

WASHINGTON.

Public Printer Clapp to Stump Erie County--Reduction of Wages in the Navy Yard--Pennsylvanians in Washington Returning Home to Vote--Prize Fighting in Virginia--General Canby and Dougherty--A Warrant of Arrest Issued for the Latter--Changes in the Pennsylvania Post Office--The Cuban Privateer "Hornet"--She is Seized at Wilmington, N. C.--B. Butler at the Capital.

[Special Despatches to the Philadelphia Inquirer.]

WASHINGTON, Oct. 4.

A. M. Clapp, Congressional Printer.

Left to-day for Northwestern Pennsylvania, to accept an invitation extended by the Republican Committee of Erie to stump the county. He is a telling speaker, and universally liked throughout the country, and always does good work.

Reduction of Wages.

The wages of second-class painters at the Washington Navy Yard were reduced on Saturday from \$3 to \$2.75 per day; wheelwrights from \$2.75 to \$2.50, and second-class laborers from \$1.75 to \$1.50, by order of the Secretary of the Navy.

Leave of Absence.

Rear-Admiral Dahlgren, Commander of Washington Navy Yard, on Saturday issued a circular granting leave of absence to all voters belonging to Pennsylvania, to enable them to go home to vote.

The Prize Fight.

Between Sam. Collyer, of Baltimore, and Charles Doherty, of Richmond, Va., is expected to take place to-morrow morning, at some point in Eastern Virginia, and this morning those from this city who expect to see the "mill" left in the steamer "Columbia." The "Columbia" took about 150 passengers, including 25 who are going to the fight, among them Mike Canby, alias English, and "Dublin Tricks." These parties expect to reach the fighting ground early to-morrow morning.

Philadelphians Going to the Fight.

A number of Philadelphians and New Yorkers arrived this morning, but failed to make a connection with the "Columbia," on account of the delay of the train. Barney Aaron, who arrived in Richmond on Saturday, and Carr, who left in the boat, will see second Doherty.

Warrant Issued for the Arrest of Doherty.

A Richmond paper of Saturday says: "A warrant was issued, this morning, by instruction of General Canby, for the arrest of Charles Doherty, for the purpose of preventing the fight, but Doherty had left the city with several of his friends some hours before it was placed in the hands of an officer."

The Repairs to the Executive Mansion.

Now rapidly approaching completion, add greatly to the appearance of the interior of the building, besides making it more comfortable for the President and his household. The fresco work in the President's office has been completed, and the new furniture placed therein. The ceiling is frescoed in the modern style of Renaissance and Italian combined, the scroll border being of the latter. Four medallions, representing "Industry," "Commerce," "Agriculture" and "Peace" are neatly executed, and attract much attention.

A new marble mantel has been placed in the apartment, elaborately carved and highly ornamented. The carpet is of Wilton crimson under-ground, and Italian arabesque border. The furniture is of French and American walnut combined, and upholstered in French tapestry reps. The table for the Cabinet, in the centre of the floor, is of French and American walnut, with compartments for each member of the Cabinet, and a large arm chair for each place.

The curtains are of French tapestry reps, with heavy walnut cornices and gold decorations, the national escutcheon and laurel wreath, in bas relief, being carved in the centre. A large mirror in walnut and gold frame, carved similar to the window cornices, occupies a place over the mantel. A sofa and a number of small chairs fill up the spaces around the room, which is now a very comfortable and pleasant-looking office. The fresco painters are at work upon the ceiling of the large hall, at the entrance leading to the parlors, east room, &c., which is being embellished in handsome style, and will present a very pleasing appearance when completed.

Personal.

Deputy Commissioner of Internal Revenue, Douglas, left on Saturday for New York, and will be absent until Friday next.

The Privateer "Hornet" Heard from.

Information was received by the government officials, to-day, that the Cuban privateer "Hornet" had put into Wilmington, North Carolina, on account of severe weather, and had been detained by the United States authorities there, who asked for instructions. Attorney-General Hoar, and Secretaries Fish and Robeson were in consultation with the President, during the day, upon the subject, when it was found that the law permitted a vessel, of the character of the "Hornet," to enter any of our ports and remain twenty-four hours without detention, and a telegram was sent to the United States Marshal inquiring when she arrived there, but up to a late hour this evening no reply had been received.

General Butler.

Arrived to-day, on business with the Navy Department, and will remain two or three days.

Detention of Trains.

None of the mail trains which left New York and Philadelphia, this morning, reached here to-night, and it is announced they will not be delivered till to-morrow morning.

Post Office Changes.

The following changes of Postmasters in Pennsylvania were approved to-day:--

Montgomeryville, Montgomery county, Thomas Rogers, vice E. Shearer, superseded by change of site.

Fine Grove Mills, Centre county, John L. Musser, vice C. W. Musser, resigned.

South Warren, Bradford county, Jacob A. B. Baker, resigned.

Glen Rock, York county, Benjamin Geiss, vice E. F. Lutz, removed.

Re-established, Flourtown, Montgomery county, Pa., and Amos Dungan appointed Postmaster.

Discontinued, Sparksville, Fulton county; mails to Wells' Tannery.

[Despatches to the Associated Press.]

Naval Orders.

Commander George G. Blake has been detached from duty as light-house inspector of the Second Light-house District, and placed on waiting orders. He will be relieved by Commander T. G. Seffridge.

Commander Joseph E. Hull relieves Commander John Pope from duty as Inspector of the First District.

Captain James H. Spotts is ordered to duty in the Twelfth District.

Chief Engineer W. Dungan, Naval Constructor Thomas Davidson, Jr., and Assistant Naval

Constructor John W. Esby, are ordered to report to the Secretary of the Treasury, on the 20th inst., as members of a board to examine revenue cutters.

Lieutenant-Commander Frederick Pearson is ordered to duty on board the "Frolic."

Lieutenant Charles M. Thomas is detached from the "Frolic" and ordered to the "Sally."

Surgeon E. M. Stein is ordered to duty at the Marine Rendezvous at Washington.

Army Orders.

The following changes in the stations and duties of ordnance officers in the army have been made:--

Brevet Colonel J. McNitt, from Leavenworth Arsenal, takes command of the Columbus Arsenal, Ohio.

Brevet Major J. M. Whittemore, from Watertown Arsenal, Mass., to command the Kennebec Arsenal, Me.

Brevet Major T. C. Bradford, from Columbus Arsenal, Ohio, to command the San Antonio Arsenal, Texas.

Captain Isaac Arnold, from San Antonio Arsenal, Texas, to Springfield Arsenal, Mass.

Brevet Captain F. H. Parker, from Rock Island Arsenal, Illinois, to command the Detroit Arsenal, Michigan.

Brevet Major J. R. McGinness, from Springfield Arsenal, Mass., to report to the commanding general of the Department of the Atlantic as general ordnance officer of that department.

Brevet Captain O. E. Michael is ordered from Detroit Arsenal to Watertown Arsenal.

First Lieutenant J. M. Macloy, from the Department of the Platte, to Watervliet, N. Y.

Virginia Tobacco Tax.

Commissioner Delano has received a letter from Supervisor Presbury of Virginia, announcing that the collections on manufactured tobacco in that State from March to September, 1868, were \$281,247.41, and between the same months of the present year they amounted to \$1,846,678.16, being an excess of this year over last of \$1,565,430.75.

The amount of manufactured tobacco shipped out of the State in bond during the six months of 1868, above referred to, was 7,401,875 pounds, and in the corresponding period of the present year 9,422,883 pounds, or 2,021,008 pounds in excess of shipments of last year. A very large proportion of the tobacco shipped in bond to Northern cities, to export through bonded warehouses, is there withdrawn and the taxes paid. The revenue from tobacco in the State, for one year, from March, 1868, is estimated to be six times as large as that of the previous year.

Life Boat Detachment.

By order of Vice-Admiral Porter, there will be a trial of the "Let Go," or life-boat detaching device, to-morrow, at Washington Navy Yard, before a board of naval officers, appointed by Rear-Admiral Dahlgren.

The Schurman Case.

In the Criminal Court, the closing argument was made on the motion for arrest of judgment, in the case of Schurman, convicted of purloining United States national currency, from the Treasury Department. Judge Fisher reserved his decision.

Supreme Court.

An adjourned session of the December term of the Supreme Court of the United States commenced to-day. Present--Chief Justice Chase and Associate Justices Clifford, Davis and Swaine, and there being a quorum, an adjournment until to-morrow took place. The order is:--The argument of the cases pending at the close of the former session; next, those for which no days were assigned, and then the regular docket, the Court adjourning over from Friday until Monday.

THE NEW "ALABAMA."

Her Arrival at Fernandina.

SAVANNAH, Oct. 4.--The Morning News has a report from Florida of the arrival of the steamship "Alabama," at Fernandina, on Friday night, from New York, with four hundred men, including sixty officers, for the Cuban expedition, now rendezvousing in the Gulf coast. The men were immediately put aboard the cars and sent to Cedar Keys, where steamers await them. Two hundred men arrived at Baltimore, Florida, from Savannah, on Saturday night, supposed to be a portion of the command now organizing in Middle Georgia.

Her Seizure.

WILMINGTON, Oct. 4.--The privateer "Hornet," alias "Cuba," appeared off Smithville, on Saturday evening, flying the Cuban colors. It has been definitely ascertained that she has 200 men and 30 officers aboard, the majority of the latter being ex-Confederates. Her armament consists of eight heavy guns.

Yesterday she anchored inside the bar, and sent the Engineer and Purser to the city to secure a supply of coal, that taken aboard of New York not being adapted to quick movements. Suspicions being soon aroused, the officers, after engaging a supply of coal, returned to the vessel without making arrangements to get the coal aboard. They left this city last night, about twelve o'clock, for Smithville, thirty-five miles below the city, in small row-boats.

Collector of Customs Keemly chartered the steam-tug "Alpha," this morning, at four o'clock, and having placed in the hands of the Deputy United States Marshal a warrant issued by the United States Commissioner, placed him on board with part of the customs force, with orders to detain the privateer until further orders.

Colonel Frank, commanding the United States troops at Smithville, was expected to cooperate with the Deputy Marshal, and with force, if necessary. The "Alpha" has not yet returned. Further intelligence will be telegraphed immediately on her arrival. The officers who visited the city were very bold and confident, insisting that there is no prospect by which the privateer can be legally detained. The event creates much excitement and comment.

Later.

The "Cuba" was seized by the Deputy United States Marshal at Smithville at twelve o'clock to-day, brought up to this city, and anchored half a mile below. The officers are now in the city, and are positive in their declarations that there is no pretext under which she can be detained by the authorities any longer than necessary to have investigation of the armament and crew. The "Cuba" is a formidable vessel, and represented to have great speed. She is short of coal and provisions now, and her machinery is considerably deranged. The following is a complete list of her officers:--

Edward Higgins, Commodore; Thomas L. Dornier, Lieutenant-Commander; David A. Telfair, Navigating Officer and Lieutenant; C. W. Rea, Lieutenant; Dr. Fred. J. McNulty, Surgeon; Eugene Valiente, Paymaster; Prentiss Ingram, Captain of Marines and Private Secretary to the Commodore; Dr. E. W. Dubois, Assistant Surgeon; D. D. Munro, First Lieutenant of Marines; Nicholas Esling, Master; K. Jimmers, Ensign; Henry S. Cooke, Ensign; A. M. Mason, Ensign; E. H. Gibson, Ensign; William D. Phillips, Midshipman; Antonio Munoz, Midshipman; Louis French, Chief Engineer; Robert Graham, First Assistant Engineer; John Lynch, First Assistant Engineer; James Dennison, Second Assistant Engineer; Stephen Kearney, Second Assistant Engineer; Joseph Agwar, Second Assistant Engineer; John Mulvey, Paymaster's Clerk; W. J. Faherty, Master's Mate.

INDIANA.

The State Fair Disaster--List of the Killed.

INDIANAPOLIS, Oct. 4.--One of the bodies at the undertaker's office has been recognized as that of John R. Balley, of Skeneateles, N. Y. The following is a corrected list of the killed: P. L. Davis, John Gall, John Willson, Jerome Spriggs, (colored.) Gustave Didier, Peter Kreitz, Ignatius Claria, all of this city; M. B. McVey, John McVey, Clara Davis, of Marion county, Ind.; Reed Beverly, of Paragon, Ind.; A. P. Jackson, of Memphis, Ind.; P. M. Benham, of Fort Wayne, Ind.; D. Long, of Vienna, Ind.; John Labour, of Franklin, Ind.; Isaac Barker, of Hamilton county, Ind.; John Slack, of Rob Roy, Ind. Two bodies not certainly identified. The following additional wounded are reported: James Chance, of Rockville, Ind.; Richard Matthey, of Lima, Ohio; R. Butler, of Indianapolis; Miss Maggie Bettie, of Connersville, Ind.

THE FRESHET.

A Fearful Scene on the Schuylkill--The Greatest Flood on Record--Bridges Carried Away--Factories and Dwellings Inundated--Immense Destruction of Property--Railroad Tracks Submerged--Serious Detention of Trains--The Delaware Front of the City Inundated--Cellars and Ferry Houses Overflowed--Full Particulars of the Disaster--Observations of our Reporters.

The river Schuylkill has been either one extreme or the other recently. First, we have an unparalleled drought of so serious a character that the water supply of the city is greatly diminished, and but for active measures taken to meet the emergency, we would, for many weeks past, been without water entirely in some sections of the city; and following close upon the drought comes a freshet of unprecedented violence, so great a one, in fact, that bridges are carried away, factories, dwelling houses, ice houses, &c., are submerged, boats are swamped, and the river is swollen to three times its usual size, and to such an extent that Fairmount, Flat Rock, and other dams, which a few days ago were high and dry, have been completely hidden from view by the Niagara of waters that dashed and surged over them with terrific violence.

The water spread to such an extent over the shores of the Schuylkill that travel was totally suspended, for many hours, over the two railroads that run along the bank of that river, the tracks for many miles being submerged in water to the depth of several feet, a thing that never happened during any former freshets.

The great freshet was caused by the rain that fell during Saturday and Sunday, and until an early hour on Monday morning. The rain had, as it were, determined to make up for lost time, for during the brief period mentioned, the amount that fell was one-tenth as much as has fallen for one year past, or 4 7-10 inches, according to measurement.

Hundreds of thousands--possibly millions--of dollars' worth of property has been destroyed, and a large number of operatives have not only been thrown out of employment, but many entire families have been rendered homeless and homeless, and a considerable amount of their property is well on the way to the sea, being suddenly swept away by the torrents of water, whose onward course no human agency could resist.

Appended will be found a full account of the disaster from Market Street Bridge, Philadelphia, as far up as Phoenixville, from actual observations made by the Reporterial Staff of THE INQUIRER, and also the condition of the Schuylkill below Gray's Ferry Bridge.

The Gas Works.

The water began to rise at the Market Street Gas Works early in the morning, and fearful that an explosion would occur, the employees were set to work to extinguish the fires. Before this was done, however, the water was in the works, and coming in contact with the fires, produced a dense volume of smoke, which led to the impression that the works were on fire. Several fire companies in the vicinity turned out, but were informed that their services were not needed.

All the clay retorts are irretrievably injured, and cannot be used again. The iron retorts are not damaged. The loss will amount to nearly \$30,000. There is not much fear that the supply of gas will fail, as a large quantity is in the receiver.

The Point Breeze Works are intact, and twenty-four additional benches were put into operation yesterday noon.

The West Side.

The flats on the west side of the Pennsylvania Railroad, above Market Street, were overflowed, and sixteen caboose bodies were lifted off the trucks and washed away. Seven men, who had been sleeping in them, climbed out and were rescued by means of a boat, just before the cars floated away. The Company also had some thousands of dollars of lumber for the new elevator stored on the flats, but as soon as it was apparent that there was danger of its floating away, a large force of men was employed and it was removed before the water was high enough to carry it off.

The trestle-work bridge of the company, near Gray's Ferry, had about 200 feet carried away by the flood.

The following firms at Thirtieth and Chestnut streets had large quantities of lumber, but their loss cannot be estimated:--Trucks & Packer, McVain & Bunter, Coombs & Slack, and Sloan & Good. The saw-mill of Keen & Co., near by, is overflowed, but the loss is not known.

Edward Morgan & Sons, at Thirtieth and Chestnut streets, dealers in cement drain pipe, have suffered great injury to their stock.

John D. Ward, coal and wood dealer, at Twenty-fourth and Chestnut streets, suffers heavily as his whole place is under water.

The City Mills are flooded out and suffer much damage.

The soap works of G. Cook & Sons and the oil works of W. D. Hubbard are completely saturated.

Naylor & Brothers, lumber dealers, lose part of their stock.

The coal yard of John Kennedy, oil works of Laird & Co., soap works of Van Haagen, McKee & Co. are all more or less damaged.

The oil works of Wallace, Curtis & Co., on Thirtieth Street, below Chestnut, are all under water. Their loss cannot be ascertained definitely, as they have two tanks full of oil, and it will depend on whether the pipes are broken or not whether it has escaped. About 50 barrels of oil and 200 empty barrels floated off.

The engine-room connected with the Pennsylvania Railroad shop is almost hidden from sight by the raging waters.

The lamp-black factory of Wilson & Co., below the Wire Bridge, is submerged in the lower part, and the loss will be heavy.

The extensive oil works of Rembrandt & Street, below the Wire Bridge, is overflowed, and will suffer great damage. About fifty barrels of oil and one hundred empty barrels floated down the stream. There is a large quantity of valuable machinery in the works, which will be badly damaged.

Sharp's fire-arm factory, at the west end of the Wire Bridge, is damaged somewhat in the lower story.

Above the bridge, several lumber yards and taverns are completely surrounded, but the loss will not be very heavy.

East Side.

The American Mre Company, at Twenty-third and Arch streets, is filled with water in the cellar, which contains stock.

The tannery of J. Hadley, on Cherry Street, above Twenty-second, is full to the second floor.

The factory of E. & G. W. Aiden, manufacturers of patent fan blowers, is in the same condition, as is also the machine shop of J. E. Packer & Co.

On Vine Street, from Twenty-third Street to the river, the water is many feet deep, and the occupants of houses are obliged to be in the upper stories, whence they can only be reached by boats.

The Keystone Mills, on Calowhill Street, above Twenty-fifth, was flooded in the first story.

A coal yard next to it was almost invisible.

The depot of the Arch Street Passenger Railway Company has its stables completely under water. A canal boat floated against its rear, and pushed down the blacksmith shop and a portion of the river wall of the depot.

Fairmount.

Here the scene was indescribably grand. The water flowed at the rate of about fifteen miles an

hour, bearing in its course everything that would float.

The Wire Bridge was filled with persons gazing at the scene, and the police found it necessary to keep the crowd moving on to prevent an accident.

The turbine wheels in the water works and the forges were completely overflowed, and no pumps could run after ten A. M.

The reservoir hill was crowded with spectators, as it was a place where a wide and comprehensive view could be had.

The Park.

The space leading from the old to the new park, at Landin Avenue, was about five feet under water. The Robert Morris House and the Bialto House had about three feet of water on the first floor. The steamboat wharf was invisible. All the boat-houses along the river bank were submerged to the tops of the windows, and have no doubt, suffered great injury to the boats, &c., stored in them. The red boat-house, where boats to hire were kept, floated off, and would have been lost, had not ropes been taken to it from the shore.

The carriage drive on the river bank of the park, was about eight feet under the water.

The dam could only be recognized by the tumbling and seething of the water. A number of boats went down above it, and these served to throw up the water in great waves.

So rapidly did the water rise that fears were entertained that the Wire Bridge would be swept away. At this time a number of canal boats were perceived coming down, and as it was plainly evident that they could not clear the bridge men were sent out to scuttle them, and nearly a dozen wrecks lie on the bottom below the dam. About half-past eleven o'clock A. M. a carriage with two drowned horses attached, floated down, and it has been feared that some persons have been drowned. It is almost a miracle that the remains of the Manayunk bridges and the debris of canal boats and houses did not carry away the Wire Bridge.

An Unwieldy Spectacle.

On the east side of the river, Filbert, Arch, Cherry, Race and Vine streets, were overflowed nearly to Twenty-second Street, and men could be seen everywhere paddling around with boats; others were wading to the armpits, bringing in wood, &c., for the use of many a poor person with fuel for the coming winter. Children were also in the water, and their parents were kept busy endeavoring to keep them out, as many of them might have easily been drowned.

Of course all business was suspended, as no vehicle could pass. Some adventurous drivers did occasionally risk it, but they were few, and seldom succeeded. Large crowds of persons lined Twenty-second Street, and the different lines of cars leading to the river front were crowded to their utmost capacity.

Manayunk.

The loss occasioned by the freshet was greater and more general than at any of the other places in the "Valley of the Schuylkill," and it is generally estimated that not less than a million of dollars will pay for the damage done in that vicinity.

Many of the manufacturing establishments in the place suffered considerably, and, in many instances, dye houses, sheds and bleaching tanks were washed away, and the small residences adjoining them, and occupied by laboring men, completely submerged.

The second and third floors of the several mills were under water, and at an early hour yesterday morning the Schuylkill presented the appearance of an immense floating raft, though disconnected and composed of different material, of sundry make, quality and grade. Small houses, furniture, lumber, factory material, and articles of miscellaneous kind, were seen floating down, and were called from their beds at twelve o'clock at night, by the factory bells and whistles of the town, assisted in removing whatever could be rescued from the rapidly rising water. It is estimated that the Schuylkill rose about five feet above its average, and fifteen feet over its height during the summer.

Excitement and feverish excitement seized upon the entire population of the thrifty locality, and during all the morning it both continued and increased, until about twelve o'clock at noon, after which it became a change of place, and the water from that hour commenced going down much to the gratification of the Manayunk population.

By this terrible visitation whole families have been left without a home or even where to lay their heads, and the general grief and distress prevailing is beyond all description.

Women and children, standing in some spot of security, would watch the movements of the flood as it grasped and carried off the most valuable of the earthly possessions, and the scene presented was really heartrending.

The loss occasioned by the freshet, therefore, caused an expression of thankfulness from every heart, and each one set about inquiring to what extent his neighbor had been damaged. This could not be ascertained in dollars and cents in specific cases, nor cannot possibly be until the flood subsides, but many of the losses were in the first and second stories, many of which were last night still in a state of inundation.

While we regret to have to record the drowning of a young lad, who was thrown from a canal boat under peculiar circumstances, it is, nevertheless, a cause for congratulation, that considering that the water came over his head, and that he was at a natural height at an hour when the greater part of the population were enjoying night's repose, that a number of lives were not lost.

The water yesterday at twelve o'clock came rushing down the stream with such immense force and volume, that it was in contact with a loaded canal boat carried along by impetuous speed, the large covered county bridge was struck, and carried away as if a pipe-stem. The boy above referred to fell off the boat into the boiling stream, and up to a late hour last night his body had not been recovered.

The material of this large bridge added still greater weight and power to the flowing element, and coming in contact with the other bridge, known as the "Tow," or "Horse-shoe" bridge, it was also carried away, journeying down the river in company with the other floating material.

The other small bridges in the vicinity were also carried away, including that at Domino Lane, near Flat Rock dam, which spans the canal at that point, and, therefore, a bridge of considerable importance. The wagon road from the Ridge Avenue to Manayunk, via Dobson's place, is useless, in consequence of its loss. The stone bridge on Ridge Avenue, crossing the Wissahickon, was also swept away.

Canal boats were floating about loose in large numbers during the day, and the loss of the Schuylkill Navigation Company by considerable both in this respect and in the banks of their canal being washed away. The canal, yesterday, had as rapid a current as the river ordinarily has, while between the river and the canal the water was on a level.

The railroad track was under water between Manayunk and Conshohocken, the station at the latter place being completely flooded. Not only was travel thus interrupted, but as the telegraph wires were blown down, telegraphic communication was interrupted, and the poor people residing at Conshohocken and Norristown could neither be seen or heard from.

The present flood exceeds any of its predecessors, both in extent and actual damage, and will be long remembered by the residents of the neighborhoods affected by it. In 1852 there was a flood of both ice and rain, and in August and September of 1860 the County Bridge was washed away; and although they both approximate to the present freshet in the character of the disaster, the amount of damage then done is by no means equal to the present instance.

The damage was heavier above than below Manayunk, but to give our readers a proper knowledge as to the parties whose establishments were damaged, we refer to them in rotation, according to the order of their location.

Commencing at Sutton's mill, in lower Manayunk, we found the lower portions completely flooded, and considerable damage sustained in consequence.

The gas works adjoining this mill are some ten or twelve feet above the level of the street, and a strong force of workmen was put to work at an early hour to prevent the work at the establishment from being interrupted.

Sutton's mill, just above the gas works, and the tenement houses on the opposite side of the street, were completely surrounded, the water being nearly six feet deep on the first floors. Carts, wagons, and other articles floated about, and the men were all out at their respective places of employment, doing their best to save such articles as have been spared by the water, or are floating about within reach. No boat could have lived for a moment amid the logs and other matter which went surging along in the flood, not only past this particular establishment, but the Fountain Hotel, on the same side of the street with Maxon's mill, became filled with water, diving away the division caissons, who were in

session there, and causing them to take refuge in the house of Mr. Danforth, a general contractor.

A portion of the Verandah fell with a crash, and Mr. William McLaughlin, aged 29, was so badly injured, both in the back and spine, that but little hope is entertained of his recovery.

Next we have the mill of Mr. David Wallace, the dye-house, engine-room, and lower portion of which were completely flooded.

Hett's mill shared the same fate, and the loss in both instances must be heavy.

Just above, and along the banks of the canal, are rows of mills stretching out about a mile, each one of which has its walls extending down to the level of the river at low water. As a natural consequence, the lower stories of these establishments were filled with water, in some places as high as the second story. First comes McFadden's, at present leased to a steady factory, suffered considerably in this respect.

In the mill of Mr. Seville Schofield, its whole under portion, with back buildings, were submerged, causing considerable loss.

At Messrs. A. Campbell & Co.'s, the loss was also great, the engine-room being covered with water, while the dye-house and weaving room, containing some three hundred looms, were in much the same condition.

At THE INQUIRER paper mill, the two lower stories were flooded, damaging some of the material, and the water reaching to the bottom of the mill, and would have extinguished the fires, if the establishment had been in operation.

General Robert Patterson's mill, now known as the "Ripka Mill," had two of the lower stories flooded and some of the back buildings damaged. Sevel's mill, known as "Ankleter Mill," was flooded to the second story, and the establishment is of James Wippeny and Sholtz Wippeny adjoining.

Sohl's mill, the Brit-kulting Company's, Whitaker's, Preston's, the American Wood-pulp Company, and other establishments were in like condition. All of the above-mentioned establishments were filled with water, and those of Messrs. Whitaker and Preston were surrounded on all sides. From what is called