an hour and thirty minutes the little fellow stood on the stairs and platform of the Hanover square station, before being able to board a Second Avenue train. After a hard battle with the blizzard in Thirty-fourth street, he found that no such person lived at the number given, shivering in the bitter blast, he made his way to the Thirty-third street station of the Sixth Avenue line, intending to go back to his home. 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