

# RAILROAD TO DAYTON OPEN

### N. Y. C. Officials Expected to Get Train There Last Night.

### THOUSANDS AT REPAIRS

### Route Between Cleveland and Columbus Cleared for Service.

### PENNA. REACHES CHICAGO

### Telegraph Lines Are Now Able to Handle Messages for Stricken Districts.

The army of executives, engineers, foremen, mechanics, carpenters and two fast workmen on a half dozen railroad systems, unmindful of hours, local conditions, food, rest or shelter, won their battle yesterday.

The big railroads made headway against the floods, against miles and miles of washed out tracks, against scores of demolished bridges. Railroad traffic between the East and West and the devastated districts of Ohio and Indiana were restored in part.

Thousands of New York Central huskies worked through blizzard and cold to rebuild the 100 foot span washed out of Strong Creek at West Liberty, Ohio. The task was finished at 2 o'clock in the afternoon and the pent up relief trains started for Springfield, Ohio, twenty-four miles from Dayton.

Three hours later more thousands of men who had been making track principally by the devices of their imagination sent word that they would be able to land trains within a mile of Dayton around 6 o'clock. They were emergency men, wrecking crews from about every big division of the company from Long Island City to Terre Haute, so they only telegraphed that traffic conditions would be restored.

#### They Did the Work.

They did not even give a hint of the bridges rebuilt, the roadbed restored, the rails replaced, the track straightened or the expedients used. They had been sent to make some sort of a track ready for the relief trains of the country and they had done it.

This was not all that the Central received. The army which had been working on the Big Four by way of Gallon won its fight and in the morning it was announced that the route between Cleveland and Columbus had been opened up. Chicago to Indianapolis was all open.

Another army said the Central will be into St. Louis this morning and that today, with the possible exception of Cincinnati, all through lines will be in operation. The Central does not pretend that any trains will go straight through.

A few division superintendents, maintenance men, train dispatchers and such like have gotten together, and while the trains will get through to the points named they will go any way but straight. If there is a cutoff, a cross-over, a branch line or a jerkwater local line that shows a line of track around a washout, or a torn out bridge, then it will be used.

A train sheet nowadays looks like a cross section of a cabbed chess game between masters and it makes the layman dizzy, but it all means that the American railroads are going from one point to another right through districts that twenty-four hours ago were buried under floods of yellow water.

#### Central's Troubles Up State.

The New York Central really had its troubles yesterday up New York State. The Hudson, fed by streams filled up by days of rain, suddenly jumped up and all that low lying district between Albany and Castleton, a distance of nine miles, disappeared under water. The flood affected about fifty trains through from western points, twice as many local expresses and other locals, to say nothing of scores of freight trains.

It meant delay, but the train dispatchers and their superiors were on the job in an hour after the water showed over the tracks. They simply deflected all trains at Albany over the Hudson and Albany to the Chatham division. The twentieth century did not get in until after 4 o'clock, whereby the passengers all got a rebate of \$5 for their trouble, but the trains came in.

The Eastern Express, the Empire State Express, the New York Central Limited, the Wolverine and other crack trains had their delays. The West Shore was luckier, but it had enough trouble. Train No. 20, for instance, stopped at Wauhatchan yesterday morning and it had sleepers on it collected from the Central at Buffalo. This train left Cleveland Thursday morning at 8 o'clock. According to a trainman it had been wandering all over the country, but it came through.

They believe at the Central that the worst of the flood up-State is over. Today any man or woman wishing to go any place will find a sleeper at the same time waiting to take him there. Nobody guarantees to take him through on record time, but he will get there. The officials are even arranging to put the Cincinnati sleepers back and they believe the sleepers will get through. They have faith in the men they have out on the lines making repairs.

The Pennsylvania has thanked the New York Central for its kindness in turning over the Lake Shore and Michigan Southern and the Michigan Central for the Chicago service and has opened its Fort Wayne route to Chicago.

#### They Have Found a Way.

That does not mean that the corps of men almost as big as the army Napoleon once had has made a through route from New York to Chicago, but they have found a way. It means going here and there, across-country

## In High Street, Hamilton, Ohio



BY ROWBOAT FROM HOUSE TO HOUSE.

### ZANESVILLE FIREOUT, CITY ONE BIG WRECK

#### Fully Five Hundred Are Estimated Dead in the Entire Muskingum Valley.

#### BUILDINGS ARE TOPPLING

#### Relief Trains Near and First Wagonloads of Supplies Arrive.

ZANESVILLE, Ohio, March 28.—The loss of life and property taken by the rush of waters in the Muskingum and Licking rivers in the last two days appears tonight to have been underestimated. Zanesville tonight realizes that she has suffered the greatest catastrophe in her history.

The fires which have destroyed several business houses and were endangering the entire city were checked this morning. The situation now appears to be well in hand.

It will, however, be impossible to determine the loss of life until the waters recede from the bottom country. Seven bodies have so far been recovered. City officials believe that two hundred persons have met their death in the city and its environs, while the military, who are in charge, say the number will not go over seventy-five. Five hundred is the estimate for the entire Muskingum valley.

The first relief arrived here late this afternoon. The Muskingum River fell six feet to-day. As a result the residents of Zanesville are turning all their efforts to relieve those marooned by the floods of three days. The Chamber of Commerce to-night estimated the property damage here to be \$100,000,000.

The New Washington, Lancaster and Caldwell companies of the Ohio National Guard arrived here to-day, and martial law, which was declared Tuesday, went into effect in the flooded district.

Gov. J. M. Cox of Ohio has ordered the expenditure of \$10,000 in Cambridge for relief here. A relief train, bearing food and clothes which was sent from Columbus, reached Concord, four miles from here, late this afternoon and by nightfall many wagonloads of much needed food and blankets had arrived and had been distributed.

The fire of yesterday burned through the plants of the Zanesville Shirt Company, the Adima Contracting Company and the Zanesville Furniture Company. The Munson Music Company's building and the Ellis Club collapsed.

All electric light companies in the city are out of commission; no coal can be had and the city is fully supplied with one small gas line, which only enters one section of the town.

Looting was commenced to-day and the soldiers were given orders to shoot down any one caught at the nefarious work.

A courier arrived here on horseback to-day with the cheering information that the Baltimore and Ohio Railroad had succeeded in getting trains through to Brown's Bridge, five miles away. Five carloads of food, medicine and clothing, with physicians and nurses, are being held there until to-morrow morning, when an effort will be made to get them through to this city on auto trucks.

The estimates of the number of dead made by the city officials are based on the fact that many persons residing in the Seventh ward remained in their homes in the belief that they would suffer no great inconvenience there. Several hundred houses in that section were swept away, however, after all avenues of escape had been cut off.

In Putnam, the extreme lower part of the city, the death list is expected to be the longest. Many of the dwellers in that section who made their way to safety say a large number of people were swept from the roofs of their houses and perished by the flood and seen no more. Watchers from the tops of the highest buildings say that Muskingum and Linden avenues, where a few days ago stood many fine residences, are now nothing but a bare waste of swirling yellow water.

the Baltimore and Ohio railroad stations are gone. Hundreds of buildings have been undermined and may topple at any moment.

Fully 10,000 people are still homeless and are being cared for by the city and private families.

Between this city and Marietta the devastation is complete. Several hundred residents of this thickly settled farming section and of several small river towns are missing.

Reports to-night again indicated that fully 500 people have perished in the Muskingum Valley, including this city and the territory between here and Marietta.

Mayor Huber to-night sent a telegram asking that the Federal Government appropriate \$1,000,000 for the relief of the flood stricken city. Hungry people are breaking into private houses in their search for food. In the spots untouched by the flood there is a supply of gas, and food could be cooked, but there is no fuel.

#### TRAVELLERS TELL OF FLOOD.

#### Saw Death and Disaster From Windows of Trains.

Men who had passed through the flooded districts in Ohio continued to arrive in New York yesterday. They came in on trains which were hours late, and they had started from points in Ohio from which ordinarily they would have reached New York two days ago.

F. W. Tillotson of Greenwich, Conn., was on the Beaver Limited, which reached the Grand Central station around 2 o'clock in the afternoon, although it was due at 7:30 in the morning. Mr. Tillotson said that conditions up around Albany seemed to be very bad and growing worse. The water was over the tracks and he saw one locomotive partially submerged. The engineer was up on the boiler calling for help. Men in boats were coming to his rescue as the train passed.

A. J. Martin said that in the low lying districts of Albany boats were going from warehouse and factory to take out persons marooned by the rapidly rising waters.

One passenger of the train who would not give his name said he got aboard at New London, Ohio. He had to pass through water up to his knees to get to the train and thereafter he travelled along a track on one side of which was a foaming, boiling sea. Near Lima, Ohio, he could see a wagon filled with refugees drawn by floundering horses through a swirling torrent. The wagon overturned under the force of a wall of water. What became of the people in the wagon he never knew.

The Atlantic Express, supposed to get in around 7:06 in the morning, came in about 2:30. It had not been delayed by the Ohio floods, but by the New York freshets. O. F. Merviz of the North British Assurance Company left Chicago Wednesday and at noon Thursday the train was running along through water about up to the trucks. This was around Sandusky.

#### NO MORE STANDEES AT MOVIES.

#### New Ordinance Supplanted by Court—Five Owners Fined.

The new ordinance of the fire prevention bureau, which allows restricted standing in moving picture theatres, was discredited in Special Sessions yesterday when Justices Russell, Moss and Fleming discarded it for a former ordinance in the conviction of five moving picture proprietors.

By the decision, which is the first application of the new law, standees are no longer permitted back of the last row, even though a space is roped off and the aisles are left free outside. The evidence disclosed that standees under these conditions drift outside the ropes and stand in the aisles and doorways in the dangerous manner which has resulted in disaster in the past.

"This law is not adequate, your honors," said Assistant District Attorney McNulty. He recommended a law barring standees altogether.

The court accepted this view and Antonio De Franchi of 245 East 151st street was fined \$150 because boxes were provided for his standees. Four others paid \$50 apiece. They were Benjamin Nibur of 36 West 135th street; Louis Montagnino of 365 First avenue; Sam Cohen of 797 Third avenue, and Herman Gordon of 39 Rutgers street.

#### MAIL REACHES DAYTON.

#### Employees Open Station C as the Post Office.

WASHINGTON, March 28.—According to reports received at the Post Office Department to-day there was little improvement in railroad service during the last twenty-four hours.

The Department is using every effort in its power to relieve conditions and for a time will attempt to handle only first class mail matter.

Orders issued this morning mails ordinarily routed via Cincinnati into Kentucky, Tennessee, Mississippi and Louisiana from the East have been detoured so they will come by way of Pittsburgh and Washington or Philadelphia and Washington.

The Department has been advised that Pennsylvania lines between Pittsburgh and Chicago were open this morning via Alliance, Hudson, Akron and Mansfield. The Erie Railroad being used between Akron and Mansfield. It is expected that Columbus will be reached via Crestline and Big Four railroad.

No other line is yet open out of Pittsburgh. It is uncertain when any of the lines to Cincinnati will be opened.

Postal employees have succeeded in reaching Dayton with pouches of first class mail and have opened up Starion as the post office.

The Department received word to-day that the Ohio River reached a stage of 59 feet last night and is expected to go to 65 feet, the previous high record.

Conditions at Cleveland are reported as very bad. A high wind and storm raged there yesterday.

Postal employees reported by wire to-day that the Sandusky River bridge at Fremont was carried away on the night of the 26th, placing the southern part of Ohio in bad condition.

Unless the main line of the Lake Shore is broken it is expected that through service from New York to Chicago can continue to be handled.

#### BOSTON RAISES \$99,365.

#### Carload of Blankets Also Sent to Sufferers.

Boston, March 28.—Subscriptions to the fund being raised here for the benefit of the flood sufferers reached \$99,365 to-night.

A carload of blankets was shipped by the Massachusetts Red Cross Society. More cars of supplies will be forwarded quickly.

Local immigration officers have received orders from Washington to hold here until further instructions all immigrants whose destination is within the flood zone. About 100 immigrants arrived here to-day on the Ivernia. Many of them were bound for the middle West.

#### 13,000 Workers Give 10 Cents Each.

#### Lynn, Mass. March 28.—The 13,000 employees of the General Electric Company here have given ten cents each from their pay envelopes for the flood fund.

and back, but until they get to Akron, O., it is all over Pennsylvania tracks.

When they get to Akron they do have to detour from the Pennsylvania to the Erie down to Mansfield, Ohio, because there isn't any track left to speak of, and what there is was under water yesterday.

Word came from General Manager McKen at 11 o'clock that the trains could run. He had lined some hours before that they would be able to run, so at 8:04 yesterday morning the Chicago special had pulled out of the Pennsylvania terminal and eleven minutes before that, not considering the time difference, the New York special had left Chicago. That train will arrive in the city this morning at 8:08 if the Pennsylvania floods and other things do not prevent, and it will bring to the city the very first passengers who have passed through the districts visited twenty-four hours before by floods.

The Pennsylvania got busy the minute it heard about the way in which Mr. McKen's men had conspired up bridges, dreamed up railroad tracks and managed roadbed over hundreds of miles of washed out territory. It began putting back through trains to carry out the pent up passengers of New York or to bring those stalled in the West back again.

The Pennsylvania Limited left at 10:50 and the Pennsylvania Limited had not stopped since the Johnstown flood. They even had St. Louis cars on this train, because the Pennsylvania shifts all its cars south by way of the Vanderbilt line now.

The Chicago Express left at 2:04, the Chicago Limited at 5:04, the Western Express, which carries cars to all points in the South, went out at 6:34, only a half hour later than its regular scheduled time. The twenty-four hour St. Louis Limited got away at 6:32, the Cleveland, Cincinnati and St. Louis Express went out at 8:31. Everybody understands of course that this was a milestone. The Pennsylvania could only hope to take those cars out to Cleveland, where the Chesapeake and Ohio and the Norfolk and Western, which can get into southern Ohio, would take the cars.

#### Cancelling of Trains.

While the trains from New York westward increased yesterday the Pennsylvania still had to hold down the trains from Chicago to New York. They had to cancel the Broadway Limited, the Manhattan Limited, the twenty-four hour New York, the Seaboard Express, the Panhandle Limited.

It may be said that all Panhandle trains are cancelled now. The Panhandle route is a closed route. Thousands of men and hundreds of thousands of tons of material are out there, but it will take time to make repairs. Then too, the Keystone Express was cancelled. East nor the Pennsylvania Limited. They expect to start all these trains to-day. It all depends upon what the armies will do out there during the night.

The other railroads to the West, like the Lehigh Valley, the Delaware, Lackawanna and Western, were running as usual. Neither of these lines was affected by the floods so far as their Chicago trains were concerned.

The Lackawanna runs north of the flood zone over the Wabash or the Michigan Central west of Buffalo and their flyer which leaves New York at 10 o'clock in the morning to arrive twenty-four hours later in Chicago has been going along as usual. That train goes over the Wabash. Their 2 o'clock train over the Michigan Central has had a similar experience.

The Lehigh Valley's trains were similarly blessed, all going through. Charles S. Lee, general passenger agent of the line, said yesterday that all through and local traffic on the line to local points and to the West by way of Chicago had not been affected. Trains to Ithaca, Geneva, Rochester, Buffalo, Niagara Falls, Detroit, Chicago and the West were running as usual. Mr. Lee did not expect any trouble even in the Pennsylvania district.

The Lehigh Valley, along with every other railroad, is carrying all supplies for the affected district free of charge.

The word from the Baltimore and Ohio was that although the line was threatened in several States it was getting through its main line cars. The B. and O. not only has Pennsylvania and Ohio but West Virginia to contend with. Its repair men are working hard.

The Erie reported that it expected to have its main line working in forty-eight hours. The Erie has many washouts to repair, but it also has about

## Men's Hair Silk Athletic Underwear—values \$1.50 & \$2.00 today 95c

The rich, lustrous appearance of silk and the strength and serviceability of cotton.

The man who first combined silk and cotton had in mind to cater to two classes of men—those who want silk at any price, and those who prefer silk but insist upon serviceability, too. The athletic undergarments in this important sale today are made one-half of cotton and one-half of fine quality Jap silk, which is the most durable of all silks. The result is a garment which looks like silk, but acts like cotton. It will wash indefinitely without losing its lustre, and the cotton assures a maximum of satisfactory wear.

The Shirts are athletic models without sleeves. The drawers, which are knee length, have reinforced seat and adjustable straps at the sides, where they are easy of adjustment. The assortment includes white, sky blue, helio, pongee and lavender, with slightly heavier silk stripes. Beautifully made and finished. Cool, comfortable, serviceable, just an ideal weight for late Spring, and Summer wear, and the most economical garments you can buy.

## Men's Accordion Knit Scarfs } 1.15—values \$2.00 & \$2.50

Two values that speak as one!

Six hundred of these fine all silk accordion scarfs, knitted on hand frames. Designed with hobble cross stripes in all the smart color combinations, such as black and red, black and royal blue, black and green, black and purple, black and white, and others. The smartest scarf for a fold collar, such as regularly sell for two and two fifty. Today to you one dollar and fifteen, and this guarantee: That you never yet bought better values in knitted scarfs!

## \$1.50 Madras Pajamas, 95c

The opportunity of a bedtime!

1800 fine Madras pajamas, in plain blue, tan, and white, with silk frogs and pearl buttons. Made on roomy lines, and tailored and finished by a maker who is an authority on the pajama question. But we got them on special terms because he wished to move his stock a little quicker, and you reap the benefit at 95c today. Sizes for small, medium and large men.

## Men's 75c Nightshirts, 45c

A little daylight on the nightshirt question.

Nightshirts made of fine quality cambric in a quality way. Spacious garments that drape the figure like a toga. Made with or without collar, the neck sizes being 14 to 20, both inclusive.

## Broadway Saks & Company at 34th St.

## UP-STATE FLOOD LOSS EXCEEDS \$6,000,000

## The Saks Semi-Formal Cutaway

#### Water Is Fast Receding in the Hudson and Mohawk Valleys.

#### MAN FLOATS ON A BARN

#### He Is Carried a Mile With Horses, Cows and Chickens.

For some daytime occasion when full dress is out of the question and a sack coat is de trop.

On Sunday, when a cutaway and a silk hat help a man to forget his weekday worries.

At a pink tea, where charming girls make a man feel that he does not care whether school keeps or not.

And, indeed, a cutaway may be worn as a habitual thing by those individuals who like dignity and decorum as a steady diet.

But don't be satisfied with a semi-formal garment that hangs on you like a picture in the Metropolitan Museum.

Get a cutaway that is full of the joy of style, and looks as though it were a part of you, and not like a wife suing you for incompatibility and what goes with it.

A Saks cutaway, one, two or three button model, narrow or wide braid, or plain, has no competitor in the wide world on the score of style—nor on any other score. \$25 to \$40

## Saks & Company

Broadway at 34th Street

ALBANY, March 28.—The floods in the Hudson and Mohawk valleys, which swept everything within the narrow limits of the valleys down stream, began to recede to-night. The water at Albany is a foot below the height attained this morning.

John Dix Coffin of Thomson to-night telephoned ex-Gov. Dix that the water in the neighborhood of Thomson had receded nine inches during the afternoon. Reports from further up the valley indicate that the flood has spent itself.

All along the Mohawk reports tell of a recession of a foot in the flood tide. There is no snow in the mountains which feed the larger streams in spring and rivermen at this point believe that the recession of the flood will not be halted.

The railroads leading from the north are bending every effort to carry uninterrupted into New York city a milk supply almost equal to the demand. Farmers along the route of the New York Central are cooperating with the railroads in order to facilitate the transportation southward of milk and other commodities.

Joseph Finkle, caretaker of the Knickerbocker Ice Company's property on Beverwyck, in the river above Albany, had a thrilling escape from drowning to-day after he had floated a mile on the roof of a barn in which three horses, hundreds of chickens and several cows were imprisoned. Finkle deserted the barn at a point above the Livingston avenue bridge in Albany and made for the shore. His boat was swept against the bridge and watchers who had been on the lookout for him cast him a rope. He was hauled over the railing of the bridge. The barn sank after it struck the girders of the bridge, the horses, chickens and cows being drowned.

A fire steamer was used to-day to pump the water out of the cellar of the First National Bank of Albany, with which ex-Gov. Dix is associated. In an effort to save several million dollars in currency and securities. After the water had receded the securities were found to be intact.

Mrs. Suizer was escorted along the river in an automobile by State Superintendent of Public Works Peck to-day. Mr. and Mrs. John A. Dix spent some time in the lower section of the city watching the flood. The ex-Governor was instrumental in having established supply stations in the poorer sections of the city.

The State Department of Public Works was notified to-night that flood conditions along the route of the barge canal were improved and that hope was entertained for the structures which it was feared early to-day would be washed away when the flood reached its height.

Nurses from the Albany Guild,

headed by Dr. John Giffen, are devoting their energies to-night to the relief of the poor in the flooded sections of the city.

Business men of Albany to-night drafted a resolution of thanks to United States Forecaster Todd for his timely flood warning. Thousands of dollars worth of stock was removed from business houses along the river before the water rose, because of the warning.

Gov. Suizer was informed to-night that about \$3,500,000 will be necessary to repair the embankments along the old and the new barge canal locks and dams.