STORIES OF THE WORST FLOOD IN HISTORY OF THE MISSISSIPPI

The Disaster Had Its Heroes, Thrilling Incidents and Narrow Escapes.

30 Dead, 30,000 Homeless, 2,000 Square Miles Inundated, $10,000,000 Loss.

THIRTY persons drowned, 30,000 homeless, 2,000 square miles inundated, $10,000,000 financial loss and railroad traffic paralyzed were the striking features of the great flood in the Mississippi valley. The disaster had its heroes, thrilling incidents and narrow escapes.

Dozens of cities in five states up and down the river were put under water or menaced, and levees gave way before the pressure of the vast wastes of water like cardboard. From Illinois to Mississippi and Arkansas a grim and determined fight against the ravaging sweep of the great Father of Waters was waged. Millions of bags of sand and dirt were used to strengthen levees that had become weakened. Everywhere in the entire water swept valley men worked with but one idea or purpose—that of staving off impending breaks that would sweep away homes and perhaps lives.

In the wake of the flood is the grim spectacle of pestilence, which may result from the overflow as the waters recede.

Attempts to "cover" the story along the stretch of levees involved many personal risks on the part of newspaper correspondents.

One of the most daring exploits was accomplished by a young correspondent who floated on a log on the crest of the tide when the levee broke at Hickman, Ky. He made his way to Tiptonville, Tenn., and then telephoned his story of the flight from the Reelfoot country to Memphis.

Another news writer, a pretty young woman of Hickman, half swam, half waded, in imminent peril, to get from her home to the long distance telephone in order that the first definite story of the rescue of a thousand persons at Dorena, Mo., might reach the outside world.

A farmer who had been watching for a break in the levee mounted his horse when the tide broke through the embankment. As he started to ride away his wife grasped the bridle of his horse.

"Where are you going?" she called, struggling with the horse.

"To warn my neighbors," replied the planter. "You must get to the boats."

The planter's wife managed to get her children away in safety, while her husband raced with the flood, warning farmers out of the tide's path. The warning probably saved scores of lives.

Family of Seven Saved.

Thousands of spectators witnessed the thrilling rescue of a family of seven from a sinking houseboat in the Mississippi river at St. Louis. The houseboat, in which a man, his wife and five children live, was torn from its moorings by the heavy driftwood that was carried from flood points above. Soon after being swept into the current the frail craft dragged over sunken snags, sprang a leak and began to sink. Two motorboats, after fighting off the heavy drift reached the side of the boat just as the water was sweeping over the deck. It sank within five minutes after the last occupant had stepped to safety.

Tickle Sanders, a Memphis pugilist, found opportunity to make himself a hero. Sanders was rowing about the flooded district in north Memphis when a skiff containing a man and a woman making their way to their submerged home to rescue a few of their belongings overturned. Sanders pulled the two from the water just in time to save them from being drowned.

A peddler who travels in the country surrounding Memphis lived in a small frame house. Water entered his dwelling. He moved to the attic. He made his rounds in a boat that he moored to a tree at night. The last night he slept in his attic he awoke to find the water around his bed. The only implement available was a can opener. With this he cut an opening in the roof and, finding his boat and stores safe, escaped. The can opener probably saved his life.

Mother Carried Dead Baby.

The steamer Kate Adams, which was near Modoc when the crevasse occurred near there, saved hundreds of lives by taking refugees from rafts and housetops. In the midst of the rescue work the steamer put out a skiff to a woman who sat on the roof of her floating house. She sent word back to the captain that she would not leave unless he would consent to take her dead baby aboard the steamer. Accordingly a soap box was sent to the floating house. The woman brought out the babe's corpse, placed it in the box and was rowed to the steamer. The little body was brought to Memphis and buried.

One of the Lee line steamers from the Arkansas country that reached Memphis told of a desperate fight with a negro who refused to leave a raft on which he floated unless he was allowed to bring his mule. As a last resort the captain of the boat tied the raft bearing the mule behind the steamer and towed raft, mule, negro and all into Memphis.

Death Missed Governor Brewer.

Governor Earl Brewer of Mississippi had a narrow escape from drowning at Greenville while directing the fight on the floods when a skiff in which he was riding capsized. Only the close proximity of a floating telegraph pole and assistance by Dr. J. T. Atterbury, member of the levee board, who helped him climb it, saved him.

The governor and his party started out to make an inspection of the levees. At one spot Governor Brewer asked the rowers to sheer in nearer the shore as the crest of the levee at the indicated point seemed less firm than elsewhere. As the boat was turned it suddenly struck an eddy and instantly capsized. Those in the craft shouted a brief warning and plunged out. Beside the skiff, however, was the telegraph pole, and all grasped it. For a few moments the situation was serious, but another skiff hurried to the place and pulled the party aboard, the governor being the last to leave.

Stirring stories are reported of the rescue of the refugees in the flood swept territory of upper Arkansas. One thousand or more persons marooned in Wyanoke, Ark., were brought to Memphis, rescued through the initiative of a citizens' committee.

Find Safety In Church.

The first of the Wyanoke refugees to be rescued was an assembly of about 100 persons. They were in a church, where they had taken refuge when the levee broke. Their supply of provisions was scant. When it was seen that the water would invade the church a scaffolding was built of pews, and on this platform more than twoscore perched throughout Sunday.

Attempts to get food were made by the stronger of the men, who constructed rafts and explored the immediate part of the township. Scarcely anything was obtained. The plight of these people and of others near by on roofs of houses, on rafts and on small hills, now become islands, was reported to the Memphis authorities.

Many of the more aged were seriously ill from exposure and lack of nutriment. Some had half waded and in many instances had been forced to swim to places of safety.

One of the phases of the flood was the tying up of virtually all traffic not only on the Mississippi, but on the Ohio and the other navigable tributaries. Usually a "big river" is the signal for an unusual amount of traffic. Especially is this true of coal fleets from Pittsburgh which go down the Ohio on a rise. Hundreds of barges and coal boats were fast, waiting until the Mississippi should be open for towboats again. High water, too, on most of the streams kept the larger steamboats tied up because they couldn't get under the bridges.

No New City Hall For Cairo.

During the flood a local option election was held at New Madrid, Mo., and the "wets" and "drys" were out with launches inviting the voters in. Some of the boats were sent eight miles into the country after voters. Boats of every description crowded the main street around the stairway to the polls. Excitement was high, and while the water was four feet deep it was not enough to dampen the zeal of the partisans.

A trip through the drainage district north of Cairo, Ill., in a skiff presented many remarkable sights.

Very few buildings were left standing on their original foundations, and many were carried two miles by the water. Captain Samuel Orr, former health officer of Cairo, who ran a grocery in the center of the drainage district, did not get out before the flood caught him. He was rescued after riding around the flooded district in the second story of his grocery for twenty-four hours. With the first rush of the water Orr's building was carried off its foundation. It remained upright, and the captain kept dry in his second story.

Soon after Orr was taken out by a steam launch the building toppled over.

As one important result of the high water Cairo will have no new city hall. The $75,000 voted for it a month ago will be used to improve the levees. The city now has no municipal home, city officials being housed in an old residence.

A moving picture man arrived in time to make films of the levee workers. He set up his machine in the levee in front of the Halliday house and was well under way before Mayor Parsons discovered him. At the mayor's orders the films were confiscated and destroyed, the camera smashed and the man commanded to leave town or go to work filling sand bags. He left.

Cairo Surrounded by Water.

Cairo became an island. The city was surrounded on every side by water and transportation cut off on every railroad entering the city.

A walk around the levees gave a better idea of the vast area that is inundated than could be drawn from a verbal or printed description. With the Ohio on the east, the conflux of the Ohio and Mississippi on the south, the Mississippi on the west and cut off on the north as a result of the break in the Big Four and Mobile and Ohio embankments, together with the overflow of the Cache, Cairo was the hub of deep water navigation.

From the subway north the scene was one of great destruction and extreme destitution. Lumber piles were wrecked, buildings submerged and in many cases turned completely over and rested upon their sides or roof downward in the water.

Factories were submerged to their roofs, and the water in many places completely covered the telegraph wires and the arms on the poles.

All along the high embankment that forms the bridge approach refugees from Future City gathered together what few personal effects they managed to save before the flood drove them from their homes and made the most of their misfortune, thankful that they escaped with their lives.

Most of these were negroes, and the extent of their effects consisted of a little bedding, a few chickens and a few pictures, hurriedly snatched from the walls.

Thousands Fighting Water.

Thousands of men were at work battling the flood at many points along the river. Life was risked that property might be saved. Great suffering was prevalent in a widespread territory.

Refugees sought towns and cities nearest their deserted homes. Many underwent great privations before arriving at some place where proper care could be given them. Some traveled miles afoot, hungry, often thirsty.

Township, county, municipal, state and federal authorities afforded aid where it was possible.

Photos by American Press Association.

SCENES IN FLOOD—STRICKEN MISSISSIPPI RIVER CITIES.

CAREER OF THE LATE GEN. GRANT

Had First Military Experience With Father at Vicksburg.

WAS ONLY 13 AT THE TIME.

Eldest Son of President Ulysses S. Grant and Was Noted For the Reverence In Which He Held His Father's Memory.

Major General Frederick Dent Grant, who died recently, was the eldest son of President Ulysses S. Grant. He was born at St. Louis, May 30, 1850.

Frederick D. Grant was with his father in the latter part of the civil war, serving as voluntary aid and dispatch bearer to General Grant. He never was formally mustered into the service, although he held from his father a commission as first lieutenant. This boyhood record was "corrected" by congress in 1910 so that he became eligible to the Grand Army of the Republic.

As soon as he was old enough he was appointed to the Military academy at West Point from New York and was graduated and commissioned a second lieutenant June 12, 1871, being detailed to the Fourth United States cavalry. With this command he spent two years Indian fighting on the frontier. He became first lieutenant on June 28, 1876. Meanwhile, in 1873, he had been appointed aid-de-camp to Lieutenant General Philip H. Sheridan with the rank of lieutenant colonel. In his early western days he was employed also as engineer in the construction of the Union Pacific and Colorado Central railways. On June 1, 1881, Lieutenant Colonel Grant resigned from the service after spending the greater part of his time on the frontier.

After leaving the army Colonel Grant spent much of his time at the home of his mother in New York. He was constantly at his father's side during the illness which took General Grant's life and after his father's death took charge of the family affairs.

Minister to Austria.

In 1885 President Harrison appointed him minister to Austria, and from 1894 to 1898 he was one of the police commissioners of New York city.

When the Spanish war began General Grant was appointed colonel of the Fourteenth New York infantry. That was on May 2, 1898. On May 27 he became brigadier general of volunteers. He served in the Porto Rican campaign and after the war commanded the military district of Porto Rico. On April 15, 1899, he was honorably discharged and on the same day was reappointed, with the same rank, and served to the following January as a brigade commander in the Philippines. From January, 1900, to October, 1901, he commanded the northern district of Luzon and then until the following April was in command of the southern district of Luzon, when he was brought back to take command of the department of Texas.

In 1904 he was for several months in command of the department of the lakes, where he had been aid-de-camp to General Sheridan years before, and then was for four years commander of the department of the east, returning again to his latest post as successor of General Leonard Wood.

General Grant was married while serving in the department of the lakes on Oct. 20, 1874, to Ida M. Honore, daughter of Henry Hamilton Honore of Chicago. They have two children.

Was a Republican.

A Republican in politics, General Grant's prohibition principles on one occasion subjected him to considerable criticism. In 1909 he headed a prohibition parade in Chicago in his full uniform. Secretary of War Dickinson said that the general had participated in the parade as an individual only, and the matter was dropped. At the time there was some talk among Prohibitionists of trying to get General Grant to run for president on that ticket this year.

General Grant was known for the reverence in which he held the memory of his father.

Several weeks ago General Grant made a tour of inspection of the coast artillery posts in his department. This tour took in the posts from Portland, Me., to Galveston. His last command included both the department of the east and the department of the gulf as division commander. The command is regarded as inferior in importance only to the chief of staff in Washington and the division commander in the Philippines.

It has been said that for some time past General Grant felt that he suffered from the same malady as his father, and his friends say that the worry over this possibility played a considerable part in breaking him down.

Heavy Punishment For Wine Grower.

A wine grower in France, convicted of diluting his vintage with water, was fined $400, sentenced to a month's imprisonment and compelled to pay a heavy forfeit, while as a final punishment his wine was confiscated.

Twenty-sixth British Dreadnought.

The British battleship Ajax, launched recently at Greenock, Scotland, is a sister ship of the King George V. and is the twenty-sixth Dreadnought in the British navy.

To Patrons Along the Scranton Branch of the Erie Railroad.

The afternoon train leaving Scranton as per schedule following, runs daily directly to Honesdale, giving people time to transact their business at the county seat and return home the same evening.

ARRIVE.		LEAVE.
8:20	Scranton	1:30
8:13	Dunmore	1:37
8:02	Nay Aug	1:46
7:54	Elmhurst	1:55
7:43	Wimmers	2:07
7:40	Saco	2:10
7:34	Maplewood	2:16
7:20	Lake Ariel	2:34
7:09	Gravity	2:41
6:59	Clemo	2:51
6:53	Hoadleys	2:56
6:37	West Hawley	3:27
6:12	White Mills	3:38
6:03	East Honesdale	3:47
6:00	Honesdale	3:50
LEAVE.		ARRIVE.

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