

SWEPT BY A TEMPEST

Scores Of Lives Lost.

MILLIONS IN PROPERTY DESTROYED.

Seaside Visitors Have Exciting Experiences—Houses Carried Away and Many Vessels Wrecked.

NEW YORK, September 10.—Coney Island to-day is a scene of woe and desolation, and nearly one-half of the island, east of the Iron pier, is submerged, and the high tide and heavy surf are playing havoc with the remaining portion. The greatest tide that has ever been experienced struck the island at six o'clock this morning and increased in volume and fury long past eight o'clock. There is not a strip of beach to be seen on the island. Water is pouring in in volumes underneath the Manhattan hotel, the flower beds are inundated fully a foot, all the lamp posts which bordered the path next to the sea have been torn from their foundation and bent and broken as if they were straws, and dashed against the hotel piazza. The great waves are dashing against the music stand, and it bids fair to go down before the day is over. The concrete walk directly in front of the big building has been undermined and torn away, and every breaker carries tons upon tons of water beneath the building. It looked to-day as if it was doomed. The bulkhead has been torn up and rent asunder. The collar of the hotel at seven o'clock was three feet deep with water, and it was still pouring in.

The little strip of land between Brighton and Manhattan has been eaten away and the ocean and Canarsie Bay is connected by fully five feet of water, extending to Sheepshead. The Manhattan and Oriental hotels stand by themselves on a little island that is fast being eaten up. The old Marine railway structure was carried away early to-day. The old Brighton beach bathing pavilion followed with it with a deafening crash and the drift wood carried with lightning rapidity and hurricane force against the new bath house, tearing part of that away. The Brighton Beach hotel is surrounded by over two feet of water, which extends as far as Canarsie Bay. Fully one hundred feet of the lawn in front of the hotel has been eaten away since last night and from indications early to-day, it will all be gone before night. The Brighton Beach railroad is submerged. No trains are running.

The angry waves were breaking in deafening roar under the elevated railroad station and fears are entertained for its safety. The little engine house beneath the station is covered nearly to the roof with water. The race course was two feet deep with muddy water, and the jockeys and spectators were panic stricken. Kanarsie hotel is surrounded by water. The surf has reached Bazaar's Hotel. The entire Concourse is inundated and the pavement torn up. The main road by the Concourse is submerged, and nearly every street within 5,000 feet of the beach formerly is flooded. No such time has ever been experienced in the history of the Island. All along the line houses were upside down, chairs, booths, driftwood, concrete pavement, piles of rocks, were all strewn in conglomerate masses, until it gave the impression that another Johnstown flood had come upon the island.

GREAT RACE HORSES IN PERIL. At five o'clock this morning a trainer at the Brighton Beach race track noticed the water pouring into the track from the south-west end. He mounted a horse and gave the alarm just in time. The southern portion of the track was already in a sea of water. Stables had been undermined and were falling in the flood, and horses imprisoned in the stables were swimming about. Stablemen and drivers were quickly aroused and one of them with an axe broke down the track fence so the horses might escape. An Englishwoman with two babies was seen floating in a stall upon the track and was rescued by a stableman. In half an hour the horses, 300 in all, including the famous Exile, winner of the Brooklyn handicap, were got safely away, and at that time the track was under four feet of water, while feed boxes, horse stalls and stables were floating around.

The rest of the island was in just as bad shape as the Brighton track, but after the alarm sounded every person in danger managed to escape, and so far as known no lives were lost. John Fitzgerald, a variety performer, went out and watched the storm for a while early this morning, and then returned to his room. He was found dead in bed an hour later. He doubtless died of heart disease, the result of excitement.

The storm now prevailing has worked considerable damage on the North and East river fronts. Some of the piers are covered by the tide, and some that are usually twelve feet above high water had their decks lashed by the angry waves. The bay and river are in an exceedingly turbulent state owing to high winds. The ferry boats were tossed about like playthings. On the East river front, the buildings from Fifth to Fourteenth streets are affected by the great rise of water, the lower end of Blackwell's Island is submerged. The flood was discussed by all the seafaring men with interest, and it seemed to be the general impression that the tide exceeded any that we have had in twenty-five years.

KILLED AND DROWNED. Two men were drowned during the storm by the capsizing of a boat on the North river. A man was swept off a roof in Brooklyn by the wind and killed.

J. T. Kelly, aged 25, son of Eugene Kelly, the New York banker, was blown from the platform of a train on the D. L. & W. railway, near Newark, N. J., and killed.

At South Beach, Staten Island, the high water has wrecked a number of buildings. The houses at Wave Crest Point are completely surrounded by water. The Ocean Crest hotel, fully 4,000 feet from the sea, is now on the edge of a miniature ocean. Many bath houses have been washed away.

The signal service observer says the cyclone, whose effects New York is at present feeling, originated in the West Indies six days ago, and then drifted out to sea. There it has floated about until now it is supposed to be about 1,000 miles out in the ocean. The centre of this cyclone is off Cape Hatteras and is moving slowly in a northeasterly direction, accompanied by rain.

ASBURY PARK, N. J., September 10.—It stormed terribly along the coast all night, and it is now blowing a gale from the northeast. The surf is the heaviest ever seen here. The rafting and floor of Lillagore's big bathing pavilion have been torn away. The surf is now running over the beach walls.

DELAWARE BREAKWATER, Del., September 10.—The barque Salvator, from Philadelphia for Gibraltar, is ashore near the Iron pier.

She is 11 of water. The crew were safely landed. The worst storm in five years prevails here. The schooner Charles P. Stokely, from Philadelphia for Norfolk, has dragged ashore in the harbor, and is apparently full of water.

LAWRENCE, Del., September 11.—Midnight. Advice from Delaware Breakwater say that the storm raging for the past three days is the most furious known in the history of the place. At least two score vessels are beached. Both wooden piers were washed away.

The beach from Rehoboth to Lewes is strewn with wrecks. It is thought that at least fifty lives were lost. Men were seen clinging to the rigging of sinking vessels frantically yelling for help.

The life saving crew were powerless to render assistance owing to the fury of the gale.

The bodies were washed ashore this morning and were buried in the sand. The loss to vessel property at the Breakwater will reach, it is thought, \$5,000,000.

The storm continues with unabated fury. LEWES, Del., September 11.—The wind blew a gale all day yesterday and last night, and still blowing. The tide is the highest since 1867. Telegraphic communication with the Breakwater is destroyed. The schooners Allena Covert, Henry M. Clarke, J. F. Becker, Byron M., Maud Seward, Norena, Gertrude Summers, and four unknown schooners are ashore. Both wooden piers have been destroyed. A three masted schooner is ashore just outside the inner bar and is fast going to pieces with the crew of ten men clinging to the rigging. The lines which the life-saving crew have shot over her are tangled in such a manner as to make it impossible to send out the car. No human power can save the sailors.

The schooner J. & L. Bryan sank up the bay last night. The mate and one colored seaman are the only survivors. The schooner Kate E. Morse and Walter F. Parker have sunk at Fourteen Foot bank. The survivors of the Bryan think they are the only saved of the three vessels. They came down the bay on a hatch. The Bryan was coal laden. The barque Thomas Keller, (Br.) from Philadelphia for London, appears to be on the beach. The barque Atlanta, (Dan.) from Hamburg for Philadelphia, and the schooner Nettie Champron are ashore below the Iron pier. At 3.30 p.m. the storm is every thing on the beach is submerged.

WAVES IN SECOND STORY WINDOWS. SALISBURY, Md., September 11.—Reports of a terrific character are coming in from the storm at Ocean City, Md., though the telegraph offices there is unconnected. The large columns supporting the porch at the hotel and cottages are washed away, the doors and windows are broken down and the furniture is floating about the beach. The seas last night were breaking to the second story of the Atlantic hotel and Congress hall, and huge waves were running through the hotels six feet deep. The furniture is floating in the rooms. The dancing pavilion at the Atlantic hotel is demolished, and the roofs of several cottages and the porch are blown away. There is not a vestige of a bath house on the beach. The life-saving station was damaged, and the crew were preparing to desert it last night to rescue the dwellers on the beach.

The work was accomplished by a large number of stout men joining hands and wading through water waist deep. They brought the ladies to the oars one by one seated on their joined hands. In this way all were saved. It was a perilous undertaking and several times the rescuers were knocked down. Mr. Stokes, one of the rescuing party, was washed out to sea, but an incoming wave threw him back towards the beach and he was saved. The last occupants of the beach, who left last night, expected all the cottages and portions of the hotels would be washed away.

PHILADELPHIA, September 11.—From Bay Head to Barnegat City, N. J., the damage by wind and waves has been unprecedented in the history of the coast. Between Sea Side Park and Berkeley the railroad has been just in time. The southern portion of the track was already in a sea of water. Stables had been undermined and were falling in the flood, and horses imprisoned in the stables were swimming about. Stablemen and drivers were quickly aroused and one of them with an axe broke down the track fence so the horses might escape. An Englishwoman with two babies was seen floating in a stall upon the track and was rescued by a stableman. In half an hour the horses, 300 in all, including the famous Exile, winner of the Brooklyn handicap, were got safely away, and at that time the track was under four feet of water, while feed boxes, horse stalls and stables were floating around.

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CRUCIFIXION.

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mouth of York river with schooner A. L. Stern, Ellis, of Somerton, N. J., rigging carried away and badly stove; towed into Norfolk. Schooner R. R. Leeds reported lost from Atlantic City. Schooner Rebecca M. reported lost from Atlantic City. Sloop Mary Carhart, Peter Amboy, wrecked off Atlantic City. Sailboats Two Brothers and Anna Winger, collided off Atlantic City; badly broken. Yachts Godfrey, Volanteer, Albert, Neptune, Comet, Charles F. Wahl, Tulle Covert, Minerva; sunk or driven to sea. Ship W. R. Grace, Havre for Philadelphia, ashore off Cape Henlopen. Schooner Norena, from Portland, ashore Delaware Breakwater. Schooner Allena Covert, Antigua for Philadelphia, ashore Delaware Breakwater. Schooner Henry M. Clark, Kingston for Providence, ashore Delaware Breakwater. Schooner J. O. Robinson, ashore Delaware Breakwater. Schooner S. A. Rudolph, ashore Delaware Breakwater. Schooner Adelle R. Bacon, ashore Delaware Breakwater. Schooner Ualtry R. Dyer, ashore Delaware Breakwater. Schooner Major Wm. H. Tantom, ashore Delaware Breakwater. Schooner Maud Seward, ashore Delaware Breakwater. Schooner A. & E. Hooper, ashore Delaware Breakwater. Schooner Charles P. Stokely, Philadelphia for Norfolk, ashore Delaware Breakwater. Schooner J. F. Becker, from Greensport, ashore Philadelphia Breakwater. Schooner Gertrude Summers, of Wallfleet, ashore Delaware Breakwater. Schooner Nettie Chambers, ashore Lewes, Delaware. Schooner, three-masted, held by tug Rattler, Delaware Breakwater. Schooner Minia A. Road, ashore Delaware Breakwater. Schooner Byron M. (Br.), San Domingo for New York, ashore Delaware Breakwater. Barque Thomas Kellor (Br.) Philadelphia for London, beached Delaware Breakwater. Barque Il Salvador (Ital.), ashore Delaware Breakwater. Brig Richard T. Green, Jermis for Boston, ashore Delaware Breakwater. Brig Loyallat (Br.), from Ziz, dragging her anchors, Delaware Breakwater. Pilot boat Esyard, ashore Delaware Breakwater. Barge Timour, ashore Delaware Breakwater. Barge Ronndent, ashore Delaware Breakwater.

LIVES LOST. Moore, —, seaman, Chesapeake Bay. Brown, —, seaman, Chesapeake Bay. Thirty-seven persons (names unknown), crews of small schooners, sunk in Delaware bay. Twelve persons (probably), crews of schooners, reported wrecked in Delaware bay.

A FAMINE THREATENED AT ATLANTIC CITY. PHILADELPHIA, September 12.—The 10,000 permanent residents and 10,000 hotel guests at Atlantic City are panicstricken at the steady encroachment of the sea. Not a train can reach the storm beleaguered city for fully a week. A famine is threatened. There are no milk, vegetables or meat, and in another day there will be nothing left but bread and water. Luckily the supply of flour is plentiful.

The scene of ruin at the lower end of the beach is far beyond picturing. From Michigan avenue down to Chelsea there is not a beach front building of any description left standing and many buildings as far up as Pacific avenue have been undermined and wrecked. The non pier has been greatly damaged. The new setback close to the pier entrance was destroyed, as were the small stores and booths and the board walk in the vicinity. In the space between this point and States avenue all the photograph galleries, pavilions and stands were wiped out. The new bath houses belonging to the United States hotel, Adams and Johnston's bath houses and pavilion and the building of Geo. W. Jackson, all of which were reconstructed at the cost of many thousands last spring, fell prey to the waves. Then followed the seaside baths and sun parlor on the beach.

Fire and water combined against the dozen or more buildings on the elevated area below Texas avenue, known as Lee's Ocean terrace. This strongly protected spot jets into into the ocean. The high tide, however, soon broke through the sea wall and dashed around the buildings. Even the proprietor himself was forced to acknowledge that the buildings were doomed, and he advised a hasty removal of household effects. The terror-stricken women and children were carried to a place of safety first. But before the men had completed their task the undermined buildings, some of them three stories high, succumbed to the onslaught of the waves and toppled over seaward.

They remained in that condition until midnight and then, when the frightened and nervous hotel guests were endeavoring to get a few hours' rest, a sheet of flame was seen to shoot up from the ruined buildings. It was a period of terror for these people, and when they anxiously peered through their windows and saw the sky illumined with the red glare of fire, they sprang from their beds and rushed pell-mell to the lower floors, most of them in their night attire. They imagined the flames were close upon them, and the strongest assurances had no quieting effect.

A SCENE OF TERROR. The women came rushing down stairs with blanched faces, wringing their hands and crying as if the day of judgment had come. Outside banging shutters, creaking signs, the howling of the hurricane, the hiss and splash of the swaying trees, the rushing, banging fire engines, and the general commotion attending a fire at night struck terror into the hearts of these women and they huddled together in the parlors and prayed and sobbed and listened to the consoling words of the men, who knew full well that the danger was still far away. The fright of these people was not ended until the fire on the Ocean Terrace had consumed the wrecked buildings.

On the meadows the rushing torrents spread terror and destruction along Mediterranean, Baltic and Arlio avenues. The tide

Death of a Brother of Charity in Boston. Brother Joseph, member of the community of the Brothers of Charity, in charge of the House of the Angel Guardian, Roxbury, Mass., died in the institution Sunday, the 8th inst. He was widely known and esteemed for his connection with the House, of which he was superintendent for five years. A very painful disease, which had caused him much

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Calumny hurts three persons—him who utters it, him who hears it, and him of whom it is spoken. Never does a man portray his own character so vividly as in his manner of portraying another's.

BOSTON WANTS CANADA.

Some Representative Men Give Their Views on Annexation.

BOSTON, Mass., September 12.—The Senate committee on the relations between the United States and Canada continued its sessions to-day. John L. Bacheiler, representing the Coal Trade Association, said the removal of the duty on coal would increase the sale of soft coal to Canada. F. H. Oliver, a coal dealer, said the removal of the duty would result in reciprocity, which would double the quantity of our bituminous coal sold in Canada.

T. Jefferson Coolidge, representing the Amesberg Manufacturing Company of Manchester, N. H., said he was largely interested in the cotton manufacturing industry. Since the abrogation of the reciprocity treaty his company had made no sales in Canada, but when it was in effect they made a few sales there. He thought any interference with Canadian roads would be a misfortune to New England. His company would have to send its goods via New York at additional expense, which, with the small profits now realized, could not be sustained by New England interests. His company employed 7,000 operatives, one-half of whom were Canadian. Of these four-fifths became American citizens. He believed in the scheme of a Zollverein.

Hon. Jonathan Lane, representing the Boston Merchants' Association, thought commercial union would be of advantage to both countries. He believed it would be a good thing if the Custom houses, from the Atlantic to the Pacific, could be abolished. Hon. Charles F. Johnson, treasurer of the Tremont Hall works of Waltham, said they built their hopes of future existence upon the use of coal that comes from the Canadian provinces, and that