

GREAT FLOOD DAMAGE

Reports From Michigan Show Heavy Losses.

SURROUNDED BY WATER

SITUATION OF 2,500 HOMES IN GRAND RAPIDS TODAY.

Streets Are Converted Into Rivers—Water Nearly at Top of Piers of City Bridges.

DETROIT, Mich., March 25.—The temperature over lower Michigan has fallen to several degrees below freezing, and the slight freeze has checked the ditches, little creeks and small streams that have been pouring floods of water into the rivers and causing the most serious floods in many years.

Grand Rapids reports that the Grand river is still rising, but it is believed that the crest of the flood in the other swollen streams of the state has been reached.

The drop in temperature is causing considerable suffering among thousands of flooded homes in many places, but thus far there has been no extreme suffering or deaths reported from exposure.

Grand River Still Rising.

GRAND RAPIDS, Mich., March 25.—On the west side of Grand Rapids 2,500 residences are surrounded by water today, and the occupants are getting about in boats if at all.

The Grand river continued to rise throughout the night until it has gone beyond the top of all gauges and exceeded anything known in the history of the river. A large number of the houses have become veritable streams, with the water rushing swiftly through them to a depth of from three to five feet. This current is really part of the Grand river carrying the debris of the city.

The Grand goes through this city on a bend which veers at the central part of the city toward the north. The river is tending to make for itself a straight channel.

In the northern part of the city, near the Grand Trunk bridge, the Grand has sent out a channel to the south, instead of following the usual bend, and the water is sweeping down the north and south streets near the river.

Streets Are Rivers.

The overflow channel from the Grand has joined Indian Mill creek at the Turner street subway under the Grand Trunk right of way, and has filled Broadway, Turner, Hamilton, Quarry, 4th, 3d, 2d and 1st streets, the Grand Rapids and Indiana right of way, West Bridge street, Jefferson, Gold and Sibley streets.

Many west side residents awoke this morning to find their bedroom floors covered with from one to five inches of water, although last evening they had supposed that their houses were in no danger. Occupants of the flooded houses have moved their belongings to the second stories, where they will live until the flood recedes.

Bridges Are Threatened.

The bridges are in steadily increasing danger. The Knapp avenue bridge up the river has lost two spans and the Ada bridge is tottering.

The residents of Plainfield have taken to high ground and are fearfully expectant of the giving away of one of the bridges from above, which would carry the Plainfield avenue bridge before it.

The water is within a foot of the top of the piers of almost every bridge in the city. The Edison Electric Company's large plant will be put out of commission by very little more water and the city will be thus deprived of its chief source of electrical supply. The river is still rising.

There is no indication from any point on the Grand river nearer than Jackson that the fall in temperature has lessened the flood. Steady rises are reported from many points in the assessment of the municipal lighting plant has been flooded and it is out of commission. The total loss here to date is estimated at \$1,000,000 and \$5,000,000 are out of pocket.

Situation at Kalamazoo.

KALAMAZOO, Mich., March 25.—The Kalamazoo river rose eight and a half feet today and is believed to be at its peak. The temperature has dropped below freezing, however, and it is expected that the crest of the flood will be reached today. The submerged area in the lowlands is much larger than yesterday, being probably a mile square.

The police are being out in boats today, taking people from second-story windows. There have been no fatalities as yet. The Grand Rapids and Indiana railroad tracks and the Gull street bridge, the first time, and be in danger today. This is the first time in the history of the city that the bridge has been threatened.

Crest Reached at Battle Creek.

BATTLE CREEK, Mich., March 25.—Both the Kalamazoo river and Battle creek have begun falling, and it is believed that the crest of the flood has been reached here. The temperature is several degrees below freezing, and this is checking the flood. During the night Battle creek rose six inches, flooding the basements of stores on Main and Jefferson streets.

Receding at Jackson.

JACKSON, Mich., March 25.—The flood situation here has materially improved today. At midday the river had reached its highest point in its history, but the fall in temperature has proven beneficial and the water is gradually receding. The dams above the city are now pronounced safe.

Worst Over at Flint.

FLINT, Mich., March 25.—Although flood conditions here are very grave and Saginaw street, the main business street, has three feet of water in it, last night's freeze has checked the small streams running into the Flint river, and it is believed that the worst of the flood is over.

Communication between the north and south sides of the city is cut off today except by boat. All the bridges except the one at Saginaw street are under water and the approach to the Saginaw street bridge is under three feet of water, making it impossible to use.

Seventeen families were removed from their flooded homes last night and yesterday and today twenty persons were taken from rooms in the three upper stories caved in one at Saginaw street under water and undermined the buildings.

Ex-Minister Egan Here.

Mr. Patrick Egan, former United States minister to Chile, is at the Raleigh.

SPECTACULAR BLAZE

Imposing and Destructive New York Fire Today.

NEAR TRINITY CHURCH

ENTIRE CITY DEPARTMENT CALLED INTO SERVICE.

Started in the Basement of the Morris Express Company on Broadway—Many Thrilling Incidents.

NEW YORK, March 25.—All Wall street and the downtown section of New York were thrown into unusual excitement today by a fire which started in the building at 61 Broadway, occupied by the Morris European and American Express Company.

When the neighborhood in which the fire occurred is taken into consideration it was the most spectacular daytime blaze that has occurred for a long time in that part of the city.

Thousands of people poured from the thickly populated financial district into the narrow canyon of Broadway and massed back for squares above and below the blaze. The towering skyscrapers that faced the fire held a group of faces at every window.

The burning buildings reached through to a narrow alley in the rear, and as the wind eddied through it swept clouds of smoke into Broadway, so thick that only occasionally could the red glare of the flames be seen. The smoke rolled up the street hemmed in by the tall buildings and great flaming brands fell thickly in the crowds.

Closely following the first alarm a "four" was turned in and with the burning trucks and water towers and ladder trucks swept clanging down Broadway, the only street of access to the fire, bringing in their wake added thousands of people to swell the crowd that already thronged every inch of standing room in the vicinity.

Bursting hose and a backroll of choking smoke now and then drove them back and aided the police reserves to clear the streets.

Started in a Basement.

The fire started in the basement of the three express company buildings, which adjoin each other. Smoke was first seen coming from the farging of the sidewalk, and almost immediately flames burst forth, driving clerks from their desks and necessitating hurried efforts to save books and effects.

There is always delay in getting water to a fire in the financial district, due to the difficulty of engines winding their way in and out of the cars and traffic on Broadway.

Before streams of water were at play the fire had gained tremendous headway and was eating its way both to the south toward Trinity place, taking in the Adams building, and back to Church street.

At first the occupants of the big Empire building, which overlooks the fire from the north, enjoyed their vantage point, and the windows on the south side were packed.

But as the flames raged headway clouds of smoke and heated air drove them away and many of the tenants of this and adjoining buildings were forced to leave their offices.

Old Hose Reels in Service.

For more than an hour after the first alarm engines and other apparatus continued to sweep down Broadway, the "two-nine" alarms calling out companies from as far north as Harlem, the horses blown from their eight-mile run.

For the first time in years the spectators saw some of the old-fashioned two-wheel hose reels that were pressed into service to bring extra water to the scene. The last engine to reach the scene made pretty nearly a long distance record. It came from far up in Harlem and the time it took to reach the scene was within a hair of a minute.

At Barnes railway bridge, which was reached at fourteen minutes after eight, the Cambridge crew had increased its lead to two and a half lengths, which was further increased to four and a half lengths at the finish.

When Thornycroft was reached at ten minutes past 8 Cambridge, favored by the bend, had assumed the lead.

Devonshire meadows were passed at 9:12, with Cambridge half a length in the lead and both crews going well, making a fine race.

Details of the Fire.

The building, No. 61 Broadway, occupied by the Morris Express Company, is burning. The building is old and four alarms were turned in. The flames spread rapidly.

On one side of the burning building is the American Express Company and on the other is the Adams Express Company. Occupants of the burning building are being removed by means of ladders.

The fire caused a dense smoke, which penetrated many of the big buildings in the neighborhood, compelling a cessation of all work.

The flames seem to be making headway in the building, but it is believed all the occupants on the upper floors who had been cut off by the fire, have been removed by ladder. On Broadway for a mile or more are long lines of blocked cars. Not in many places have so many engines and water towers been seen down town and from Fulton street to the Battery all street traffic was made impossible.

Employees Removed.

Two employes of the American Express Company were taken from a second story window in an unconscious condition.

The "double nine" alarm, the biggest signal used by the department, has just been turned in, indicating the fire is not under control.

The flames have reached the roof of the American Express Company building and that building probably will be entirely destroyed. The flames have spread to the building on Church street used as stables by the express companies.

Firemen's Narrow Escape.

Eighteen firemen who were working their way into the Adams Express building had a remarkably narrow escape from being crushed by falling walls. They had just entered the building from the Trinity place side when the three upper stories caved in, and fell with a crash just as the men gained the street. With the collapse of the floors the fire blazed up more fearfully.



CAMBRIDGE WINS RACE

SIXTY-FIRST ANNUAL CONTEST BETWEEN TWO ENGLISH CREWS.

Finishes Four Lengths in Front of Oxford Crew—Surprisingly Small Attendance Along the Putney.

PUTNEY, March 25.—The sixty-first annual race between crews from the Universities of Oxford and Cambridge was rowed today over the Putney to Mortlake course, about four and a quarter miles, and was won by the Cambridge men, who crossed the finish line at 9:19, four lengths in front of their opponents.

The morning broke dull and misty, with rain threatening. There was scarcely any breeze, and the water was smooth. Few spectators were present when the boats started. Cambridge won the toss and chose the Surrey side of the river, though, under the prevailing conditions, there seemed to be little choice either way. There was every prospect for a good race.

The boats were sent away at 7:35. To call in a slight, drizzling rain and very hazy weather, Oxford striking a thirty-six stroke and Cambridge pulling thirty-five.

At Crail, a distance of about one and a half lengths, Cambridge was leading by one length. At Hammersmith bridge Oxford was still leading, but by only a quarter length, rowing thirty-two strokes, with Cambridge and pulling thirty-two and quickly drawing up.

When Thornycroft was reached at ten minutes past 8 Cambridge, favored by the bend, had assumed the lead.

Devonshire meadows were passed at 9:12, with Cambridge half a length in the lead and both crews going well, making a fine race.

TO PROTECT THE PRESIDENT.

Attempt to Kill Him to Be Made Punishable With Death.

The Senate committee on judiciary today ordered a favorable report on a bill to protect the President of the United States. Several bills have been under consideration by both Senate and House committees since the assassination of President McKinley.

The report of the committee was not unanimous, and Senator Bacon gave notice that he would file a minority report against certain provisions of the measure.

The bill, after prescribing the penalty of death for willfully killing the President or any official entitled to succeed to the presidency, or any foreign ambassador or minister, reads:

"Sec. 4. That any person who, within the limits of the United States, or any place subject to the jurisdiction thereof, willfully and maliciously attempts to commit either of the offenses defined in sections 1, 2 and 3 of this act, shall suffer death, or, at the discretion of the court, shall be imprisoned at hard labor for not less than ten years.

"Sec. 5. That any accessory before the fact to any offense described in the preceding sections of this act may be indicted and punished as a principal, either separately or jointly with such principal.

"Sec. 6. That any person who shall willfully and knowingly aid in the escape of any person guilty of either of the offenses mentioned in the preceding sections of this act shall be deemed an accomplice after the fact, and shall be punished by fine or imprisonment, at the discretion of the court, as if a principal, although the other party or parties to said offense shall not be indicted or convicted."

SIX DIE IN SHAFT-CAGE

FATAL ACCIDENT IN A COLLIERY AT WILKESBARRE, PA.

Miners Lose Their Lives in an Accidental Drop—Two Bodies Already Recovered From Debris.

WILKESBARRE, Pa., March 25.—At least six men are thought to have lost their lives by the falling of a cage in the shaft of the Dorrance colliery today.

Two bodies have been taken from the debris at the bottom of the shaft.

The engineer states that there were six or eight men in the cage when it was lowered, and Superintendent Zerbe, who is in charge of the rescuers, is of the opinion that not one escaped death.

CLERICAL CHANGES.

Recent Appointments in the Interior Department.

The following official changes have been made in the Department of the Interior: Office of the Secretary: Appointment—Daniel Callaghan of New York, watchman, at \$720. Promotion—Elmer Collins of Delaware, freeman, at \$720, to assistant engineer, at \$1,000.

General land office: Appointment—Harry C. West of Minnesota, copyist, at \$900. Promotions—Miss Annie J. Safford of Ohio, clerk, at \$1,400; John C. Howland of Georgia and Edgar N. Yates of New York, clerks, at \$1,200; Oswald N. Burke of New York and Ellisha H. Carrier of California, clerks, at \$1,100; Patrick H. Longhuan of New York, copyist, at \$900; clerk, at \$1,000. Resignation—Albert W. Stiles of Minnesota, clerk, at \$1,000.

Pension office: Reinstatement—Miss Theresa G. Houghton of Massachusetts, copyist, at \$900. Resignations—Perley B. Dickerson of Ohio, clerk, at \$1,400; Harold E. Bowman of California, clerk, at \$1,000. Indian office: Appointment—John T. Malia of Connecticut, copyist, at \$900.

Patent office: Appointment—Edwin F. Samuels of Massachusetts, chief assistant examiner at \$1,200; James L. McNamara of Montana, messenger boy at \$800. Promotions: Robert E. Grant of New York, clerk, at \$1,500, to assistant-examiner at division at \$1,800; Finis D. Morris of District of Columbia, clerk at \$1,400, to \$1,800; Robert L. Ramey of Virginia, clerk at \$1,200, to \$1,400; Miss Mary C. Cummings of Massachusetts, model attendant at \$1,200, to clerk at \$1,200; Harry B. Burch of District of Columbia, copyist at \$900, to model attendant at \$1,000; Miss Mary A. Davis of District of Columbia, copyist at \$720, to \$900; Miss Julia C. Alexander of Arkansas, laborer, classified, at \$450, to copyist at \$720; Charles F. Lemmon of District of Columbia, clerk at \$1,000, to \$1,200; Miss Nellie Moore of Michigan, copyist at \$900, to clerk at \$1,000; Miss Mattie Ghilly of Michigan, copyist at \$720, to \$900; William F. Shipley of Maryland, assistant messenger at \$720, to copyist at \$720; Roland A. Croston of District of Columbia, messenger boy at \$300, to assistant messenger at \$720; Alford W. Proctor of Massachusetts, fourth assistant examiner at \$1,200, to third assistant examiner at \$1,200. Resignation—Robert S. Blair of Connecticut, third assistant examiner at \$1,200. Mrs. Cortha E. Ashby of Mississippi, clerk at \$200.

Torpedo Boat Sunk in Colombia.

The Navy Department is informed that the cruiser Bustamante and the torpedo boat Estrella, commanded by Lieutenant Chandler, arrived at Colon, Panama, this morning on their way to Manila.

THE SOUTH ISOLATED

TERRIFIC STORM STRIKES LOUISVILLE, FELLING ALL WIRES.

Great Inconvenience to Commercial Circles—Eight Persons Injured—Many Homes Unroofed.

LOUISVILLE, Ky., March 25.—Seldom, if ever since the civil war, has the entire south been so completely isolated from the north as it is today. Communication was absolutely cut off by every telegraph route available to the Western Union Company.

In vain efforts were made to find express. The destruction or paralysis of telegraph facilities by storms was now widespread and unparalleled that not a wire was working south through Richmond, Nashville, Memphis or any of the great centers of electrical control on either side of the Alleghenies, from the Atlantic westward far beyond the Mississippi.

News Service Crippled.

Newspaper offices were hardly less interested in the expected startling developments in the Arkansas race war which last night has made a record of the wholesale lynching of nine people with more lynchings in prospect. Anxiety was also felt as to the inevitable rumors of great loss of life and property damage as a direct result of a storm of such an extraordinary nature.

Eight persons were injured and extensive damage was done to city and suburban property by the storm which swept over Louisville. The most seriously injured are George Reiss, policeman, skull fractured; Henry Schmidt, skull fractured.

The storm was central over the central Mississippi and Ohio valleys and has moved northward to the Atlantic with cold wave close on its heels. In Louisville the wind attained a velocity of sixty miles, and a vivid pyrotechnic display.

Entire City Flooded.

The entire city was for a time flooded. 3d avenue near the Confederate monument being three feet deep in water. Street car service was suspended for several hours and on one or two lines it remains at a standstill.

The roof of the main building at the Industrial School of Reform was blown completely off, falling clear of the building on the ground, and a panic ensued among the 100 boys sleeping in that section of the school.

Two hundred and forty-five inmates of the Masonic Widows and Orphans' Home were marched into the center of the building after the storm had torn away a part of the roof. It was feared the building would collapse.

Ten Houses Unroofed.

In an area of a dozen squares of which Preston street and the Louisville and Nashville railroad crossing is the central point ten houses were unroofed and several persons were hurt.

The residence of Henry Duborg, on the 18th street road, a mile from the city limits, was blown away and his family of eight had a remarkable escape from death. Near the Duborg home Alexander Lawson was caught under the debris of his wrecked home and severely injured.

Reports from various parts of the city indicate that about 150 houses were more or less damaged. A part of the distillery of Bernheim Bros. was unroofed, and the wires of both telegraph companies from Louisville to the south were laid low.

AT THE WHITE HOUSE

Details of the National Convention Discussed.

RED CROSS AFFAIRS

TALKED OVER WITH PRESIDENT BY SENATOR PROCTOR.

Virginia Anti-Organization Wins in a Postmaster Contest—Some of Today's Callers.

Senator Scott of West Virginia, chairman of the subcommittee of the republican national committee in charge of the arrangements for the convention at Chicago, talked with the President today regarding some of the details of the convention, such as temporary chairman, permanent chairman, etc. The subcommittee will meet in Chicago Monday to take up with the local committee the question of paying the expenses of the convention, but Senator Scott will not be able to attend. Harry New of Indianapolis and Elmer Deyer, secretary of the committee, will be present. The subcommittee is authorized to act.

Some trouble with the Chicago people relative to the expenses of the convention is feared, and it may be necessary to consider the matter of taking the convention elsewhere. The Chicago committee has given notice that it will pay all bills of which its members approve and will refuse to pay those that do not meet their approval.

Senator Scott and his subcommittee do not propose to be handicapped in their arrangements for the convention. His way, and will endeavor to reach an understanding with the local committee. They say that if they make arrangements to pay the expenses of the convention, they do not care to have a local committee say that too much was paid. They think this is drawing the line too close, and this in a country where the people are so far from the convention as to be unable to enter into an agreement that the expenditures shall be kept within reasonable bounds, but they do not care to see a hitch in the position of having their accounts held up because a local committee thinks they ought not to be made.

Cornelius M. Bliss, treasurer of the national committee, was in Washington a few days ago to consult Senator Scott and others on the question of the attitude of the Post Office Department. Mr. Bliss called at the White House to pay his respects.

The subcommittee is hopeful that it will succeed in arranging the differences amicably, as they do not wish to see a hitch in the holding of the convention in that city.

Talking of Red Cross Affairs.

Senator Proctor and Representative William Alden Smith, two members of a committee appointed by ex-Secretary Richard Olney to consider the best means of bringing about a reconciliation of the conflicting interests of the Red Cross society, called on the President today to discuss the question of national recognition of the society. They point out that in practically all the countries of the world except this country, the Red Cross has something like a semi-national status. They would like to see something accomplished for the society along these lines in this country.

They would like to see an organization with out differences of opinion and so strong in public confidence that nothing could shake its standing.

Ex-Speaker David B. Henderson presented H. H. Morgan, United States consul to Bern, Switzerland. Representative Charles B. Landis presented his law partner, Victor L. Ricketts of Delphi, Ind.

Gen. George W. Davis of the canal commission, paid his respects to the President. Gen. Davis will sail with the commission on which he is a member March 26.

Ex-Senator Wilson of Washington, accompanied by Harry Harvey Set, and the Portland Oregonian, called on the President for a short visit. Mr. Wilson has just returned from a two months' visit to Europe.

Representatives Lacey and Mondell discussed some public land bills with the President.

Representatives Fairbanks, Foraker, Quarles, Lodge, Burrows and Alger were among the day's callers, most of them presenting friends who are in the city.

Virginia Anti-Organization Wins.

The anti-organization faction of the Virginia republicans were badly beaten in the last state convention, held a few weeks ago in Norfolk, but they won a victory over the organization of the White House today. Representative Stemp, L. L. Lewis, United States attorney of the eastern district of the state; Thomas Lee Moore, Robert Blair and a number of citizens of Rocky Mount, Va., called on the President to urge him to appoint Beverly Davis as postmaster at Rocky Mount. The President listened to the statements of his callers and then directed the Post Office Department to make out the nomination of Davis. The organization of the state, which has had the dispensation of Virginia post offices, had recommended the present incumbent, Representative Foster.

Although the anti-organization people have been successful in this particular case, it is not understood that the President proposes to change his recognition of the organization people. This case he regards as a special one.

Minister Takahira Calls.

Minister Takahira of Japan, accompanied by Mr. Hamihara, one of the secretaries of the Japanese legation, presented to the President today Baron Karoko, a member of the Japanese cabinet. The minister of the Kaneko is making a tour of the United States to study educational and industrial conditions. The party had an interesting conversation with the President regarding the Russo-Japanese war was referred to incidentally, but the conversation, it is said, disclosed nothing of importance.

Senator Francis T. Frost of the Canadian parliament and his brother, George H. Frost of New York, were presented to the President today by Representative Foster of Vermont. Senator Frost said the most important bill before the Canadian parliament is a bill for the Grand Trunk and Pacific railroad bill, providing for a second transcontinental line across Canada.

NEXT DISTRICT DAY.

Local Bill to Be Taken Up by the House April 4.

By unanimous consent it was agreed in the House today that the consideration of District of Columbia bills should be the order of the day one week from Monday. Under the rules next Monday, the 25th, District day, but as the debate on the sundry bill will then be in progress and the House leaders are anxious to get the measure through as soon as possible, it was decided that matters of local legislation should go over for one week.

Movements of Naval Vessels.

The Dixie has arrived at San Francisco. The Subotkin at San Francisco. The Tonks at San Domingo City; the Nevada at Pensacola, and the Albany at Cavite.

A CROSS-TOWN ROAD

Views of Citizens Heard by Senate District Committee.

MUCH INTEREST SHOWN

EAST WASHINGTON FAVORS THE PENDING BILL.

Residents of L and M Streets Oppose the Proposed Extension—Another Hearing Monday Morning.

The Senate committee on the District of Columbia today resumed its hearing on the bill to allow the Great Falls and Old Dominion railroad line to build a cross-town line from Georgetown to the eastern limits of the city.

Quite as much interest was manifested today as was shown at the first meeting of the committee for the same purpose, and there proved to be so many speakers that it was impossible to finish it. The committee finally agreed to adjourn until 10 o'clock Monday morning, when those speakers who had not had an opportunity to present their views will be able to address the committee. Gen. George H. Harries, vice president of the Washington Traction and Electric Company, was present, but there was not sufficient time for the committee to hear him. He will speak in opposition to the bill Monday morning.

Those present largely represented citizens' associations of the east and the northeast sections of the city, churches along the proposed routes of the railroad and residents on L and M streets.

The people of East Washington were in favor of the proposed railroad extension. They based their attitude on the necessity for better transportation for the seven sections of the city. Residents on L and M streets and representatives of churches on the east side of the city, however, were so far as possible the road should be constructed not to injure a residential street of the city.

Those present at the hearing were Senators Gallinger (chairman), Stewart, Dillingham, Foster of Washington, Gamble of South Dakota, Martin, Mallory, Dubois and Proctor.

Needs of East Washington.

The first speaker was Mr. W. Mooby, who represented the East Washington Citizens' Association. He spoke in favor of the extension. The population of the city he represented, he said, has a population of 75,000 persons, and at the same time is almost devoid of north and south railroad transportation. If the North Capitol street line was not to be included as within their section, he said, the road would be absolutely useless. He said that the population of the north and south line to get the people to their places of business.

He said that with the 3,500 employees in the navy yard and the equal number in the government printing office, and with large numbers of people having to travel to the government departments, they found themselves very seriously hampered, and this was shown in the building up of the section of the road from the navy yard to the government printing office or to the navy yard found very great difficulties. In order to get to the navy yard they had to go more than a mile, and the road would be a ride of fifteen minutes was extended to almost an hour. He referred to the need of transportation for the large number of persons visiting Mt. Olivet cemetery, those going to the high school at 8th street and Pennsylvania avenue southeast, and to the market house. He was very well satisfied. He laid special emphasis upon the necessity of high school children having to walk in the navy yard and across the street to transfer to the Capital Traction line in