THE FRESHETS.

The Recent Storm in New York and Other Parts of the Country.

Great Destruction of Property and Several Lives Lost.

Bridges Washed Away and Railroad Tracks Destroyed.

TEMPORARY SUSPENSION OF TRAVEL.

THE STORM IN THE CITY AND SUBURBS.

It is not a little singular that at a time when metropolitans and their neighbors were dreading a Philadelphia-like famine; when the Mayor of the city, the Croton Board and Fire and Police Commissioners were urging upon all the necessity of economy in the use of water; when the indicators at the Croton reservoirs marked a gradual but sure decline in the height of water within the walls, Pluvius comes to the rescue, and, opening the sluice-gates, allows the water to come down in overwhelming plenteousness.

On Saturday night, at half-past eleven o'clock, the rain commenced to fall, and throughout the night, all day Sunday, through Sunday night and up to yesterday afternoon it came down, soaking the parched earth, swelling the streams, laying the dust and allaying the fears of all. Old Boreas was apparently so overcome by his labors during the previous week that he did not attempt for a time to interfere with the "beautiful rain;" but when he found that Pluvius was so moistening the dust as to spoil his sport and prevent him catching it up and puffing and whirling it in and upon everybody and everything within reach, he "changed his mood, and commenced at once to show that the waterfall had no fears for him. He banged shutters and sashes as he passed backwards and forwards, lashed up the waters on the rivers and set the ferry-boats rocking as if they were so many floating cradles. He took hold of a huge tree that stood in his path at Thirty-third street and Ninth avenue and bore it to the ground as if it were a tender twig. He sighted chimney pots and bricks that were somewhat shaky and dashed them to the ground.

All the doings and pranks of both wind and water, however, must be excused in view of the immense service the latter has done in the way of swelling the tributaries whence comes the water for the people of the city to use. Shortly before the storm of last week the water at Croton dam was down to eleven feet ten inches where the usual height was thirty feet. From the reservoirs more water was being given out than was received, and the matter was assuming a serious aspect. The rain came and in a day or two improvement was noticeable. There can be no doubt that the rain of the past two days will result in running the water supply up to the usual standard, and all fears of a water famine be dispelled.

While, however, the residents of the metropolis were congratulating themselves on the fact that there would now be plenty of water the water rose where its rising was not needed. The rivers on either side of the city swelled so that they burst through the barriers and bulkheads and rose through crevices and cracks on the docks and in the houses in the immediate vicinity of the river fronts until they became decidedly uncomfortable, and the element which was longed for as a servant bade fair to become soon a master. In many places it did achieve a mastery, and, assuming the proportions of a flood, inflicted on the property lying in its way an almost incalculable amount of damage, and, rising over the tracks leading to and from the city, forbade the passage of trains and caused a

DETENTION OF THE MAILS.

None of the mails due here by way of the Hudson River, Erie, Boston or Western routes came to hand yesterday afternoon. At the Post Office the first intimation of the derangement of mails received by Mr. Knapp, Superintendent of Mails, came from the New Jersey Central Railroad. Information was sent that no mail trains had arrived from the West, and that the Superintendent had decided not to send out the five P. M. or nine P. M. train from this city. The nine P. M. is a letter mail express to the West, so that all the mails which are usually sent by that route have been sent over circuitous lines by way of Philadelphia. Mr. Knapp despatched a messenger to the Hudson and Harlem depots, and ascertained from him that there was no probability of any mails being received. Two breaks were reported on the Harlem road, and on the Hudson road, at Castleton, some two hundred feet of the track had been undermined, and another large portion at Livingston had been broken. A despatch was received from Springfield, Mass., stating that the morning mail from New York had returned to Springfield and could not be sent either way. Word was also sent that the eight A. M. mails for the West by way of the Allentown route were on the road coming back to the city. The mail agent who left Buffalo on Sunday night telegraphed from Middaugh station that he was four hours behind time at that place and with no prospect of getting through. The Post Office clerks had somewhat of a holiday in having scarcely anything to do, comparatively speaking, but they were kept on duty all night, ready to take charge of whatever might come in.

THE DAMAGE BY THE FLOOD

cannot be estimated. In this city many of the docks were submerged, and freight left on some of them suffered considerably. Along West and South streets and the cross streets, near the rivers, the basements of many of the houses were filled almost to the ceilings. Furniture floated about, and the occupants were, of course, compelled to seek other quarters. Should the flood continue to rise there may possibly be an opportunity for boatmen to drive a profitable business in ferrying passengers from near Washington street to the ferries, as was the case during a similar flood some eight years ago. At the ferries the scenes were quite lively. The inordinate height of the water necessitated the elevation of the bridges to such a height as to render it almost impossible for teams, especially if laden, to get on board the boats. As far as can be ascertained no lives have been lost, and the amount of damage done cannot be ascertained for some days. Nearly five inches of rain have fallen from eleven o'clock on Saturday evening to one o'clock yesterday afternoon.

In Brooklyn.

The neighborhood of Fourth avenue, running through the Eighth and Twenty-second wards, was flooded by the torrents of water which poured down the slopes of the cross streets. The territory known as "the flats," lying between Hamilton avenue and the Bay, was yesterday morning completely covered with water, and the cottages of the laborers flooded, driving the occupants to the roofs. A number of trees, fences, &c., were blown down in various directions.

In New Jersey.

The Hoboken meadows were completely submerged by the storm on Sunday night. Many of the residents were rescued by boats, leaving their shanties floating.

Several houses were unroofed in Hudson City, trees were blown down and two frame tenements in Palisade avenue were so shattered that the inmates had to take refuge in a neighboring house.

The cellar of the large store belonging to Mr. Hope, at the corner of Henderson street and Newark avenue, Jersey City, was completely filled with water. Many other houses in the Second ward had similar unwelcome visitations.

A portion of the Allentown line of railroad was submerged, so that the passengers from Harrisburg by the New Jersey Central were obliged to take the New Jersey Railroad. Part of the Washington line beyond Philadelphia was also submerged. There was no train from Washington last evening in consequence. Mr. Jackson, Superintendent of the New Jersey Railroad, remained at the depot in Jersey City last night to give instructions in case an emergency arose.

The morning trains on the Morris and Essex Railroad were delayed for three hours on account of land slides and the inundation on the railroad between Dover and Stanhope.

A tremendous storm swept over Paterson on Sunday night. The river rose rapidly and the Falls once more presented a truly imposing appearance. An immense willow tree at the foot of Market street, near Dundee lake, was blown down, and a large tree in Grand street, on the property of John Garrison, was torn out by the roots. A large willow in the yard of Mr. Watson, in Market street, was also felled. A high brick wall, thirty-five feet high and seventy feet in length, just completed on Mrs. Ramsden's property, corner of Straight and Market streets, was blown down. Considerable damage was also done to the uncompleted sewers in Market and Main streets. No person has been injured by falling trees or buildings.

THE FLOODS ON THE HUDSON RIVER.

Bridges Swept Away—Railroads Washed and Piers Submerged—Two Hundred Feet of the Hudson River Railroad Track Washed Away.

POUGHKEEPSIE, Oct. 4, 1869.

One week ago Sunday the towns along the Hudson were visited by a severe rain storm which lasted nearly twenty-four hours. The rain which then fell soaked the land and filled the streams and creeks to such an extent that the country along the river was "waterlogged," if such an expression may be allowed. Then followed clear weather for a week till daylight of yesterday, when another storm commenced and which continued with great severity till nine or ten o'clock this morning. The rain fell in torrents, especially throughout last night. The effect has been disastrous. All along the river this morning piers were submerged. At Rhinebeck, sixteen miles north of here, five bridges have been swept away, fairly isolating the village from neighboring places. One of the bridges was made of stone and nearly new, costing $3,000. A sawmill, 300 saw logs and eight or ten tons of hay were also swept off. Hogg's bridge, north of the village, held on for an hour, while water was rushing over it eight feet deep, but it finally succumbed to the great weight.

Over the river at Rondout the water rose rapidly this morning till all the piers were submerged, and the water in the Delaware and Hudson Canal was so high that steamtugs were sent up to bring boats down, horses being unable to work because of the towpath being submerged. The wind at half-past five A. M. blew a gale from the southeast, making it impossible for the Mary Powell to leave without incurring damage, and as there was no one to go on board of her Captain Frost wisely concluded to discontinue her trip for one day. The new Rondout and Oswego Railroad is badly washed in some places, hundreds of feet of embankment being gone. At Tivoli this morning the water ran so high that the Chauncey Vibbard could not land, thus compelling the use of a small steamtug to convey her passengers to shore.

Soon after eight A. M. the wind suddenly shifted to the northeast and blew almost a hurricane. About that hour the water in Catskill creek commenced to rise rapidly, and in a few moments owners of vessels in the creek, fearing danger, cut their crafts loose and let them float down the creek into the Hudson to Catskill Point, where they were safely moored. Among the vessels was the steamer Thomas Powell. Hardly were they safely tied ere fragments of heavy timber came rushing down the stream, which gave rise to the rumor that some heavy bridges had given away above. Following the timber came hundreds of pumpkins and corn in the stalk, all of which floated out into the Hudson and away south. The storm has also hurt the Hudson River Railroad. The bridge at the mouth of Livingston creek, south of Oakhill station, was partially carried away early in the morning, and a report reached here that soon after a bridge between Catskill and Hudson was also gone, and that a gravel train had run into it, but no one was hurt. All trains have been delayed at Livingston creek, and it will probably take many hours to repair the break. Between here and Rhinebeck this morning the river was filled with floating timber, railway ties, &c.

As I close this despatch additional intelligence is received from the north. The track from here to Germantown is reported to be in good condition. The break at Livingston's, at the mouth of Livingston creek, consists of the abutment of a culvert gone and the ties undermined by the water. The trains which left New York at 6:45, 8, 10:30 and 11 P. M. are detained there, as is also the train which left Albany at twenty minutes past six A. M. The four first named trains have been ordered to return to this place on the time of the Buffalo express due here at seven o'clock to-night, when a train will be made up here to go through to New York on that train's time. There was no culvert washed away between Hudson and Catskill, as first reported. A gravel train, however, ran off the track between those two places, which gave rise to the report.

A railroad bridge near Stuyvesant lighthouse is gone, and near Castleton 200 feet of the roadbed has been washed away, both tracks being gone. Several Western trains are thereby detained at Albany.

J. M. Toucey, Superintendent of the Hudson River road, left here at six o'clock to-night on an empty engine for the scene of the break. To-night a large force of laborers will be employed all night to repair the wreck, and if it is possible trains will be sent through to-morrow morning. [illegible] York Central road, passed here to-day and expressed fears in relation to the rising of the Mohawk. No through tickets are sold on the Hudson River road to-night. The weather is cool, with the wind northwest. Old boatmen say that the flood tide to-night will be a heavy one, much fuller, they think, than the one of this morning. In that case more damage will ensue. Passengers which left Albany at twenty minutes past six this morning were transferred at Livingston's and went through from here to New York at seven o'clock to-night.

A gentleman from the country reports that the Manchester bridge, a covered structure, sixty feet in length, three miles east of this city, was swept away this afternoon, but the report needs confirmation.

Severity of the Storm at Hudson—Injury to the Railroad—Considerable Property Destroyed—Railroad Travel Interrupted.

HUDSON, Oct. 4, 1869.

The severest rain storm ever known in this locality prevailed from midnight Saturday until noon to-day. The rain fell unremittingly and with great force during that time, causing much damage by inundations and freshets. On the Hudson River Railroad bridges and culverts were carried away above and below the city, preventing the passage of trains either way during the day. The bridge at Ghent, on the Harlem Railroad, was washed away, together with many others on the line between Ghent and Copake. The Hudson and Boston Railroad could run no trains through to Chatham to-day. About fifty feet of the track was washed away near Claverack depot, and other damage was done to the road, which will be repaired by to-morrow morning. The brick yards of F. M. Sprague, E. & A. Bruce, Henry Miller and George C. Byrne were damaged by overflow. Mr. Sprague is probably the heaviest sufferer, his loss being reported at $4,000. Fritz's paper mill, the storehouse of Harder's woollen mill and the dam at Philmont were carried away by the freshet. Bridges on nearly all the turnpikes leading out of the city were washed away, and the roads along the streams and ponds were overflowed to a depth rendering them impassable. The construction train on the Hudson River Railroad which left this city about nine o'clock this morning to assist in the repairs at Livingston creek met with an accident at Mount Merino, about one mile and a half from this city, by means of the falling in of a culvert as the train was passing over it. The locomotive was thrown over and the tender fell through the culvert. Several laborers were injured.

Damage at Albany and Adjacent Country.

ALBANY, Oct. 4, 1869.

One of the heaviest rain storms ever experienced occurred hereabouts last night. Some damages have been done on the Central Railroad, and all the trains due up to eleven A. M. are behind time. The only damage reported to the central office is the washing away of a culvert at Hoffman's Ferry.

The morning train from New York is not expected to reach here until a late hour, as half a mile of the Hudson River Railroad track is washed away.

The Damage to the Hudson River Railroad—Loss of Property in Albany—Giving Way of a Sewer—A Boy Badly Hurt.

ALBANY, Oct. 4, 1869.

A large portion of the Hudson River Railroad at Castleton is carried away. The storm has caused great damage in this city by the tearing up of pavements, bursting of sewers, &c. The city loses, at a low estimate, $50,000. In many streets the water was forced into cellars and basements, doing great damage. Buildings unfinished were flooded and the work destroyed. Messrs. Mount & Burnop, grocers, on the corner of Dove and State streets, suffered damage by the flooding of their basement. A sewer in Elk street gave way while a horse and wagon, with three persons in the latter, were passing over it, and they were all precipitated ten feet into the sewer. One of the party, a boy named Peter Jones, was, it is feared, fatally injured. A brick stable erected in Hudson street, by John Ebel, is so badly damaged that it will have to be demolished. A land slide occurred on the Susquehanna Railroad, near Norman's Kill, and a culvert was carried away near Esperance. A bad break has occurred on the four-mile level, Erie Canal, and part of the aqueduct has been carried away at Hoffman's Ferry. The river commenced rising at an early hour and has continued all day. The water this evening was over the dock, and it is still rising.

ON THE HARLEM RAILROAD.

Railroad Tracks and Bridges Washed Away.

DOVER PLAINS (Harlem Railway,) N. Y., Oct. 4, 1869.

The water is very high at Shingle Mill. North of Millerton the track is all washed away. The bridge at Copake is washing away fast, if it is not already gone. The bridge at Ghent is gone.

THE FRESHET ALONG THE ERIE RAILROAD.

MIDDLETOWN, Oct. 4, 1869.

The great storm which has visited this section during the past forty hours has partially abated, but the damage throughout all this vicinity is very great. The train which was due here from Unionville at seven this morning did not get here until after two this afternoon, and has found it impossible to return. The freshet all along the line is terrible, and bridges, fences, culverts, embankments and even buildings of considerable size are being swept away and carried with the current towards the Wallkill.

In Water street, in this village, the damage to property is very great, many cellars being filled up and outbuildings and loose material of all kinds being carried away with the stream. Many of the inhabitants of that section of town are leaving their houses and finding safety on higher ground.

Trains on the Erie road are all behind time, and it is only with the greatest danger and difficulty that they are run at all.

IN THE MOHAWK VALLEY.

Much Damage to Property—Breaks in the Erie Canal—Railroad Tracks Under Water.

SCHENECTADY, N. Y., Oct. 4, 1869.

The incessant, driving rain of last night caused much damage in in this section. Several dams in the suburbs of the city are gone and the flats are submerged. Several of the main streets of the city are under water. The Mohawk river is ten feet above the low water mark. The Erie Canal is in a very bad condition. There are two breaks on the four-mile level five miles west of this city. There is also a portion of the aqueduct gone on the seven-mile level. The country in that neighborhood is inundated. It will take two weeks to repair the damages. The trains on the New York Central Railroad going west are waterbound at this city. The track six miles west of this city is under water and a portion of the culvert gone. The storm is the severest of the kind ever known in this vicinity.

The Storm in and Around Saratoga—Injury to Property.

SARATOGA, N. Y., Oct. 4, 1869.

Rain commenced falling here on Saturday night, and continued until ten o'clock this morning. Five and three-sixteenths inches of water fell, of which amount two and nine-sixteenths fell between six and ten o'clock this morning. The freshet here is doing considerable damage in the streets, and in the country bridges and roads are washed away.

THE FLOOD IN NORTHERN NEW YORK.

Damage by the Storm Around Whitehall—Portions of Towpaths Carried Away—Loss of Life—Railroad Bridges Destroyed—Travel Interrupted.

WHITEHALL, N. Y., Oct. 4, 1869.

A furious storm of rain prevailed all day yesterday and continued until noon to-day. The streams have overflowed their banks, greatly damaging the corn and potato crops. Breaks are reported in the canal at various places. Two hundred and fifty feet of the towpath have been carried away between Mechanicsville and Waterford, and fifty feet at Dunham's basin, a place about three miles north of Fort Edward. The water is also over the towpath at Comstock's, and the water has overflowed the marsh east of the village, towards Hartford, and a man named Julius Lessor, of this place, while endeavoring to cross the road, was drowned, as was also his team. Several bridges on the Rensselaer and Saratoga Railroad are swept away and the track is also washed out in several places. Several bridges are gone on the Rutland and Washington Railroad. There has been no train from the South to-day and none from the east since six o'clock this morning. The main break on the Rensselaer and Saratoga Railroad is at Mechanicsville. The trains are announced to commence running to-morrow.

ON THE DELAWARE RIVER.

Injury to the Erie Railroad—Height of the River.

PORT JERVIS, Oct. 4, 1869.

The storm is very severe on the Delaware division of the Erie Railroad. The Delaware river is reported to be twenty feet higher than on Friday last.

A portion of the Erie Railway track is washed away between Port Jervis and Deposit.

The wires are interrupted at this break, and no report of the flood beyond Deposit has been received.

THE DAMAGE IN VERMONT.

Great Freshet at Brattleboro—Two Bridges Carried Away—Large Amount of Property Destroyed—Loss Estimated at $1,500,000.

BRATTLEBORO, Oct. 4, 1869.

This place has to-day been greatly injured by flood, caused by the heavy rain of yesterday and to-day. The dam at a tannery at West Brattleboro washed out, and as the water rushed down through Wheatstone creek, which crosses our main street and whose banks were covered with buildings, using water power. J. Estrees & Co., organ manufacturers, had some of their lumber washed away and their small shops floated from their foundations, while their cargo shop is now moored to its foundation by ropes. Deacon Dewind, a furniture dealer, had his entire building and stock of goods washed away. Boynton, shoe dealer, lost his entire stock and tools. Newman & Tyler, machinists, had the whole end of their shop washed away. The lower end of the Connecticut river bridge is washed away, and fears are entertained that the structure will go *en masse*. The Wheatstone creek bridge was carried away by the flood at the same time that the shops went off.

Several lives were lost, among them a German by the name of Fredericks, who was engaged in getting out lumber in Estree's yard, when the current struck the pile he was on and carried him away at once. This poor fellow was one of the survivors when the Central America went down on her passage to New Orleans several years ago. I have just learned that a Miss Barrett was also drowned at the tannery. In addition to these a man and a boy have lost their lives.

As I write, the Connecticut river bridge has been carried away and all communication is now cut off between this place and the island opposite, upon which are several families. The greatest excitement prevails here, as there is no indication of any abatement of the flood. The total loss is estimated at not less than $1,500,000.

THE FRESHET IN CONNECTICUT.

Great Destruction of Property—Mills, Bridges and Railroad Tracks Swept Away.

HARTFORD, Oct. 4, 1869.

The storm of to-day was very severe in this vicinity. The telegraph wires east and west of this city are down, and there is a break in the Hartford, Providence and Fishkill Railroad east of this city, near Manchester, and west, near Bristol, preventing the passage of trains. There are rumors of extensive damage from freshet, but full particulars cannot be obtained to-night. Hubbard's cotton mills at Higganum, Middlesex county, owned by the Russell Company, of Middletown, are reported to have been swept away; also several dwelling houses in Glastenbury. Baldwin's new dam, at Prattsville, costing $9,000, was swept away, the escape water causing great damage to other property.

The entire loss in Meriden is between $20,000 and $30,000. The track of the Hartford Railroad at Windsor Locks was badly washed away for about 100 feet, but to-night trains passed over, and trains will run regularly to-morrow. Similar damage is reported at Talcsville, near Meriden, but one track is uninjured and trains pass.

At South Manchester a large reservoir broke away, carrying off a portion of H. E. Rogers' paper mill, with the dams of the Globe Mill Company, Cheeny Brothers, L. Buner & Sons, and Edward Bunce.

The silk factory of Cheeny Brothers was flooded, the paper mill of L. Buner & Sons was destroyed and the machine shops of S. Loomis were swept away. The mills of Hillard & Spencer are seriously injured, and immense damage has been done elsewhere. Every river bridge in town gave way and the roads are nearly all impassable. There is a rumor that the Snipsic dam, at Rockville, is gone; but nothing definite can be learned, as that town cannot be reached by telegraph.

The dam at Harper's paper mill was broken and much damage done in that vicinity.

Rumors have been received of damage done in the Naugatuck Valley and at Wallingford, but owing to the delay of the trains and the failure of the telegraph wires to connect it is impossible to get the particulars.

Breaking of a Dam at Pemberwick—A Machine Shop Destroyed and Several Men Injured.

PORTCHESTER, Oct. 4, 1869.

The severe rain storm caused the large dam at Russell, Burdsall & Ward's Iron Bolt Works, at Pemberwick, two miles north of Portchester, to break, tearing down the machine shop. Ten persons were badly injured. The casualties as far as known are as follows:—Andrew Michaels, aged forty-five years, residing in East Portchester, was crushed to death. He leaves a wife and several children. David Beede, head cut and otherwise seriously injured; Samuel T. Riker, leg broken and other injuries. Edward Greenwood, James H. Burns, Nicholas Fox, John C. Kane, Louis Diehl, Emil Bolmer and Owen Dougherty were also badly injured. It is not yet known whether there were any drowned. Large numbers of men have been thrown out of employment. Loss about $100,000.

THE FRESHET IN PENNSYLVANIA.

Freshet in the Schuylkill River—Freight Cars Washed Away—Damage at Manayunk.

PHILADELPHIA, Oct. 4, 1869.

The rain has caused a freshet in the Schuylkill river, which has risen ten feet. Several freight cars, on low ground, on the west side of the river, were carried off from the Pennsylvania Railroad freight depot.

Travel on the Morristown Railroad is suspended in consequence of water on the track.

There is considerable damage at Manayunk from the overflowing of the lower story of the mills and carrying away of exposed property on the banks. Many empty canal boats have been swept down the stream.

Details of the Damage in Philadelphia—Streets Inundated and Property Destroyed.

PHILADELPHIA, Oct. 4, 1869.

The water in the Schuylkill river is above all the wharves below Market street. Lumber and coal are being carried away in large quantities. Six cars were carried away from the Pennsylvania Railroad track. The water extends from Twenty-fourth street, east side, to Thirty-first street, on the west side of the river. The water has reached the second story of the Schuylkill Navigation stores, on the west side of the river. Twenty-four freight cars have been turned bottom side up. Large quantities of lumber, belonging to McIlwain & Buch, have been swept away. The coal oil refinery of Mr. Frees is damaged, large quantities of oil in barrels, &c., having been carried off. Two small houses on the towpath were flooded to the second story. The tenants, with all their movable furniture, are located on the high ground, back from the river waiting for a fall in the river. The bank of the river from Bridge street to the locks, is covered with all kinds of merchandise, mules, horses, wagons, &c. The river itself presents an indescribable scene, parts of houses, canal &c., all jammed together with large rafters, boards, &c. The water interferes so much with the gas-works that in all probability there will be a short allowance of gas this evening.

Two Bridges Destroyed at Manayunk—Further Particulars of the Freshet in Philadelphia.

PHILADELPHIA, Oct. 4, 1869.

The covered bridge at Manayunk was carried away about noon, and the wreck, striking the towpath bridge, carried that away also. A canal boat capsized at Manayunk and two boys were drowned.

In this city, on Twenty-third street, all the houses are flooded from Market street to Callowhill, as well as all the property between that and the river. In many of the houses the occupants had to be taken out in boats. At the gas works the water submerged the retorts, causing great damage. At Norristown the water rose seventeen feet. The flood exceeds that of 1850. The damage will be immense.

BETHLEHEM, Oct. 4, 1869.

The Lehigh river has risen fifteen feet. The damage along the valley is immense. The railroad tracks are submerged and there are no trains running.

Destruction of Property at Norristown—Immense Losses—The Interruption to Travel South of Philadelphia.

PHILADELPHIA, Oct. 4, 1869.

At Spring Mill, five miles below Norristown, the river has receded two feet from the highest point, which was over sixteen feet above the regular water mark, or two feet higher than the great freshet of 1852. The destruction of private property is immense.

A woman at Norristown, while endeavoring to secure floating timber, fell into the river, and two persons, a man and woman, while trying to rescue her, were drawn in the current, and the three drowned.

The Norristown Railroad is bodily under water, as also the Reading Railroad. A large force of laborers are on hand sufficient to repair any damage in a few hours after the water recedes. The coal trade will not remain idle more than two days, unless the mines are drowned out above.

At three o'clock the river was rising rapidly at Pottstown, but it is supposed to be the water from the upper end just coming down.

The trains between New York and Philadelphia are all regular and uninterrupted, although the Raritan, Passaic, Delaware and other streams were swollen early in the day to an extraordinary height; but the New York and Washington trains and those between Philadelphia and the South are all delayed by the effects of high water in the Schuylkill. The eleven A. M. train from Broad street station for Wilmington passed in safely and on prompt time; but in fifteen minutes after it had gone down the line both tracks below Bell Road crossing, beyond the oil works, one mile south of Gray's Ferry, were entirely submerged by the rapidly rising flood. By the hour of 12:15, when the 8:40 New York train for Washington and the Philadelphia noon train south had started from Gray's Ferry station, the road was under water for a mile to the depth of three feet. It was considered unsafe to run the engine over this track, and the trains returned to Philadelphia. The water afterwards rose to four feet on the rails. The Philadelphia, Wilmington and Baltimore Railroad officers then provided their steamers Fulton and Ariel to ply between Chestnut street wharf, Philadelphia, and Wilmington, Del., south, which line was uninterrupted. By this means passengers, mails and baggage of all the New York, Washington, Baltimore and Philadelphia trains were promptly moved, though the very high water in the Delaware made it no easy task. The railroad tracks are not injured, and will be used again for all trains to-morrow, as soon as the water subsides. At ten o'clock to-night it was two feet less than at sundown, at which time the height was entirely unprecedented in the experience of the road.

Injury to the Delaware and Lackawanna Railroad—Heavy Loss in Boats at Mauch Chunk.

SCRANTON, Oct. 4, 1869.

Heavy rains have fallen for the past forty-eight hours. No trains arrived on the Lehigh and Susquehanna Railroad. The Delaware, Lackawanna and Western Railroad also suspended. An embankment 1,200 feet long at Bell's bridge was washed out. Several minor breaks are reported between Scranton and Stroudsburg. Heavy gangs of men are at work all along the line.

There is a great freshet at Mauch Chunk. Twenty boats went over the dam. The Lackawanna Iron and Coal Company's rolling mills have suspended work on account of the high water.

Injury to the Delaware Division Canal.

NEW HOPE, Pa., Oct. 4, 1869.

The Delaware Division Canal is badly damaged in three places. The embankment is torn out in one place and two aqueducts are washed away. It will take several weeks to repair the damage.

The Flood in the Interior—Great Destruction of Property.

HARRISBURG, Oct. 4, 1869.

The rain ceased last night. There is no great freshet in this immediate vicinity, but great damage is reported north and south of here. Several bridges between Harrisburg and Philadelphia on the Pennsylvania Central and Philadelphia and Reading Railroads are reported washed away; also between Harrisburg and Baltimore. The Susquehanna river is rising rapidly, but no fears are entertained of a disastrous flood.

THE FLOOD IN MARYLAND.

The Flood in Baltimore—Streets Submerged—Destruction to Property—Interruption to Travel—Affairs in the Interior.

BALTIMORE, Oct. 4, 1869.

The heavy fall of rain ceased after two o'clock A. M., and about half-past three the flood in Jones' Falls commenced receding and soon subsided. All the goods in the submerged districts having been removed to upper stories the damage to the merchants is inconsiderable. The first floors of all the houses in the vicinity of the intersection of Gay and Saratoga streets, and Harrison street through the entire length, and about Maryland Institute were flooded to the depth of several feet. The foundations of several buildings were washed and the pavements were torn up.

Reports coming in state that the rain storm yesterday and last night was very destructive. Travel on the Northern Central Railroad has been delayed, and the Elk Ridge Railroad, from Annapolis Junction to Annapolis, has been washed away at several points. The Patapsco river at Ellicott City and Ellisville was very high, damaging the bridges on the main stem of the Baltimore and Ohio Railroad. The damage to the railroads is not serious, and will all be repaired to-day. The wires of the several telegraph lines leading from this city have been prostrated, and on some lines leading west the poles have been washed away for a distance of five miles.

BALTIMORE, Oct. 4—Midnight.

The through morning train from New York for Washington has arrived. There has been no interruption of travel on the Washington branch road. The damage on the main stem of the Baltimore and Ohio Railroad was at Ellisville, where the trestling was disturbed, and between Ellisville and Sykesville, where the track was badly washed. The damage has been repaired, and trains will run regularly and on time to-morrow. The Northern Central trains are running regularly.

AT WASHINGTON AND VICINITY.

Considerable Damage at the Capital and Georgetown—Streets Inundated—Destruction of Property—Bladensburg, Md., Partly Submerged—Particulars of the Storm.

WASHINGTON, Oct. 4, 1869.

The heavy storm which prevailed yesterday did much damage. The rain was unprecedented for its violence. The canal banks were overflowed, and the lower stories of the houses adjacent were flooded. The bridges over the canal and elsewhere in the city were washed away, and several new houses damaged, owing to undermining by the water. The sewers were also injured, and in several cases the ground caved in. The effects of the storm are seen in all directions.

About midnight the whole reserve force of the police assistance of the families in Purdy's court, near Pennsylvania avenue and First street, the Tiber having overflowed into the court, and to rescue some of the women and children the officers were obliged to wade in the water up to their necks. The families were carried to places of safety, and in one or two instances the removal was extremely hazardous. None of the houses were floated off, but some few articles of furniture were carried away by the flood. The shanties bordering the Tiber back of the railroad station were overflowed, but the inmates, mostly colored people, got away with their furniture. Three coffins were washed down the Tiber and lodged near Adams Express office, opposite the station. They probably were washed from some burial place.

The storm in Georgetown was heavy and the damage to property considerable. The bridges over Rock creek were swept away, also fences, frame shanties and everything of a floating nature on its banks. The Lime Kilns were entirely submerged. The proprietors lost large quantities of lime. The buildings at one of the kilns caught fire from the slacked lime. The canal company's mud machine and the mud machine belonging to the government were swept down the creek and over the dam into the river. A large iron boiler which was on a scow belonging to a foundry was washed some distance down, and passing under the lower (K street) bridge, struck the iron stringer on the north side and bent it inward some inches. It took away about fifteen feet of iron hand railing in its passage, and landed on the wharf used by the Maryland Mining Company.

This morning a colored man, sexton of Christ church, Georgetown, while engaged in catching driftwood at the Paper Mill bridge, accidently fell in and was swept down by the current.

There was much damage in Georgetown. Among the many occurrences a sewer broke loose, the water tearing and washing the street to a considerable distance. Owing to the rise in the Potomac river the merchants on Water street to-day removed their goods out of reach of the water in case the flood from the Upper Potomac should be heavy. The Chesapeake and Ohio Canal broke just above the culvert, and the steam packet Cabin John, that started up this morning, was obliged to return to Georgetown. The steamer Pioneer, Captain Cathcart, ran ashore above the aqueduct bridge and is leaking badly. This is a coal boat running on the Philadelphia line.

Bladensburg, Prince George's county, Md., was again inundated last night, the Eastern branch rising higher than ever before known, and in some parts of the village even the upper stories of houses were flooded.

The New York train due here at an early hour this morning did not arrive until nine o'clock in consequence of a few feet of the track near the Gunpowder river having been washed away, and a detention in Baltimore, because of the Pratt street bridge being thought unsafe. The engineer discovered the gap near the Gunpowder river just in time to prevent a serious accident, and the damage was soon repaired.

THE STORM IN MASSACHUSETTS.

Great Damage Done in Springfield and Vicinity—The Village of Westfield Inundated.

SPRINGFIELD, Oct. 4, 1869.

The heavy storm of the last two days has done great damage in this vicinity. Through travel on the Boston and Albany Railroad is stopped on account of bad breaks both east and west of this city. No trains have arrived to-day from Albany, and none this afternoon from Boston. It will be several days before the trains will run regularly again. The fall of water here reached the extraordinary amount of six inches. The village of Westfield is inundated, and it is reported that the loss will amount to $100,000.

CONFLICT BETWEEN A POLICEMAN AND RIVER THIEVES IN WILLIAMSBURG.

Officer Burford, of the Forty-fifth precinct, yesterday afternoon surprised three river thieves while they were about loading a boat with pig iron, at the foot of North Second street, Williamsburg, and ordered them to surrender. This the thieves refused to do, and immediately put off for the New York shore. The officer then discharged his revolver at them, and his shot was returned promptly. A brisk fire was kept up between the officer and the thieves; but the only shot that is known to have taken effect was one fired by the thieves. This struck a man named Richard A. Pine, who was standing near the officer; but the wound inflicted was a slight one, in the region of the heart. They had previously succeeded in stealing a load of iron from the same place.

CITY POLITICS.

The Twenty-second Ward—The Coming Campaign—Inauguration Meeting.

A public meeting of the residents of the Twenty-second ward was held, under the auspices of the Tammany Hall Ward Committee, last evening at Washington Hall, Eighth avenue, between Forty-seventh and Forty-eighth streets. Mr. Daniel Brady presided, and having called the meeting to order, stated that this was the inauguration meeting of the Twenty-second ward. They had been assembled for the purpose of interchange of views, in order the more thoroughly to prepare for the approaching campaign.

Mr. M. CONNOLLY having been introduced to the meeting, delivered a brief address, in the course of which he urged the great necessity of harmonious action on the part of the residents of the ward. He dwelt particularly upon the importance of electing to office fearless and independent men whose deeds would be characterized by faithfulness, and whose entire energies would be devoted to the conscientious performance of their duty towards the public. Mr. Connolly commented severely upon the administration at Albany, and he hoped the time was fast approaching when the so-called commissions and investigating committees would be completely annihilated. Having dilated at some further length upon the questions at issue, the speaker concluded by drawing attention to the fact that the elections were not far off, and that no exertion should be spared in securing and supporting the proper parties to represent the democracy.

After some remarks from Mr. SAENGER, who followed in the same strain as the previous speaker, Mr. JEROME BUCK addressed the meeting. He hoped that, thoroughly united and totally disregarding all prejudices and factious differences, the Twenty-second ward would sustain its former reputation. He pointed out the virtue of combined and determined action, and he felt sure that, cheerfully united for the common good, this ward would faithfully do its duty. Mr. Buck, who was followed by Mr. Costello, paid a high compliment to the philanthropic qualities of Mr. Connolly.

Mr. T. C. FIELDS then spoke at considerable length, referring chiefly to the issues of the day, and contrasting the positions which the republican and democratic parties held before the country. During the month of October there were elections in two of the most important States of the Union—in Ohio and Pennsylvania. It was hoped and believed that the democratic party would be successful in both these States. (Applause.) In fact, there would be no doubt that Asa Packer would be elected in Pennsylvania by an overwhelming majority. (Applause.) The prospects were most encouraging, for there were indications throughout the country of the disruption of the wicked radical party. (Applause.) After reviewing the action of the republican party and adverting to the oppressive tariff now demanded, the speaker proceeded to state that it became the duty of the voters of the Twenty-second ward to harmonize their movements in the coming campaign, and give no encouragement to the candidates of a split party or the representative of any factious organization. There was more to contend against in the approaching election than at any previous one, since federal patronage was largely dispensed through the city, and nothing would be spared to counteract the influences of the democratic party. He besought those present to discard all personal feeling on the ground that the public good was at stake.

At this stage a husky voice issued from the assemblage, and from what could be learned from the muffled sound it would appear that the owner of the voice was desirous of hearing something upon labor movements. "What about the workingman, eh?" "Give us a blast on the work"—(cries of "shut up" and "order there"). The workingman "shut up" accordingly.

The speaker continued to state that he himself had some time ago performed a harder day's work of manual labor than any man who heard his voice and he therefore knew something of the workingman—(a voice, "bully boy"). Now, so far as he was concerned, he had always endeavored to employ as many as he could in the Park and would strive to do so in future. He had always advocated short hours for labor. (Applause.)

A resolution was then adopted to the effect that the democratic electors of the Twenty-second ward endorse the platforms and resolutions promulgated at the recent convention at Syracuse, and that they pledge their earnest and undivided support of the candidates.

Mr. Connolly having delivered a brief address the meeting adjourned.

The German Republican Central Committee of New York City—An Important and Spirited Meeting.

This representative body of the German republicans met last evening at the Steuben House. Mr. William Grasse, Second Vice President, occupied the chair, the President, General Franz Sigel, having persistently of late absented himself from all meetings of the committee, and Mr. Marcus Otterburg, First Vice President, having lately presented his resignation. Mr. Gustave Beyerle acted as Secretary. After some routine business, the Secretary read a letter from General Sigel, declaring his firm resolution not to accept any nomination on the republican State ticket, expressing, however, his opinion that this offer of the nomination should be considered a partial and subsequent recognition of the German republicans as members of the party. The letter was received, read amid applause, and on motion of Dr. Naumann the thanks of the committee were voted to the General.

Dr. MUHR reported from the Executive Committee that they submit to the Central Committee the following propositions for consideration:—

1—A motion by Mr. Beyerle, that the German republicans be recommended, in view of the peculiar and unsatisfactory position assumed by the party toward the Germans, to vote only for the adoption of the new constitution; and,

2—A substitute by Mr. Marcus Otterburg, to the effect that neither the candidates nor the platform of the Republican State Convention were satisfactory to the Germans.

These resolutions were laid over to receive the report of the committee sent to Syracuse, which was presented by Mr. Grasser. He stated that he handed in the memorial to the New York delegation in the Convention, and that he was told by M