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HOUSTON DAILY POST.

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 Your IXL CHILL CURE is a dandy. Of
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THE DAMAGE IN LOUISIANA

MUCH HAVOC WROUGHT TO RICE AND CANE.

Two Persons Thought to Have Been Drowned Are Safe—No Loss of Life Reported.

New Orleans, September 8.—Owing to the prostration of the telegraph wires news trickled into this city tonight very slowly with respect to the twenty-four hours' storm that swept the country last night for miles around, but the wires brought at least one cheering piece of information and that was that Dr. O. H. Buford and Sergeant Quinn of the United States military forces, who were reported drowned, had been miraculously saved and had turned up safe and sound at Port St. Philip today. The damage done about New Orleans was trifling, amounting only to the cost of fences blown down and truck trains and the outskirts flooded. At the return on the lake shore, no water craft seemed to have succumbed to the gale. The most costly damage done by the storm has been to the rice and cane crops. At the hotels tonight there were some forty Louisiana planters from various sections of the state. They gave different accounts of the damage done, but both in the southeastern and southwestern portions of the state the cane crop is badly blown down and the rice fields damaged. Both the young cane and the maturing stalks suffered and many thousands were flat this morning. With favorable weather, the damage to cane will probably be materially reduced. The damage suffered by the rice, however, is likely to be considerable.

There was a large crowd at the depot of the Grand Isle train when it pulled into the station tonight. These present expected dire tidings from below. Superintendent Landry and other officials of the road, however, said that they had had to bring with them good and bad. It was good in that definite information came of rescue of the two army officers and bad in that it had been learned that very heavy damage had been done to the growing crops in the Grand Isle road traverses some of the finest sugar and rice plantations in the state.

So far as can be learned tonight the storm seems to have been attended with practically no loss of life. The owners of the telegraphic line running from here to Port Eads were able to get communication as far down as Port St. Philip. Gages have been sent out to restore the break in the communications. Advice from Port St. Philip late tonight says that the sea water backed upon into the Mississippi so rapidly that it went clear over the levees and barges were carried to the marches by the waves and with the receding waters were strewn along the river bank high and dry for a mile. A steam whaler steamer on the way to Biloxi, Miss., now lies on dry land in the back of a house, five miles above Port St. Philip. The boat was carried a distance of two miles across the marsh in ten minutes. The most damage appears to have been done on the east bank of the river. The case wall of the levee was damaged and many rice fields in which the harvest had been sited up were inundated and the crop destroyed.

At noon the barometer got down to 29.20, which is below the danger line and citizens accustomed to barometric readings and who saw the lowering clouds and fitful, veering wind contemplated the situation with more seriousness than the average citizen who found much amusement in the antics of the gale, as it would occasionally turn an umbrella inside out or send a hat spinning down the street and an estate owner in hot pursuit.

The wind came from the northeast, more north than east, and while it blew a stiff gale all day, by night it easily assumed

GALVESTON ISOLATED.

Completely Cut Off From Communication With the Outside.

ALL TELEGRAPH AND TELEPHONE WIRES ARE DOWN.

Railroads Compelled to Abandon all Train Service. Many Sensational Rumors Were in Circulation. Boats Could Not Live in the Stormy Bay.

Yesterday's storm was one of the worst ever known on the gulf coast of Texas. What damage has been done is not known. For once both the telegraph companies were knocked out and not a word could be secured from Galveston, or other points on the coast. The long-distance telephone had no wires to coast points standing and communication was utterly cut off.

Galveston was completely isolated from the outside world, and all kinds of sensational and alarming reports were in circulation. The storm passed to the interior during the early part of the night, and then Houston was cut off from the earth, says for The Post's leased wire carrying Associated Press dispatches. Every effort was made by both telegraph companies to get into Galveston; an effort was made by the Western Union to get to Mexico City and thence to Tampico, where connection could be had by cable with Galveston, but the Mexican government's lines were all down and this scheme proved futile.

After the storm passed to the interior both companies lost all of their wires and then Houston had only a single telegraph wire and no telephone wire, and was nearly as isolated as Galveston.

Mr. J. J. Groseclose of the Katy came up from Galveston yesterday morning on one of the last trains leaving the island. He said that, standing on the rear platform, a person could not see the bridge 200 feet away, as the water was lashed into a fury and was jumping over the bridge-work.

In the early morning hours there was some communication by wire, but after 4 o'clock all wires, telephone and telegraph, went down, and the railways abandoned their train service. It was therefore impossible to learn anything of the conditions in Galveston.

The trains on the Santa Fe went as far as Alvin. Those on the Galveston, Houston and Henderson nearly to Virginia Point, while the Galveston, Houston and Northern could not go beyond Seabrook.

No track has so far been washed away, though it is feared damage may be done to the big bridges which span the bay. It could not be ascertained last night when traffic would be resumed, as the wires were still prostrated.

Not since the awful storm of September, 1875, when Indianola was washed away, has Galveston been so completely cut off from the outside world.

It is impossible to cross the bay in a boat, as the waves are too high and the wind has been blowing a gale. As soon as the water falls the railways will send trains through.

The International and Great Northern fast mail was unable yesterday to get out, and should the storm continue the trains will be made up in Houston for the north.

Much anxiety was displayed locally as to the situation at Galveston, and The Post was kept busy answering queries. The last information that came through was over the Western Union wires at 4:30 p. m. This report said that the gulf waters were encroaching rapidly on the beach and that the water had extended into the residence portion of the city for several blocks; the waves were very high and boisterous in the bay, and considerable damage was being done to small craft, though none of the big boats were in any danger. The rain had been very heavy all day, and as the water could not run off the streets were flooded and traffic was entirely suspended save for waders, who were numerous. There had been no casualties and but little damage except along the water front; the Southern Pacific wharves, under construction, had been damaged to the extent of \$25,000.

At 4:30 the wind was increasing in velocity and the waves were coming higher. The people were not especially alarmed, as they have had similar experiences.

Inland there has undoubtedly been much damage to the cotton crop in the interior, the lint being blown from the open bolls, and the rice crop has probably suffered severely, as it was nearly ready for harvesting.

FURIOUS STORM AT HOUSTON.

One of the Heaviest Blows Ever Known. Between 50 and 60 Miles an Hour.

Considerable Damage Done to Property All Over the City—All Electric Currents Cut Off—The City in Darkness—The Streets Tangled With Fallen Wires and Trees.

One of the severest storms ever experienced in Houston was that which commenced yesterday forenoon and continued during the day with roused vigor, growing stranger as the day advanced and more ferocious as the night came on, its maximum of velocity being about 12 o'clock last night when the storm was raging at least sixty miles an hour. The wind was accompanied by a heavy rain during the day and night and many buildings were inundated where roofs were ripped off by the force of the wind.

Early in the day all communication with Galveston was shut off and conditions were very similar to those prevailing in 1875, but the storm soon became a record breaker and incomparable with anything that the oldest citizens had ever witnessed.

At noon the barometer got down to 29.20, which is below the danger line and citizens accustomed to barometric readings and who saw the lowering clouds and fitful, veering wind contemplated the situation with more seriousness than the average citizen who found much amusement in the antics of the gale, as it would occasionally turn an umbrella inside out or send a hat spinning down the street and an estate owner in hot pursuit. The wind came from the northeast, more north than east, and while it blew a stiff gale all day, by night it easily assumed

the dignity of a storm with a continued velocity of at least fifty miles an hour. Early in the day the large steel smokestack of the American brewery succumbed and in falling blocked the north entrance to the Third street tunnel.

Between 5 and 9 o'clock at night the big smokestack of the street railway power house went down with a crash and all cars were called in, but the steam giving out, some few were left in the different parts of the city dead upon the tracks. The service may be interrupted today.

This accident very fortunately cut the current off the trolley wires, thus eliminating the danger from falling wires, which would have been considerable as wires were blown down all over the city. Superintendent Chapman also cut off the current at the Citizens' electric light plant, deeming it better to leave the city in darkness than to run the risk of killing people and horses with live wires and burning out telephones, as the leads of both the telephone exchanges were down on the light wires.

During the afternoon a large section of cornice was blown from the Klam building to the Main street sidewalk, but fortunately the perturbed atmospheric conditions caused the streets at that hour to be practically deserted and no one was hurt. This was about the first accident on Main street save the blowing down of

WILLIE AND HIS PAPA.



"While you and Teddy will have to stop associating with Johnny Hay and that Pauncotote boy until after election. They are altogether too English. Here's another crowned head for you to play with."
 —New York Evening Journal.

Some insecure signs, but before the storm ceased Main street, like many others, resembled the wake of a hurricane. Signs were blown down, awning cloths ripped into shreds, tin roofs ripped from buildings and awnings and rolled into the streets, show windows shattered, while in the residence portion of the city for this sort of destruction and debris blown down fences and the limbs and branches of dismembered trees were substituted.

As all communication by phone and otherwise was cut off during the progress of the storm it is quite likely that considerable damage was done of which no report could be secured during the progress of the storm, which continued up to

Storm Causes a Fire. During the storm last night the house of W. M. Roberts, who resides on Tiam and Fairview avenue, was blown from its pillars, the accident setting the house on fire, resulting in a total loss.

Storm Notes. The roof went off The Post building last night, insulating the press and printing rooms.

The large tree that formerly stood in front of the Presbyterian church now lies across Main street.

The windows of the police station were shattered and the roof over the prison department was blown off.

The windows in the Southern Pacific office corner Main street and Franklin avenue, were all broken out.

The roof is off of the entire dining room of the Capitol hotel and all of the southeast corner of the main building.

It was reported to the police station by telephone last night that the Burns warehouse in the Fifth ward was blown down.

Windows in the building occupied by the Wells-Fargo Express company were broken out, and the building was completely flooded.

The greater portion of the roof was taken off of the Grand Central hotel by the wind and a part of the roof on the Grand Central depot was also blown off.

Last night Superintendent W. E. McCoy ran a special train down to Seabrook and brought back those who were camping out or who preferred coming to Houston to staying by the seaside while the storm continues.

The roof on one wing of the Lawlor hotel was blown off and many of the windows in the building were shattered. The guests became alarmed and the crying of the ladies and children increased the excitement.

The fire wall of the Pillot building fell and caused a panic among those in the building. A hole about fifteen feet square was knocked in the roof out of one of the windows, and the falling of the wall caused a leak in the Pillot building and considerable damage to the stock of the Houston Wholesale Notions company resulted.

Killing at El Paso. El Paso, Texas, September 8.—Hamilton Rarner shot and instantly killed J. D. Gifford, swimmer in the Southern Pacific yards here, late last night. The affair occurred at the passenger depot. Rarner is the depot officer for this company, and attempted to arrest Gifford, who resisted. Gifford knocked the officer down twice, and while lying on the ground Rarner drew his pistol and shot Gifford in the breast. He died in five minutes.

Steamer Disabled. Key West, Fla., September 8.—The Holland line steamer Michigan, from Galveston for New York, put in here this morning with her cargo badly shifted and short of coal from an encounter with the recent storm.

...See Mexico as it Should be Seen...
EXCURSION RATES
TODAY AND TOMORROW
VIA.....
I. & G. N. and Mex. Nat'l Rys.
The Short Line and Scenic Route.
MONTEREY \$11.80
SALTILLO \$13.80
MEXICO CITY \$31.30
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