THE RECEDING WATERS REVEAL A VAST AREA OF RUINS

REFUGEES IN AWFUL PLIGHT

Eyewitnesses Tell of the Flood's Havoc

ARE FACING FAMINE

Passengers on Long Delayed Train Reach New York.

TRACKS ARE DEEP IN WATER

From Dawn of Tuesday Morning Until Nightfall of Wednesday Passengers on a Big Four Train Stalled in Flood District Looked From the Car Windows on a Limitless Yellow Flood Which Swept By Without Cessation—Trees and Wreckage Bear Men and Women Caught in Torrent.

Bureau of The Baltimore American, Room 1005 World Building, New York, March 27.

The first eyewitness to the floods arrived here today. He was Henry Kopperel.

He went through Dayton on a Big Four train at 1:40 o'clock Tuesday morning on what is believed to have been the last train to get out of the stricken city. All Tuesday and Wednesday he was marooned with 200 other passengers, many of them women, between Columbus and Galion. During this time many went hungry, because there was not food enough to go around.

From dawn of Tuesday morning until nightfall of Wednesday Kopperel and his fellow-passengers looked from the car windows on a limitless yellow flood, which swept by without cessation, bearing houses, trees and wreckage, to which men and women clung.

"I left Cincinnati at 12:05 Monday night," Kopperel said. "It was then pouring in torrents. I went to bed. I remember hearing the beat of rain on the windows during the night and have a recollection of the lurching of the train.

"We went through Dayton near 2 o'clock in the morning. When I woke, at daylight, we were just coming into Columbus, three hours late. I looked out of the window. As far as I could see was a great yellow, rushing flood. It covered the tracks and reached off across the country to either side of the train embankment. Below this embankment it must have been five or 10 feet deep, for small houses were drifting by on it. Everywhere signs of wreckage.

SAW HOUSES WASHED AWAY.

"We got into Columbus and started East toward Cleveland. As soon as we reached the outlying districts of Columbus we encountered water again. By noon we had reached Delaware. There we had seen a man on an uprooted tree. He had lashed himself there and was hanging head downward. The tree had caught on some obstruction and was held stationery against the sweep of the flood.

"We saw a frame house go by with a man and a woman and four children on it. They were all alive. Men in a boat tried to put out from a small dry place near the station to rescue them, but the current carried the house beyond their reach. We saw so many more being swept away with no signs of life about them.

"The train started from Delaware toward Galion. All the way wreckage, shattered houses, uprooted trees and drift of all kinds swept down upon us from the east. We saw no bodies. It is probable that had there been any the fierce rush of the current, which boiled like a mill race, would have carried them along submerged or indistinguishable in the thick brownish yellow of the water.

When we got to Galion the tracks were covered so deep with water that the train crew feared to proceed, and we started back toward Delaware again. We got there in the afternoon and learned that the man we had seen tied to the tree had been rescued. We had supposed him to be dead, but he was only unconscious.

BABY SURVIVES PARENTS.

'In the freight shed at Delaware we saw a baby, the only survivor of a family of six that had been wiped out. Two trainmen were holding it. Women from our train went out and cared for it.

"We went on back toward Columbus. We heard that prisoners from little towns betwen Galion and Columbus had been liberated from jails and were helping in the work of rescue. Columbus was in wild excitement when we got there. We could not tell how much damage had been done there. In the afternoon we started for Galion again.

"All along the way we saw fresh signs of disaster. The women in our car pulled down the window shades to hide the horror of the scene. The train barely crawled. There was water all the way. At Ashley, west of Galion, we heard reports of hundreds drowned by water, which all day had been rising. There we saw women and men crying and wringing their hands. Some had lost children, others were separated from husbands and wives. Some of us went out on the platform to do what little we could for them. I can tell you it was terrible.

RESCUERS CARRIED AWAY.

"People told us that the water rose with awful swiftness, cutting them off from retreat to higher ground and sweeping their houses away before they could make even a fight for safety. There was one woman, soon to become a mother, who had lost her husband and two children. She was hysterical. Another had become separated from her two-weeks-old baby. The dry sections of all towns were crowded with refugees from those parts which the flood had devastated.

"I saw two men try to save another from the roof of a barn near Flint, O. The barn was surrounded with water, but still held fast to its foundation. The men pushed off on a raft, carrying a rope. When they were almost to the barn, an eddy caught the raft and swept them away. I don't know whether they got safely back to dry ground.

"This time we went on east of Gallion. Conditions improved the farther we went. The water was lower and the flood seemed to have not been so severe. Tuesday night, when we were sitting down to eat what little food remained on board, the train stopped with a terrific jerk. We were at New London, where the railroad bridge crosses the Scioto River. Twenty-five feet of the bridge was out. A flagman who was stationed there had seen our train approach and had flagged it just in time. The trucks of the locomotive were within a few feet of the broken ends of the rails that reached out over the river.

"We backed up to Gallion again and stayed there all night.

FOOD GIVES OUT.

"In the morning we had practically nothing to eat—the food had given out. Conditions seemed not improved. Soon after daylight the St. Louis flyer, which had also been marooned between Columbus and Cleveland, came up and coupled fast to our train. We started east again. It was raining in torrents. For some reason the wreckage that all Tuesday had come down past us seemed to decrease in amount. In the stations we passed men, women and children were packed like sheep. When we reached the broken bridge at New London at noon we were all ordered from the train.

"A wooden foot bridge was still intact across the river, and we walked across this, a few at a time, so as not to overtax it. The river was boiling a yellow, angry flood just beneath our feet. Back to the west it had overflowed, and it seemed as though it would do so here before long.

"On the other side of the foot bridge another train was waiting for us. We boarded it and started toward Cleveland, where we arrived at 8:40 P. M."

Mr. Kopperel pointed out that the devastation of the flood extended over such a wide area that it was impossible to get any estimate whatever of damage or loss of life from observation in any one locality.

DESOLATION AT ALLIANCE.

The two crack Chicago-New York trains of the Pennsylvania—the Manhattan Limited and the Broadway Special—which were due to arrive early this morning, did not pull in until 2:15 this afternoon. Then they came consolidated as one train.

Passengers told of the scene of desolation at Alliance, O., through which they passed last night. Water apparently 10 feet deep stood in the streets of the city and not a light gleamed from the houses. A panic-stricken little group at the station told the train crew that many had met death and that those who survived were confronted with the prospect of famine.

Herbert Cowing, who started for New York from Kansas City with his wife and eight-months-old baby, one of the passengers on the Broadway Special, had a rough trip. West of the Mississippi his train was held back by the tornado havoc, and east of the river the flooded condition impeded progress. Washouts around Clinton, O., made it necessary to make a detour of the state. Even on these comparatively clear tracks the water had risen.

At places it appeared that the rails were a foot beneath the surface. Two lookouts on either side of the engine stopped the train and went forward to investigate whenever the track seemed dangerously undermined.

Not a passenger on the train slept during the night. Word came from the rear from time to time that sections of track which the train had passed safely had been swept away.

Walter Bourn, traveling salesman, was a passenger on the Twentieth Century Limited arriving from Chicago today. He had been able to reach the working railroad lines from the flood-wrecked districts. All the passengers who could crowd into the cafe car stayed up until long after midnight listening to the narrative of his experiences since he left Cincinnati Monday evening to go to Cleveland, Tuesday noon found him in Columbus, and he reached Cleveland only last evening.

TRAINS RAN WILD.

"I think I must have traveled almost every mile of railroad track in Northern and Eastern Ohio," he said. "It would be impossible for me to make a map of the route I took. I changed from train to train, trying to work out of that state-wide lake with the persistence of a bird seeking the North in the springtime. Trains ran "wild" under the orders of conductors, instead of dispatchers at central points.

"The conductor's post was usually on the pilot of the locomotive instead of in the coaches with his passengers. We got through all right, but it is impossible to believe that there were not frightful wrecks in some of the places which were out of communication.

"Once, when we were running up a river trying to find a bridge still standing on which we could cross to the other side to go down again, a tree went rolling down the current past us. There were two men in the branches climbing about as it rolled like imprisoned rats in a wheel cage.

"While the tree was just opposite the windows of our car the tree hit the ground with a shock which knocked one of the men from his perch. He rolled away in the yellow foam. The other man, standing straight up for a moment on the trunk and clinging to a limb with one hand, pointed in the direction of his drowning comrade and then waved his hand at us as though to say, 'I'll be the next.'"

Mr. Bourn said he met a score or more of traveling salesmen who were trying to get to New York, as he was, but who had not been as lucky in changing trains which would get them out to safety and comfort. He passed three hysterically confused theatrical companies, which had abandoned their routes to return to New York.

The effect of the floods and storms on business, he said, would reach far into next winter. All plans for fall business between the Alleghenies and the Rockies have already gone by the board, he said.

FIRST PHOTOGRAPHS FROM THE FLOODED DISTRICTS OF OHIO AND INDIANA

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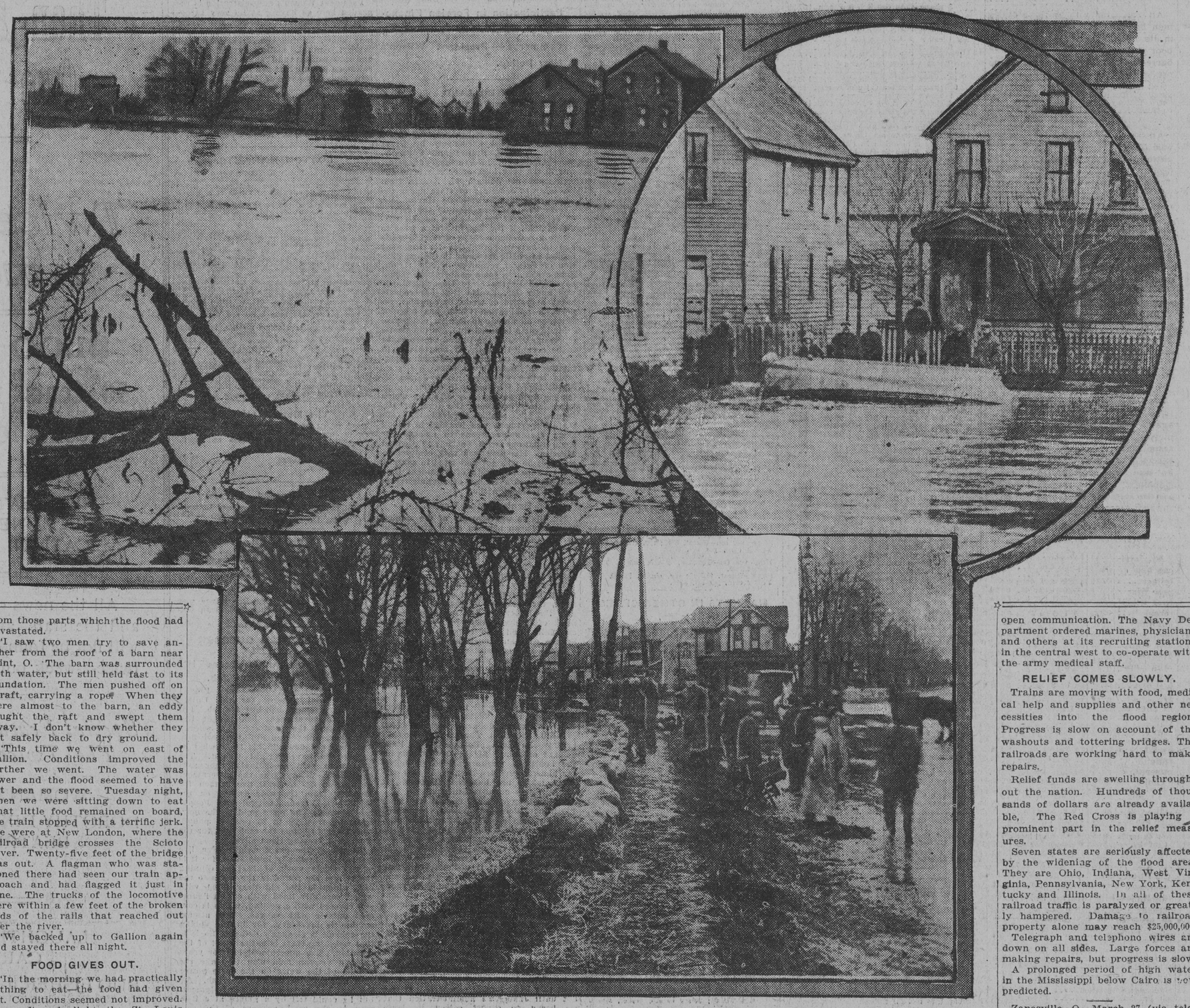

The upper photograph on the left gives a view on the outskirts of Columbus. Last night's reports indicated that the loss of life in that section was very heavy.
The upper photograph on the right gives a flood scene in London, Ohio.
The lower photograph pictures a scene shortly before the dike gave way and the flood inundated Lakeside, a suburb of Fort Wayne, Indiana. When the dike broke all the houses shown were swept away. The street in the picture was the highest in Lakeside.

AN APPEAL FROM DAYTON

Special Dispatch to The American.

New York, March 27.—The following telegram was received here late this afternoon from John H. Patterson, president of the National Cash Register Company in charge of the relief work in Dayton:

"Situation here desperate. All people except on outskirts imprisoned by water. They have had no food, no drinking water, no light, no heat for two days. We have hah no house-to-house communication by phone for two days. Dayton waterworks stopped two days ago.

"Fire raging here for twenty-four hours in center of city. Beckel Hotel burned. Weather has turned suddenly cold with strong wind and snow, water current too strong for rowboats and rafts. Need help. Can reach us today from nearby cities. Help should be in the form of motor boats and people to run them. We need good rowboats.

"We need troops for protection and help. Fire engines, motor trucks and autos are needed, also provisions, clothing and medical supplies. Our factory is safe, has its own power, heat, electricity and water plant. We and private houses are caring for many people, but they are only a small part of the sufferers.

"We cannot reach central, northeastern, northwestern or western parts of the city. Consequently cannot answer any of the telegrams of inquiry about safety of people that are coming in. Railroads reaching Dayton practically all out of use."

WILSON READY TO GO WEST

Continued from First Page.

The bureau maintains recruiting offices in Omaha, Indianapolis, Cincinnati, Dayton, Columbus and other sections which have been visited by the tornado or floods. The effect of this order will be that the surgeons and members of the Hospital Corps will render medical assistance, while the petty officers on duty at the various stations will render valuable assistance, because of their navy training as leading men of relief gangs.

The general headquarters of the Navy relief establishments will be at Dayton. It will be in charge of Capt. D. P. Hall, of the United States Marine Corps, who is a former resident of Dayton and thoroughly familiar with conditions there.

Hearty approval was given by Secretary Daniels of the timely action of the commandant of the Great Lakes training station at Chicago, who, without waiting for authority, sent six boats with crews in charge of Lieutenant London to the assistance of the sufferers at Logansport, Ind.

It was only the counsel of his Cabinet, including Secretary Lane, which restrained the President from personally joining the relief expedition which set out for Ohio today. The President felt that the emergency demanded his presence. He consented to remain in Washington only on the assurance that he would be immediately notified of conditions on the arrival of Secretary Garrison, who is routed for Chillicothe, and that arrangements would be made for his immediate departure should no improvement be indicated.

Byron Newton, secretary to Secretary McAdoo, tonight instructed Captain Kimball, of the Life-saving Service, to instruct the head of the service in Chicago to order special trains for the flooded district and to load them with all the motorboats in the service or available. The crews of all the life-saving stations in Chicago and along Lake Erie will be instructed to join these trains and to proceed at once to the relief of the sufferers.

While the Red Cross is marshaling its forces about Dayton its efforts are handicapped, as its workers are unable to enter the submerged city.

T. J. Edmonds, the Red Cross agent in charge at Dayton, wired headquarters today that the city is cut in two, and that it was impossible to communicate with the north side. He urged the necessity of sending doctors, nurses, medical supplies and food into the town from the north side. He likewise appealed to towns west of Dayton to dispatch motorboats with relief supplies.

While the Red Cross workers in Columbus are waiting for an opportunity to dispatch their forces to Dayton, generous thousands are pouring their contributions into Red Cross agencies in every state. From Boston this morning came a check for $15,000.

ORDER COMING OUT OF CHAOS

Continued from First Page.

are providing for 5,000 homeless. The property damage in the city is figured at $25,000,000.

Alarmist reports were frequent during the day. In most cases these were quickly contradicted. Rumors that the Grand reservoir, near St. Marys, O., had broken proved unfounded. Similar reports about the Lewiston reservoir likewise were found to be untrue. Threatened breaks in both were repaired and reports to Governor Cox at Columbus last night indicated that the danger from this source was past.

Latest reports from Zanesville are that 150 lives are believed to have been lost there. About 15,000 are homeless. A score of buildings collapsed. Fire broke out at one point, but it was not believed it would spread.

FEEDING THE SUFFERERS.

All Dayton sufferers who could be reached were fed. The chief trouble was lack of means for distribution. Provision trains are expected today. Flood waters are receding there.

Fires in Dayton's flooded district subsided yesterday, but broke out again last night.

Sightseers are not permitted in the city. Two cars of them on an incoming train were switched off and left stranded below the town.

Flood conditions along the Ohio are growing worse. Lowlands in Ohio, Indiana, Kentucky are inundated. Still higher stages and further damage is predicted.

Flood conditions in West Virginia have become serious. Eastern Pennsylvania is suffering severely. Many anthracite mines are shut down.

VANDALISM BRINGS THREAT.

Vandalism in West Indianapolis caused a threat of martial law. Several deaths from drowning have occurred. Organized relief work has been begun in Indiana flood districts

Northern and Western New York are flood stricken. Heavy property damage has followed in the Hudson and Mohawk Valleys and in the western part of the Southern Tier.

All life saving stations in Ohio and Indiana have been placed at the disposal of the governors. Lighthouse service boats near the Ohio have been ordered out for relief work. A big signal corps detachment will help open communication. The Navy Department ordered marines, physicians and others at its recruiting stations in the central west to co-operate with the army medical staff.

RELIEF COMES SLOWLY.

Trains are moving with food, medical help and supplies and other necessities into the flood region. Progress is slow on account of the washouts and tottering bridges. The railroads are working hard to make repairs.

Relief funds are swelling throughout the nation. Hundreds of thousands of dollars are already available, The Red Cross is playing a prominent part in the relief measures.

Seven states are seriously affected by the widening of the flood area. They are Ohio, Indiana, West Virginia, Pennsylvania, New York, Kentucky and Illinois. In all of these railroad traffic is paralyzed or greatly hampered. Damage to railroad property alone may reach $25,000,000.

Telegraph and telephone wires are down on all sides. Large forces are making repairs, but progress is slow.

A prolonged period of high water in the Mississippi below Cairo is now predicted.

Zanesville, O., March 27 (via telephone to Pittsburgh).—It is believed here tonight that 150 lives have been lost in the disastrous flood now holding this city and vicinity in its grasp. Over half the town is under 30 feet of water. Fifteen thousand persons are homeless.

A score of buildings, weakened by water, collapsed today. Tonight the Builders' Supply Company building, at Second and Main streets, caught fire. It is not believed the fire will spread.

Muskingum and Licking Rivers are still rising here. Relief is needed at once. Only one telephone line connects Zanesville with the outside world, and it fails frequently.

The weather has turned cold, and the homeless are suffering intensely. The food supply is almost exhausted.

RUSHING TO HIGH LANDS.

From the hills around Zanesville the survivors of the onrush of the waters looked down upon a scene of utmost desolation today. What had been two rivers was one death-dealing, property-destroying stream. Over 600 homes have been swept away. Although many persons were saved, it is believed 150 is a conservative estimate of the fatalities.

Late today two unknown young men in a skiff rescued eight persons from roofs of their homes. As the boat struggled through the swift flood water it was suddenly upset. All the occupants were swept to their deaths.

More than 30 bodies were seen floating in the raging waters today, but it was impossible to reach any of them with safety.

Relief headquarters have bee nestablished in a fire station. City Hall is surrounded by 15 feet of water, while the water reaches the second floor of the Muskingum County Courthouse, where a number of persons have been marooned for 36 hours. The gas supply is still on tonight, but there is no water or electric light.

SHELTERED IN THEATER.

Many persons sought shelter in the opera-house block, but a portion of that building fell in today and the police ordered all persons out of the building. A four-story building, occupied by a music company, collapsed, causing a heavy loss.

According to information tonight, relief has been sent from Cambridge, O., by wagons, but it is doubtful whether it can reach here.

Resolutions of Sympathy.

Trenton, N. J., March 27.—The two houses of the New Jersey legislature today adopted a resolution expressing sympathy for the Western flood sufferers, and recommended that the appropriation committees provide an appropriate amount of state funds to be distributed within the discretion of the governor.

WHEELING IS IN A PANIC

The Flood Conditions Are Getting Worse

CURRENT IS TERRIFIC

Thirty Thousand People Expected to Be Homeless Today.

MANY HOUSES IN DANGER

Wholesale and Factory Districts Under From Five to Ten Feet of Water—A Hundred Motor and Rowboats Commandeered by the Police in an Attempt to Relieve Thousands of the Flood Sufferers in the Lower Sections of the City and on the Island—The Water Has Reached the Second Floor of Many Houses.

Special Dispatch to The American.

Wheeling, W. Va., March 27.—Flood conditions here became worse as the day advanced and it developed that if the predicted stage of 55 feet should be reached here Saturday morning fully 30,000 persons would be made homeless and many houses on Wheeling Island, in the Ohio River, would be in danger of destruction. The current this afternoon is terrific and the wholesale and factory districts are under from five to ten feet of water. The city is panic-stricken.

At 11 o'clock the Ohio River had reached the 48-foot mark, was rising at the rate of four-tenths of an inch an hour, and Wheeling, already inundated, feared the worst flood in its history. One more death was reported today from Benwood, just below this city. The police today commandeered 100 motor and rowboats and began the attempted relief of the thousands of flood sufferers in the lower sections of the city and on the island.

The water has reached the second floor of many houses near the river, and the police had hard work to rescue those endangered. Word from Pittsburgh that a 31-foot stage was expected there early tomorrow led to the conviction that all records for high water here will be broken before the crest of the flood passes south.

Three men on a raft, a man on a log and a girl on a small house floated past this city late this afternoon in the swollen Ohio River. They were last seen passing Moundsville. Unsuccessful efforts were made to rescue them. They were reported to have been carried away from Wheeling, 16 miles north of here.

Congo, W. Va., is under 12 feet of water. Two hundred families are camping on the hillsides, without food or fuel.

New Cumberland, W. Va., is under four feet of water.

Moundsville, W. Va., is practically all submerged. Pittsburgh's suburbs down the Ohio all are partially inundated. Ambridge, Woodlawn, Sewickley, Coraopolis and McKees Rocks residents were forced to desert their homes or take to the upper floors.

In the southern section of the Ohio Valley, between Parkersburg and Kenova, W. Va., the river had overflowed the banks and the railroads were compelled to stop operation. The bridge of the Ohio and Little Kanawha Railroad, over the Muskingum River, at Marietta, O., north of Parkersburg, was swept away by the county bridge and heavy drift. The draw span of this structure is reported to have remained intact.

Reports indicated that the storm had spread eastward from its course of Wednesday and that great losses had resulted in West Virginia. Train service was abandoned west of Clarksburg, W. Va., today and only shuttle train service was operated west of that point. The Kanawha River became rampant and railroad officials considered it inadvisable to attempt to run trains. The train which left Baltimore over the Baltimore and Ohio this morning for Parkersburg was turned back at Clarksburg.

WANT MONEY QUICKLY

Gov. Cox Issues Proclamation Calling for Relief.

Columbus, O., March 27.—Money by telegraph is the urgent need of Ohio's flood-swept districts, according to a proclamation issued by Governor Cox today. He said that it is impossible to get supplies to the stricken districts because railroad trains are unable to operate and that supplies can best be procured at the nearest points to the cities and towns affected.

The officers of the Red Cross are here and ready to give assistance.

Food and coffins are needed badly in Dayton, according to a message to Governor Cox this afternoon from Adjutant General Wood, who is in the flood-stricken city. The survivors are nearly starving and there must be coffins in which to place the dead bodies as they are recovered, according to the adjutant general.

RISING AT LOUISVILL

Serious Flood Feared If the W Reach Higher Stage.

Louisville, Ky., March 27.—stage of the Ohio River here o'clock tonight was 36.6 feet, a ri three feet in the last 12 hours. rate of the rise tonight is three an hour.

According to the Weather Bur a stage of 38 or 39 feet will be re ed by morning, which would c the water over the cutoff at the end of the city and flood an area several square miles, affecting a 1,200 families. Most of the resid of this section have abandoned homes.

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