

STREETS OF GIV
LIVE WILLRAGE

Flood in Stockton Suspends
All Business and Maroons
Residents.

MANY MAY BE DROWNED

Railroad Tracks Twisted Out of
Shape, Gas Mains Full of Water,
and Telephone System Crip-
pled for Many Miles.

STOCKTON, Cal., March 20.—Water is
running through the streets of this city
like a millrace. In some places it is six
feet deep, while in others it varies from
one to three feet, the latter being the
mean average. All business is suspended,
as most of the business houses are
flooded and the people in many parts of
the city are afraid to leave their homes.

No portion of the town escaped. Main,
the principal business street of the city,
is the high point, and even here the
water averages nearly a foot in depth.
All the cellars and many of the first
floors of the business houses were sub-
merged and the loss in the city alone was
run into hundreds of thousands of dol-
lars.

Danger of Another Storm.

The flood started at about 3 o'clock
yesterday afternoon and the highest
point was reached at midnight. Since
that hour it has receded slightly, and it
is believed the worst is over. The sky is
still overcast with occasional showers,
and should another storm break at this
time conditions will be more serious.

While the best residential portion of
the city is under water, few of the houses
have been immersed as high as the first
floor and in most cases they are several
feet above the street level. Railroad and
streets are at a standstill. The telephone
system is badly crippled. All the long
distance lines are out of commission,
thereby cutting off all news from
outlying districts, the country for many
miles on all sides of Stockton being in-
undated. Most of the gas mains are full
of water and the gas supply is sus-
pended.

Flood Demolishes Railroads.

The Southern Pacific Railroad tracks
running through the city from north to
south were caught broadside and the
roadbed and rails were twisted out of
shape by the force of the flood. It
will require many days to put the track
in condition for traffic, even after the
water subsides. The Santa Fe Railroad
fared no better and no railroad communi-
cation will be had with the outside world
for at least a week.

It is feared that in the southwestern
part of the city, which is low, and the
residence section of many laboring men
of the poorer classes, many have been
drowned. The police patrol took some
residents out last night and the Court-
house Building was a place of refuge for
dozens. The water is receding today,
though slowly. It is feared, however,
that additional heavy rains in the moun-
tains will send another freshet down and
more high water is looked for.

MANY TRAINS ARE STALLED

Flood Conditions Still Prevail in
Valley Blocking Traffic.

SAN FRANCISCO, March 20.—While the
headwaters of the Sacramento and San
Joaquin rivers are falling, flood condi-
tions still prevail in the valleys. Many
trains are being held here and at other
terminal points. The Southern Pacific
line east was cleared early this morning,
when the washout at Floriston had been
repaired, and at 10 o'clock the first of the
belated overland trains arrived at Sacra-
mento.

There are a dozen stranded passenger
trains at this place. It is stated at rail-
road headquarters that it is not probable
that any trains will go through the Sacra-
mento mountains for many days. The
Portland line is open from San Francisco
to Red Bluff.

First Death at Reno.

RENO, Nev., March 20.—The first death
as a result of the floods here was reported
this afternoon, when William Phillips,
one of the most prominent citizens of
Reno, attempted to rescue John Kelly,
who had been marooned on an island in
the Truckee. Phillips succeeded in get-
ting a cable across the river and in pulling
the man to shore. The strong current
tore his grasp from the cable and suction
pulled the boat beneath the waters.

ROBBERD TORN UP BY SLIDE

Traffic Impossible for Two Weeks
on Southern Pacific.

ASHLAND, Or., March 20.—(Special.)—
The continued rains of the past four days
have had the effect of demolishing the main
Portland-San Francisco line of the Southern
Pacific for a distance of 30 miles through
the upper Sacramento canyon region in
northern California. The country most
severely affected lies between Sisson on
the north and Redding on the south.

In this section the Steamer River
has played havoc with the railroad
roadbed at various points, while at other
places slides of serious proportions have
added to the difficulties, one of which the
track department is contending. It is
predicted tonight that through traffic
may not be resumed for two weeks.

At Cantara, a few miles south of the
Weed road junction, a big slide broke
the railroad and from that point south-
ward there are several serious obstruc-
tions. One of the worst is at Castella,
seven miles south of Dunsmuir, where
the river has washed a channel 20 feet
deep and carried away the roadbed for
a distance of nearly 400 feet. A freight
train last night ran into a washout in
this section and the locomotive was hurled
into the water, burying the fireman, G. H.
Gimstead, beneath it. The bed of the
river, the engineer, James Dickey, re-
sisted with severe injuries.

Traffic has not been obstructed north
of Sisson on the Steamer mountains. A
sub passenger train service has been
started between Sisson and Ashland, to
connect with service from here northward
on Oregon lines. The passenger train ar-
riving here from the north this evening
at 7:30 o'clock left Portland last night,
but was delayed by the difficulty at the
Winchester bridge, north of Roseburg.
The stub train from Sisson is held in the
yards at Ashland tonight.

Three inches of rain has fallen at Ash-
land during the storm up to this time
and it is still raining here at Dunsmuir.
All streams in this section are flooded
but no serious damage has yet been re-
ported.

Passaic River Floods Paterson.

NEW YORK, March 20.—Early today
the Passaic River at Paterson, N. J.,
was within four feet of the floors of
the bridges, and still rising. Many of

the residents on both sides of the river
remained up all night. The only dam-
age thus far has been to cellars, store-
houses and the basement floors of the
mills along the river.

FRIGHTFUL TRIP OF TRAIN

Passengers Tell of Journey Through
Flooded District.

Scenes that parallel spectacular train
wrecks sometimes put on the stage in
melodrama were witnessed by passengers
on train No. 16 which arrived at the
Union Depot last night at 9 o'clock. This
was the last train to get through the
storm district in California and people on
board tell harrowing tales of narrow es-
capes from destruction.

Many times it seemed that the train
would be swallowed up in some flooded
canyon and the lives of the passengers
sacrificed. Landslides threatened to sweep
the cars from the tracks and hurl them
into some deep canyon.

At one place a huge boulder rolled
down a mountain side and knocked the
pilot from the locomotive. Shortly there-
after a section of track that had just
been crossed in safety, was torn out by
the water and as the passengers watched,
the track collapsed.

Walter Bowen, of Seattle, a passenger
on this train, says he hopes to escape
such experiences in future. For miles, he
said, in the Sacramento Valley, the train
ran over tracks covered with water. The
engineer ran so fast, feeling his way, and
came through the floods in safety. Near
Shasta Springs, Mr. Bowen says the sen-
sational loss of the cowcatcher occurred
and soon after a slide came down on
the track just as the locomotive reached
it. The train plunged into the
loose earth, but was stopped within a
short distance and no damage was done.

Mr. Bowen witnessed the washing away
of the track at one point soon after the
train crossed. He considers it miraculous
that the train was not wrecked.

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