

THE GREAT FRESHET.

Continued From the First Page.

up nearly to the bottom of the structure, but it fortunately escaped destruction. The shores of the river on either side, at Conshohocken, are filled with debris of all kinds, that has drifted from above, and many of the factories are under water to the depth of several feet. The water deluged the depot of the Northern Railroad at this point, and in this connection it may be mentioned that the railroad is entirely under water from Spring Mills to a point above Conshohocken.

A short distance below Conshohocken a train of freight cars on the track are almost entirely covered with water, nothing being visible of them except the roofs.

The freshet at Conshohocken is the worst ever known. The great freshet of 1852 broke the dam at Flat Rock, and the water at Conshohocken was 15 feet above low water mark, or 17 1/2 feet deeper than the 1852 freshet.

The extensive silk mill at Conshohocken, managed by a French company, is badly overflowed, and the entire connection is in considerable danger during yesterday morning. A number of furnaces at Conshohocken are under water.

PHOENIXVILLE.

Dr. Stenmer's oil works, above Norristown, and near Phoenixville, are all under water, and the damage is very great. A number of the iron works at Phoenixville are submerged, but the names of their proprietors could not be ascertained. The creek at Phoenixville is swollen as large as the Schuylkill, and many houses are under water. Logs of woods and parts of houses, &c., have drifted into the shore at Phoenixville, and the scene presented there is of a very desolating character. The Reading Railroad, however, at this point is not flooded, and cars can run from Pottsville down to this point.

SPRING MILLS.

Spring Mills, on the Reading Railroad, twelve miles from Philadelphia, presents a terrible appearance. The water dashes down with great fury, and destruction everywhere. Almost the entire village of Spring Mills is under water, and cords on cords of timber and debris of all kinds line the shore. A stable, at Spring Mills, that had been washed from its foundation, floats in the boiling stream, being secured by a strong rope that prevents its floating away. Cars, wagons, &c., as well as houses, can be seen almost covered with water. A large casting house, at Spring Mills, is greatly damaged by water. It is submerged to the depth of six feet.

All along the shore, on swollen water, at this point, the tops of fences can just be seen, and the trees are almost covered, their trunks and branches being entirely surrounded with water. It is estimated that nearly five thousand logs, fifteen stable, four or five frame houses, eight or ten canal boats, and a large quantity of debris, dashed past Spring Mills during yesterday, borne onward by the resistless stream. The signal box belonging to the Reading Railroad at this point, is partially under water, and had to be vacated. A number of rafts, its floating away, at Spring Mills, being rapidly carried down stream. At this place the river commenced to rise at eleven o'clock on Saturday night.

All the large casting mills belonging to the Hibernian Brothers, near Spring Mills, are submerged. The tenant houses near the river were vacated at twelve o'clock at night, and many of the families had to be removed in boats or rafts. In many instances the water rose to the third story of dwelling houses.

Wilson's large new clay works, known as the Morehead Clay Works, which stood in a very conspicuous place on the eastern side of the river at Spring Mills, are completely surrounded by water.

At an early hour yesterday a large steam dredging machine, with a crew of men, was engaged in dashing down the stream, being, of course, entirely unmanageable. Luckily the machine struck a tree at Spring Mills and caught there, and Mr. Jacob H. Brier, keeper of the locks at Spring Mills, assisted by some other men, managed to get the machine off with considerable difficulty, and, in all probability, saved them from a watery grave. The machine remained where it caught, until about four o'clock in the afternoon, when the surging waves caught it again, and carried it down over Flat Rock dam, completely destroying it.

Three men, who were on a canal boat, which was being carried down the river by the flood, were fortunately rescued from their perilous position at Flat Rock dam. The telegraph wires were all down at Spring Mills during the morning, the poles being carried away by the flood, but during the afternoon they were put up again by a gang of men, and connection with Norristown was made. A number of passengers who left Norristown in the morning, passed through as far as Norristown, walked from that place to Spring Mills, where they fortunately found a special car which brought them to Philadelphia. The entire scene yesterday afternoon, at and around Spring Mills, begins a description of the river forming a curve at this point, and that fact accounts for the extent of ground submerged by the water.

FLAT ROCK DAM.

Flat Rock Dam, a short distance above Manayunk, presented a fearful spectacle all day yesterday. Although the dam is a very high one, the water poured over it to such a height, that it could hardly be distinguished. The river just below the dam looked like one immense boiling, seething cauldron. The waves leaped high in the air, topped with white crests of foam, and the scene reminded one of that portion of Niagara immediately below the falls. Large quantities of broken timber, portions of canal boats, houses, stables, boats, &c., lined the shore on either side of the river. At numerous points houses could be seen under water. Men, women and children who were rendered homeless and houseless by the freshet, could be seen standing on the shore viewing the wrecks of their once happy homes.

A large new ice house, just erected, above Flat Rock, is overflowed with water, and there was great danger through the water that the entire building would be demolished. A bridge that spanned the carriage road above Flat Rock dam, was thrown from its foundation by the angry waters and carried some distance, until it caught against some trees on the river bank, where it remained. This bridge crossed Mill creek.

The water of the Schuylkill was of a dark muddy color all day. About five o'clock, last evening, the water above Manayunk fell nearly two feet, and it was thought that the worst of the freshet had been seen.

THE BALTIMORE RAILROAD.

The track of the Philadelphia, Wilmington and Baltimore Railroad was under water from Belmont to Gibson's Point, and timbers, rails, portions of houses, bridges, &c., were floating around promiscuously. The Gray's Ferry bridge was in great danger from the floating debris from above, and at the time we write it is reported that the western span is carried away. The lateness of the hour prevents us from ascertaining the truth of this rumor. So great was the force of the water as it rounded the point, that an entire train of freight cars was lifted off the tracks, and carried into Eastwick Park. Two passenger trains and one freight are lying below this point. The passengers were taken to the city by means of carriages, on a roundabout route.

The bridges on the road over Darby and Cobb's creeks were carried away in the afternoon, so that travel is at present interrupted. At several points near Wilmington the track is overflowed and washed away. A steamer was run from Chestnut street wharf to Wilmington, in the afternoon, which took passengers to that place, where trains were in waiting. The same boats were brought to this city by the boat on its return.

At noon, yesterday, the trestle work of the Pennsylvania Central Railroad bridge, near the Arsenal, gave way. Only it is reported that an engineer had taken a train of cars across the structure.

HARRISBURG--THE SUSQUEHANNA RIVER.

HARRISBURG, Oct. 4.--The rain ceased last night. There is no great freshet in this immediate vicinity, but there is great damage east and south of here. Several bridges between Harrisburg and Philadelphia on the Pennsylvania Central and Philadelphia and Reading Railroads are reported washed away; also between Harrisburg and Baltimore the damage was severe. The Susquehanna is rising rapidly, but no fears are entertained of a disastrous flood.

MARYLAND.

Baltimore--The Submerged District. Special Dispatch to the Inquirer. BALTIMORE, Oct. 4.--The damage in Baltimore by the flood will not prove so great as was at first supposed. Probably two hundred thousand dollars will cover the whole actual loss, which consisted chiefly in the flooding of cellars and small stores in the vicinity of Jones' Falls and contiguous streets. People having had timely warning mostly removed their goods. The consternation during the night was terrible, and many citizens were awakened by the alarm bells and repaired to the inundated district.

The damage is serious in all parts of the surrounding country. The streams are greatly swollen. Bridges have been swept away. Trains on the Northern Central and Washington and Annapolis Railroads have been detained several hours. Passengers from York and Harrisburg, say that the storm

has been very destructive all along that route. The Ashland Furnace, fourteen miles from Baltimore, on the Northern Central Railroad, suffered to the extent of from twenty to thirty thousand dollars. The Upper Potomac is much swollen. Great destruction is reported. The bridges on the Cadoras, near York, Pennsylvania, are swept away, and trains between Baltimore and Washington are interrupted.

THE STATE.

Bethlehem--The Lehigh River.

BETHLEHEM, Oct. 4.--The heavy and continuous rains of Saturday night, yesterday and last night, has caused the greatest freshet ever known in this section. As early as two o'clock, this morning, the residents on Second street, South Bethlehem, were aroused from their slumbers by the rushing of waters into cellars and basements of their dwellings, and in a short time the water filled the street and the lower portions of all the buildings.

At eight o'clock the Lehigh river had risen 11 feet and continued to rise till 4 P. M., when it reached a point 19 feet above low water mark. About ten o'clock an old gentleman and lady, who attempted to cross from the Canal bridge to the Lehigh bridge in a carriage, had a very narrow escape from drowning, by the overturning of the vehicle. They were rescued with great difficulty. The damage to property is immense.

The Lehigh Zinc Company's row of houses were completely flooded and badly damaged. Peyer's store is submerged, and the cellar of Ganf's Hotel also flooded. The store, cellar, and lower floor of a building on Philadelphia road, known as Five Points, is under water, and the goods badly damaged.

The water has been falling since four P. M., and is now several feet lower.

Allentown--Portions of the Lehigh Valley Railroad Washed Away--Water Works Stopped--Telegraph Wires Down. Special Dispatch to the Inquirer. ALLENTOWN, Oct. 4.--There is a terrible freshet in this region. All the streams are swollen, and overflow their banks to a greater extent than in 1841 or in 1862. The rolling mills and manufacturing establishments on the river banks are idle, owing to the water having flooded them to a great depth. No information can be received from any point north of Cataqua, owing to the washing away of the Lehigh Valley Railroad and telegraph lines.

The water works supplying this city have been stopped and considerably damaged. The supply from the works is smaller now than at any time during the dry term. During the day it has been impossible to reach either the railroad depot or go into the country. The bridge crossing the Little Lehigh at this place was washed off the abutments, and carried away.

The Jordan Creek rose to about nineteen feet, running over the tops of the arches of Hamilton Street Bridge. The large island of sixty acres is submerged to the depth of fifteen or sixteen feet, and the track thereon is a total loss.

No lives are reported lost, all the inmates of the inundated houses having escaped in time.

Later from Allentown--Lumber Carried Off--Narrow Escape--Cataqua Bridge Washed Away. Special Dispatch to the Inquirer.

The freshet attained a height of over 21 feet. The lumber in the yards of David N. Taylor, below New Street Bridge, consisting of a large stock of newly sawed lumber, was washed away, and lost not less than \$7000.

The Monocacy creek is very high and about five times its usual width, covering fields and surrounding houses, barns, &c., all the way from here to Bath, where it washed away the dwelling house of L. Barber, the family barely escaping.

The tannery of Bodder & Bro. damaged to the amount of \$2000. Foundry of William Evans damaged to the amount of \$3000. Several of the railroad bridges below Bath were carried off.

The bridge across the Lehigh, at Cataqua, was also washed away.

More Bridges Lost--Leading the Tracks--General Destruction of Property.

ALLENTOWN, 10 P. M.--The Island and Whiskey Bridges over the Little Lehigh have been carried away, and the latter now rests against the iron bridge of the Lehigh Valley Railroad Company, which has both tracks full of loaded cars to prevent its being carried off. There is no telegraph communication with any place to the north of Bath.

Along the banks of the Little Lehigh river, the destruction of property is immense. Grain sown and corn cut in the lowlands has all been washed away. Many houses were seriously damaged.

The tannery of Leopold Kern, and woolen mill of Henry Gabriel, have suffered seriously. The bridge crossing Turner street, in this city, was carried away, and not a vestige of it remains. This was the only communication South and East.

A number of boats and an immense quantity of logs and timber are blocked up at Bier's bridge, Cataqua. The depot at Bath and a portion of the railroad were washed away.

It is utterly impossible to estimate the extent of the damage in this section, but it will be much greater than ever before sustained from any element.

Spring Mills--Loss of Life.

SPRING MILLS HEIGHTS, Oct. 4--9 P. M.--The river is receding slowly. It has fallen two feet since two o'clock, and this is the highest water ever known, it being two feet above the freshet of 1852. The destruction of property is immense. No lives have been lost, as far as heard from. Travel on the Norristown and Reading roads has been suspended since morning. Mr. Hilles, Superintendent of the Reading Road, is here, using his utmost endeavors to open communication between here and Bridgeport.

LATER--Since writing the above, I have learned of the drowning of William Hunter, of Spring Mills. By Associated Press.

SPRING MILLS (Four miles below Norristown), Oct. 4.--The destruction of private property is immense. A woman at Norristown, in endeavoring to secure floating timber, fell in the river, and two persons, a man and a woman, in trying to rescue her, were drawn in the current and the three were drowned. The property of the Navigation Company is comparatively safe, as no dams or locks were torn away from the upper end of the line down as far as Conshohocken, with the exception of one stop gate.

Four loaded boats at Norristown will lay up high and dry when the water recedes. The Norristown Railroad is badly under water, as is also the Reading Railroad, some three miles, but J. S. Hilles, Assistant Superintendent, is on hand, with a heavy force of laborers, sufficient to repair any damage in a very few hours after the water recedes. The coal trade will not remain idle over two days, unless the mines are drowned out above. At three o'clock the river was rising rapidly at Pottstown, which is supposed to be the water from the upper end just coming down.

LANCASTER COUNTY--Bridges and Boilers Washed Away. Special Dispatch to the Inquirer.

LANCASTER, Pa., Oct. 4.--The Conestoga river has risen to a height almost without precedent, and has carried away valuable bridges for many miles, as well as mills and factories. The aggregate loss will not fall much short of half a million dollars. The force of the torrent not only obliterated the bed of the stream, but actually moved iron boilers weighing two and a half tons. A number of dams were destroyed.

Canal Embankment Torn Out. By Associated Press.

NEW HOPE, Pa., Oct. 4.--The Delaware division of the canal is badly damaged in three places--the embankment torn out in one place and two aqueducts washed away. It will take several weeks to repair the damages.

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DELAWARE.

Wilmington--The Flood on the Brandywine

WILMINGTON, Del., Oct. 4--10 P. M.--This has been the greatest flood in the Brandywine since 1830. Three thousand barrels of flour were destroyed in the Brandywine Mills, belonging to Lea & Sons and Price & Co. Fifty cords of wood were washed off the Walnut Street wharf, and coal and wood from Allmond's wharf. At half-past nine this morning the banks of the creek gave way above Eleventh street, and eight houses were flooded. The inmates escaped in boats. At two o'clock P. M. the water was on a level with the second stories of the houses near the water. A large quantity of coal and timber were swept away from the wharf, belonging to Jackson & Sharp. The water is now subsiding.

WASHINGTON, D. C.

Houses Flooded--Women and Children in Danger--A Man Drowned. WASHINGTON, Oct. 4.--The heavy storm which prevailed yesterday did much damage. The rain was unprecedented for the winter. The canal banks were overflowed, and the lower stories of houses adjacent flooded. The foot bridges over the canal and elsewhere in the city were washed away, and several new houses damaged owing to undermining by the water.

None of the houses were floated off, but some few articles of furniture were carried away in the flood. The shanties bordering on the Tiber, back of the railroad stations, were overturned, but the inmates, mostly colored, were saved with their furniture. Three coffins were washed down the Tiber, and lodged near Adams Express office, opposite the station, which probably were washed away from some burial place.

Georgetown--Steamers Delayed and Ashore. The storm in Georgetown was heavy, and the damage to property considerable. The bridges over Rock creek were swept away; also, fences, frame shanties, and everything of a floating nature in or about the city were entirely submerged. The proprietors lost large quantities of lime.

The buildings at one of the kilns caught fire from the sacked lime. The Canal Company's mud machine and the machinery belonging to the government, were swept down the creek, and over the dam into the river. A large iron boiler, which was on the scow belonging to a foundry, was washed some distance down, and in passing under the lower end of K street bridge, struck the iron stringer on the north side, and bent it inward some inches. It took away about fifteen feet of the iron hand-railing on the wharf used by the Maryland Mining Company. This morning a colored man, sexton to Christ's Church, Georgetown, while engaged in catching driftwood at the Paper Mill bridge, accidentally fell in, and was swept down the current.

There was much damage in Georgetown, owing to the rise in the Potomac river, merchants on the Tiber were obliged to return to Georgetown, the reach of the water, in case the flood from the Upper Potomac should be heavy. The Chesapeake and Ohio Canal broke just above the cabin of John Calvert, and the steam packet that started up this morning was obliged to return to Georgetown. The steamer "Plover," Captain Calvert, ran ashore above the Aqueduct bridge, and is leaking badly. There is a coal-boat running on the Philadelphia line.

Bladensburg--Train Delayed. Bladensburg was again inundated last night, the Eastern Branch rising higher than ever before known, and in some parts of the city the upper stories of houses were flooded and bridges impassable. The New York trains due here at an early hour did not arrive until nine o'clock A. M., in consequence of a few feet of the track of the road near the Gunpowder bridge having been washed away, and a detention in Baltimore because of the bridge being broken, and the engine and cars in time to prevent a serious accident, and the damage was soon repaired.

NEW YORK. Destruction of Bridges. DOVER'S PLAINS (Harlem Railway), N. Y., Oct. 4.--At Shingle Mills the water has risen very high, and north of Millertown the track is all washed away. The bridge at Copake is in imminent danger, and the one at Ghent has already gone down stream.

Eric Railroad Track Swept Away. PORT JERVIS, N. Y., Oct. 4.--The Delaware river has risen twenty feet above the level of Friday last. The storm on the Delaware Division of the Erie Railroad has been very violent and destructive. Between this point and Deposit, a large part of the Erie track is swept away, and the telegraph wires are down beyond the latter place, so that it is impossible to get intelligence further than from that point.

Along the Hudson--Express Train Blocked. By Associated Press. FORT KENNES, Oct. 4.--The storm was very heavy along the Hudson. Culverts were washed away on the Hudson River Railroad, north of Rhinebeck, and the water is nearly a foot deep over the track. The Chicago express, coming South, lies at Oak Hill station, the culvert being washed away.

Port Chester--Machine Shop Destroyed--One Man Killed--Ten Injured. PORT CHESTER, N. Y., Oct. 4.--The severe rain storm caused the large dam at Russell, Burdall & Ward's iron boat works, a portion of the aqueduct north of Port Chester, to break, tearing down the machine shop. Ten persons were badly injured. The casualties as far as known are as follows: Andrew Michaels, crushed to death. He leaves a wife and several children. Large numbers of men are thrown out of employment. The loss is \$100,000.

Saratoga, N. Y. SARATOGA, Oct. 4.--The freshet here is doing considerable damage in the streets and in the country. Bridges and roads are washed away.

Schenectady, N. Y.--New York Central Track Under Water. SCHENECTADY, Oct. 4.--The rain caused much damage in this section. Several dams in the suburbs of the city have gone. The flats are submerged, and the main streets of the city are under water. The Mohawk river is ten feet above lower water mark.

The Erie Canal is in a very bad condition. There are two breaks in the four-mile level, five miles from this city, and the water has gone so low, that the water is nearly a foot deep over the track. The Erie Canal is in a very bad condition. There are two breaks in the four-mile level, five miles from this city, and the water has gone so low, that the water is nearly a foot deep over the track. The Erie Canal is in a very bad condition. There are two breaks in the four-mile level, five miles from this city, and the water has gone so low, that the water is nearly a foot deep over the track.

Poughkeepsie, N. Y.--Damage to Property and Life. NEW YORK, Oct. 4.--Despatches from Poughkeepsie and Hudson state that the trestle bridge of the Hudson and Boston Railroad is seriously interrupted. Culverts and bridges have been swept away, and in some places

the road-beds have been washed away by the freshet. The trains are all detained. At Hudson several brick-yards were badly damaged. Fritz's paper-mill, the storehouse of Harder's woolen mills, and the dam at Fairmount were carried away. The bridges on the Fairmount leading out of town were destroyed, and the roads overflowed. A construction train on the Hudson Railroad fell into a broken culvert. The engine was badly damaged and several laborers injured.

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