

IT HAS REACHED THE COAST

Points Along the Atlantic Seaboard in the Path of the Hurricane.

BLIZZARD RAGING IN THE EASTERN STATES

Disastrous Cyclones at Southern Points—A Mississippi Town Reported Wiped Out—Damage of the Storm in Points North and South.

NEW YORK, Feb. 13.—The storm which raged through the night and morning, while being as good a specimen of winter weather as New York has seen in years, was hardly a blizzard. Mr. Dunn, forecaster, defines it as a storm of at least seventy-two hours duration, with the wind howling at sixty miles an hour.

The storm center this morning is in the middle Atlantic coast. The wind at Block Island, N. I., is about forty miles an hour. The maximum height of the wind during the night was sixty miles an hour. Superintendent Jackson of the railway mail service reports serious conditions of affairs along the western mail routes. The New York Central is the worst sufferer, some of the Chicago express trains on that road being reported eleven hours late. The Erie road seems to be in better shape, not having received so much of the storm. There is comparatively little delay on the Erie road, while those from Canada are away behind hand. The Boston mail service is late.

Along the water front stories of a wild night are many, but no serious damage was done in this harbor.

GLOVERSVILLE, N. Y., Feb. 13.—The howling snow storm continues. The snow is now fifteen inches deep. Railroad trains are delayed considerably. The electric roads are unable to run cars, causing much inconvenience.

ASBURY PARK, N. J., Feb. 13.—Snow continues to fall, and the heavy wind blowing makes it almost blinding. Traffic is brought to a standstill. The electric cars are not running. In places the high surf is washing over the walls and high up on the beach. The wind is blowing at the rate of thirty miles an hour, and its velocity is increasing.

BOSTON HAS A BLIZZARD.

Wind Blowing at the Rate of Sixty Miles an Hour—Trains Wiped Out—Damage of the Storm in Points North and South.

BOSTON, Feb. 13.—The blizzard is still raging. At 3 o'clock this morning it was at its height. The wind was blowing from the northeast at the rate of sixty miles per hour and the thermometer was twenty degrees above zero. From that time the wind abated somewhat.

Boston has not seen such a severe storm for years. Seven inches of snow have fallen on the level. The streets are in a terrible condition. On every line the cars are blocked and many telephone and telegraph wires are down. Many of the schools are closed. General traffic will be simply impossible today.

The railways from the south and west are terribly blocked. Through trains on the Boston & Maine are from thirty to forty minutes late. Those on the Fitchburg are about fifty minutes late, while those on the Boston & Albany and the Old Colony vary from thirty minutes to an hour. Suburban trains are delayed from ten to twenty minutes. All business along the water front is at a standstill. Many schooners are out and reports from them are anxiously looked for. The observations of the weather bureau show that the storm is severest along the coast and in southern New England. In northern Vermont only three inches of snow have fallen, while at Eastport, Me., only a light snow has touched. Reports are beginning to come of the severity of the storm in other places.

The three-masted schooner Minnie Rowan, Capt. St. John, from Boston, for Boston, went ashore off the third cliff at Cohasset today. The crew of eight men took to the rigging and the members of the life saving crew succeeded in getting a lifeboat and they were safely brought to shore. All the New England towns and cities report great embarrassment from the storm. Havorth is buried under two feet of snow and drifts are ten feet deep. At Lynn the street car companies have given up the fight. Lowell, Salem and Gloucester report severe storms.

CUTTING THROUGH THE DRIFTS.

Railroad Traffic in Kansas and Missouri and Other States Being Resumed.

KANSAS CITY, Feb. 13.—The passenger and freight traffic, virtually suspended for twenty-four hours on account of the record-breaking blizzard, is gradually resuming its normal condition. The majority of trains in and out of the union depot this morning were only from twenty to thirty minutes behind schedule time, but a few trains were badly delayed. The Atlantic Express from San Francisco is reported ten hours late. The train from St. Joseph, Mo., on the Hannibal & St. Joseph road, in five hours late, and both the trains on the Rock Island road from Chicago are five hours behind time.

Railroad traffic in Kansas has been resumed to a great degree. On the central branch of the Santa Fe the snow plows have not yet been able to force a passage, but on the other lines of that system trains are running nearly on time. This is also true of the other roads.

ST. LOUIS, Feb. 13.—Adverse this morning from all parts of Missouri, southern Illinois, northern Arkansas and neighboring territory are that the storm of yesterday and the night before has been replaced by clear, cold weather. Trains are getting back to normal time and are arriving and departing locally with a fair degree of regularity. Telegraph and other wires are again in working shape.

Supposed to Have Foundered.

NEW YORK, Feb. 13.—The fishing smack NEW YORK Emma, with ten men aboard, is believed to have foundered off Fire Island in last night's storm. Another smack which reached the basin this morning reports having seen the Emma yesterday afternoon struggling with the heavy seas and lost sight of her soon afterwards. It is probable she was blown out to sea or down the Jersey coast.

On Colorado Railroads.

DENVER, Feb. 13.—Railway traffic, which during the past forty-eight hours has been greatly delayed, has resumed its normal condition. Railway men report that in Kansas there are snow drifts fifteen and twenty feet deep. One Rio Grande conductor reported that his entire train was blown from

SERIES ELEVEN.

FEBRUARY 14, 1894.

THE BEE COUPON.

World's Fair Art Portfolio.

To secure this superb souvenir send or bring six coupons of this series bearing different dates with ten cents in coin to

ART PORTFOLIO DEPT., Bee Office, Omaha.

BY OLD MICHIGAN'S MIGHT

Tags on the Lake Tossed About Like Eggs—Shells by the Waves.

SEVENTY MEN LEFT IN GRAVE DANGER

Workmen on the Crib at Sixty-Eighth Street Menaced—Heroic Efforts to Save Them—Prove Tact—Finally Rescued.

Seventy men, with blankets strapped about them, are huddled together in the third story of the waterworks crib at Sixty-eighth street, says the Chicago Tribune, in connection with the gale of Monday. Waves filled with ice are dashing savagely against the structure and washing through the lower stories, whose windows have been smashed in by the storm. They represent the day and night shifts at work on the tunnel. A fruitless effort to rescue the men by the tug Rosaline nearly resulted in the wreck of the boat and the loss of five brave men. With the waves making clear breaches over government breakwaters and in a driving snowstorm, which blinded its crew, the tug Rosaline steamed out of the harbor for the rescue of the seventy men who were believed to be facing death on the waterworks crib at Sixty-eighth street. It was a deed of brave men. Those on the little craft as it put its nose beyond the protecting breakwaters at the harbor entrance were: Frederick Drees, contractor; Harry Lydon, contractor; Herman Dahke, captain; Charles Winnegar, engineer; Louis Peterson, fireman.

When the news came over the telephone from the four-mile crib at noon that the seas had wrenched away the heavy iron and strong timbers of the landing place at that crib the greatest alarm was felt for the safety of the big gang of men shut up in the crib at Sixty-eighth street. They had been engaged in constructing the new tunnel at that point and had nearly completed. The snow prevented signaling from the shore to the men, and as there was no telephonic communication the city hall officials became hourly more anxious. The men from the four-mile crib gave accounts of frightful seas which were sweeping their habitation and breaking in doors and windows. They said certain men at Sixty-eighth street must be in an awful plight. Harry Lydon and Frederick Drees, the contractors for the tunnel work, shared these forebodings. Mr. Drees had a son on the crib who was caught in the waves and nearly drowned. To their tug, Rosaline, which lay at the foot of La Salle street, they laid the case before Captain Herman Dahke.

"Of course I'll take a boat out," he said. "Ask the crew if they want to go."

Engineer Winnegar and Fireman Peterson did not flinch at the surprise of the crew the two contractors said they were going also.

HE NEVER SAW SUCH WAVES.

The Rosaline started at 10 o'clock. Old-time tugmen said the boat would not go farther than the breakwater. But it steamed to the four-mile crib and was then put on its course straight for the waterworks crib. Captain Dahke could not see 100 feet ahead of him. Dangerous reefs lay directly under his keel. A single mishap and nothing could save his boat from certain destruction. He had gone perhaps two miles when he observed that the seas were breaking in north of the crib. The Rosaline's lead line dropped and to his disappointment he found that the seas were breaking in twenty-eight feet of water. He had never seen anything like it and he was sure that the boat was in a perilous position.

At day break a large three-masted schooner near the life saving station, the seas making a clean break over her. Finally a very heavy wave struck her on the quarter, causing her to roll over on her side. She went out clear of the land. None of the crew was seen on her, and it is thought they were washed overboard. She will probably go ashore somewhere near the Gurnet light.

Blizzard Still Blowing in Ohio.

CLEVELAND, Feb. 13.—The heavy snow storm which set in early yesterday morning still continues today with unabated fury. The wind has shifted around to the north, and is blowing a heavy and cold gale from the lake. The snow has reached a depth of about ten inches on a level and has drifted in places many feet deep. The streets are running very dry and have abandoned all rail cars.

In Louisville.

INDIANAPOLIS, Feb. 13.—The storm in this city and vicinity kept its violence by night and at midnight, and save for a slight additional fall of snow, the elements are at rest and the sun was shining this morning.

Severe Cold in Texas.

DALLAS, Tex., Feb. 13.—This section of the country has experienced some exceptionally cold weather in the last day or two. The thermometer at the observatory at 10 degrees above zero, and the ice on the ponds is ten inches thick. The earth is frozen as hard as ice. Sunday night, after a day of sleet and snow, a cold northerly wind set in, blowing at the rate of forty miles an hour. Dispatches coming from all points west of here report that the cattle are suffering.

Left Traces Behind.

DETROIT, Feb. 13.—The storm in this vicinity is a thing of the past, but its ear marks are visible on every hand. Snow is piled high in places, street car traffic is slow and the wind is still blowing at the rate of thirty miles an hour. Dispatches coming from all points west of here report that the cattle are suffering.

DEATH'S GLEANINGS.

Herr Von Bulow, the celebrated German pianist, died at Dresden.

CAIRO, Feb. 13.—Hans Von Bulow, the distinguished German pianist, died. Von Bulow was born January 8, 1830, at Dresden. He studied under Richard Wagner and Liszt and was in 1880 musical chief of the theaters of St. Gall and Zurich. In 1884 he came to America and settled in New York. He was named in 1888 pianist of the price royal. In 1894, at the invitation of Wagner, Von Bulow went to Munich, where he became in 1897 director of the new royal conservatory and met the death of his wife. He died at Cairo, Egypt, of a heart attack. He was a devoted husband and father. He was a devoted husband and father. He was a devoted husband and father.

ST. LOUIS, Feb. 13.—Ex-Secretary of the Interior John A. Noble, when notified of the death of his former law partner, expressed much regret. Mr. Noble was a well-known figure in St. Louis about twelve years ago, when the mining excitement at Leadville was at its height. He was a good mining man and a successful lawyer. He was a devoted husband and father. He was a devoted husband and father. He was a devoted husband and father.

A brother of the deceased, Charles J. Sharnan, was for a number of years manager of the Western Ferry company here and is now residing in a southern railroad.

PITTSBURG, Feb. 13.—Hon. James B. Scott, dictator at Johnston during the flood, and one of the most prominent men in the city, died at 3:25 o'clock this afternoon.

Notorious Gambler Dead.

DENVER, Feb. 13.—Billy Dendish, the famous gambler, known as the "Man Who Broke the Bank of Monte Carlo," died tonight at St. Joseph, Mo., of a heart attack.

Engineer Gallows.

LONDON, Feb. 13.—Galloway, head of an eminent engineering firm of Manchester, is dead.

Curling at Winnipeg.

WINNEPEG, Feb. 13.—Today was the opening day of Winnipeg's curling bonspiel. Seventy rinks of crack curlers, representing every important point in Manitoba and the northwestern Canadian provinces and the United States attended.

Workmen Imprisoned in the Temporary Crib Out in the Lake Are Rescued.

CHICAGO, Feb. 13.—Dispatches from all over northern Illinois, southern Wisconsin and Iowa, Indiana and Ohio tell the same story of a furious storm and interruption of business. The blizzard seems, however, to have abated over this section at midnight. In northern Indiana much damage was done by hail to fruit trees and small buildings. In Lake county, Indiana, the snow averaged from four to ten feet deep. About fifty workmen, who were imprisoned all day and last night in the the

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