

Columbus and Dayton Flood Views

Remarkable Cuts Showing the Havoc Wrought in Ohio's Capital
and in Dayton by the Raging Waters.

How the Flood Submerged Homes In Dayton.

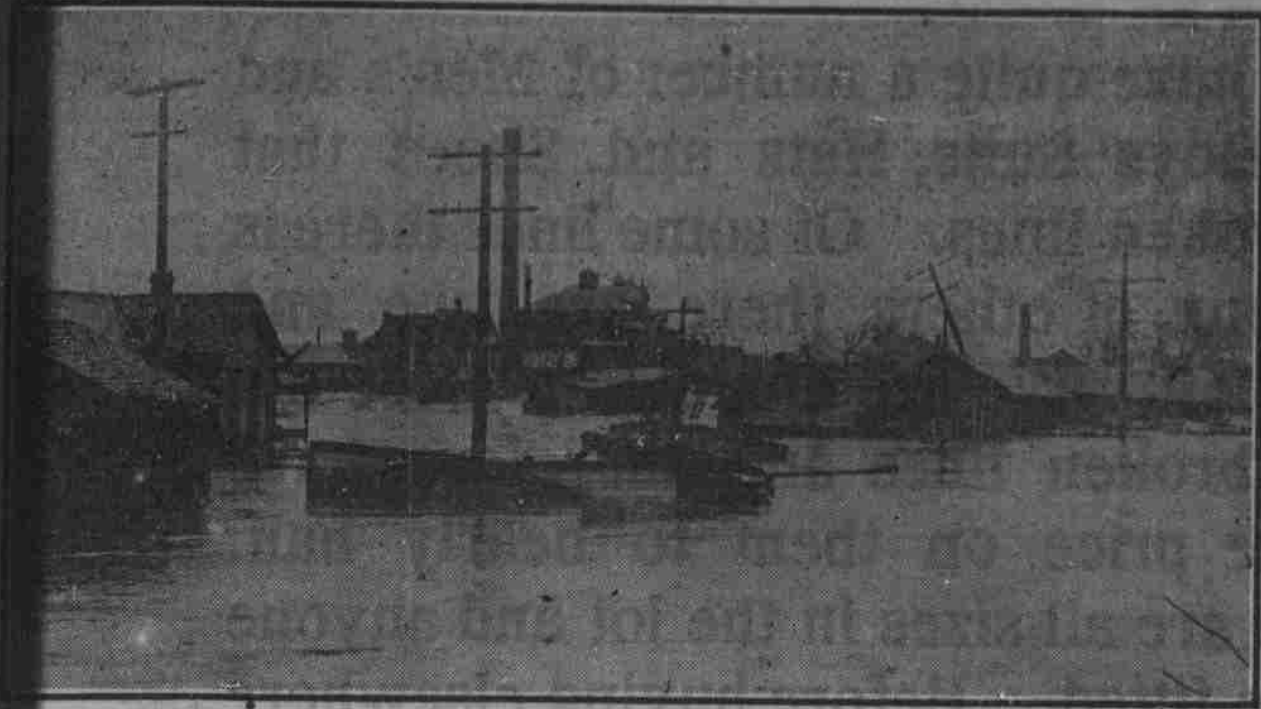


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This is a general view of one of the submerged residence districts of Dayton, O. It will be seen that many of the houses are almost completely submerged. Some residents were warned in time and left their homes before the current made the streets impassable, while others were driven to the roofs.

How Flood Wrecked Bridge at Columbus.

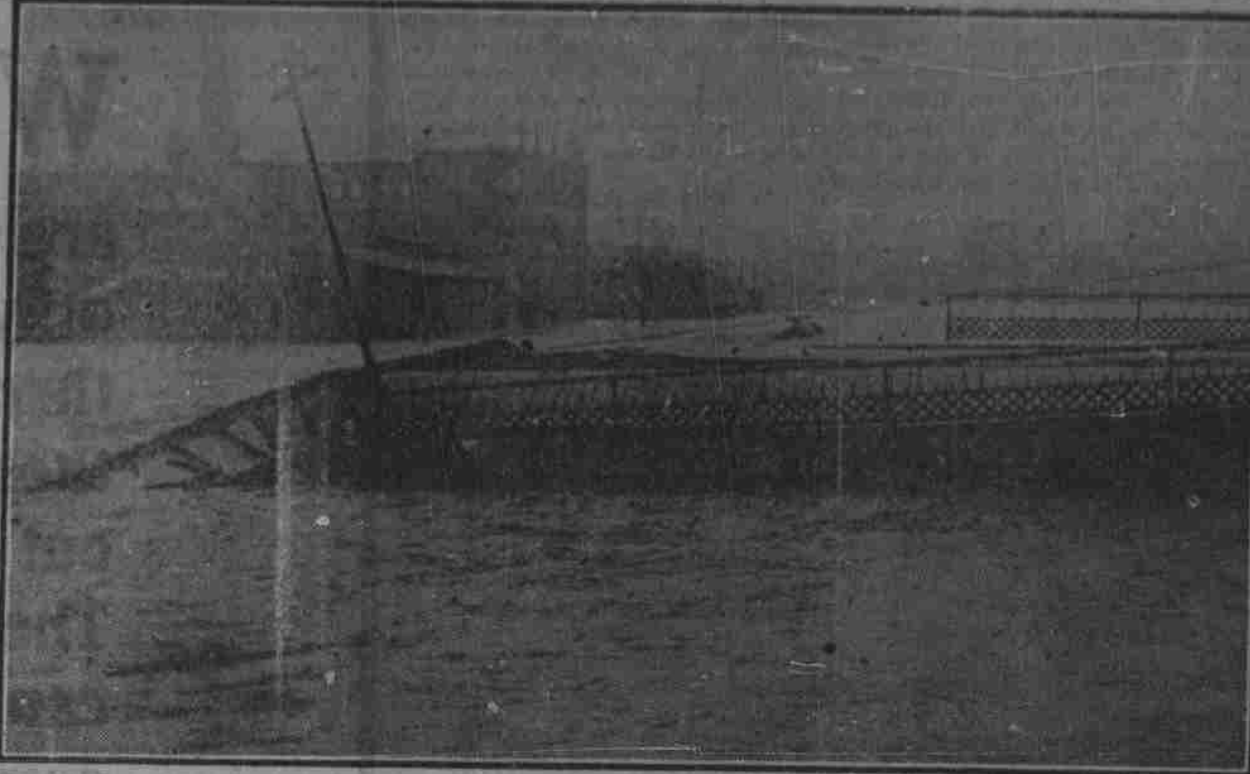


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Wreckage In Columbus Flood.



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Tons and tons of debris were swept along with the rushing water. This wreckage collected against bridges and houses, forming dams, which still further increased the height of the flood.

Tracks Submerged at Columbus.



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This picture of the Locking Valley tower station shows why railroad traffic was impossible during the flood. The water entirely submerged the railroad tracks for several blocks.

Old Couple Rescued by Boat.



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Persons who were feeble from old age or illness were given the preference by the rescuers. This aged couple would probably have succumbed soon to hunger and exposure if rescue had been delayed.

View of Columbus at Height of Flood.



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Once the Scioto river left its banks the flood spread rapidly over the lower sections of the city and continued to rise until streets ordinarily high and dry were submerged. Blocks and blocks thus had waterways instead of streets.

Rescued by Boat From Columbus Flood.



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Thousands of persons caught in their homes by the rising waters were taken to places of safety in boats manned by volunteers. In many instances the sufferers were so chilled by exposure that they had to be carried on stretchers.

Birdseye View of Columbus Flood.



Photo copyright, 1913, by American Press Association.

This picture shows how the Scioto river left its banks to rage through the city at Columbus. Through many of the streets the current was so swift that navigation by boat difficult.

Rescue Party In Motorboat.



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Many motorboats were used during the flood. They were more effective than rowboats, as they could navigate the swift current more speedily. Indeed, in some places rowboats could make no headway.

Rescuing a Horse at Columbus.



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Hundreds of horses as well as human beings perished in the floods. This picture shows how one horse belonging to the Columbus Heating and Ventilating company on West Town street was saved.

CARS GO OVER HURDLES

California Opens Season With Annual
\$5,000 Imperial Valley Event; Studebaker Makes Great Run.

Of all the sources on which motor cars have passed in America, there is none which boasts the speed and wonderful hazard of the Imperial Valley highway, where Californians have just been ushering in the racing season of 1913.

Every foot of the 210-mile course is below sea level. Participation by no means implies submerging, however. On the contrary, there was far more hurdling and aeroplaning by the dare-devils who entered.

Always once, sometimes two or three times in each mile, the otherwise fine road crosses an irrigation ditch on a cement culvert, eight feet wide and from one to eight feet above the level of the highway. Some of the grades leading to these culverts are very abrupt.

When, with \$5,000 prize money waiting, two 120-horsepower Fiats, a Studebaker, two Nationals, a Cadillac, Buick "40," Napier "Six" and a Ford cut loose at the irrigation culverts, spectators beheld the first motor car hurdle race in history.

50 Feet at a Jump.

A string of cars would come rushing along at perhaps 70 miles an hour. Approaching a culvert, the leading driver would throw out his clutch, apply all brakes, skid a bit perhaps, and slow down to about 35 miles. Just before the "take-off" brakes would be loosened and the car headed carefully for the middle of the culvert. Up the incline it would scoot and leap from the top, all four wheels off the ground, and sometimes covering more than 50 feet before landing with a thump.

One by one, like sheep jumping a fence, the other cars would follow, bystanders cheering madly.

Of course, the strain was terrific. Wrenched steering gear and broken springs were common. Car after car dropped out for repairs, the list including Teddie Tetzlaff and the juggernaut in which he set the world's record last year at Santa Monica.

Studebaker "Sticks."

Out of the bunch with a hop, skip and jump came the little Studebaker racer, driven by Frank Good, and joined battle with Barney Oldfield in the strife for first and second place. Snorting, howling and plunging, the immense Fiat tried in vain to shake off its American pursuer. But the Studebaker stuck like a leech, to the huge delight of the immense throng that lined the course, for all Southern California is a hotbed of Studebaker enthusiasm.

The strangely assorted pair raced together clear to the finish, with the rest of the field nowhere in sight. Oldfield managed to keep the lead, thereby winning his first big road race, after many trials. But the finish was so close that spectators say Barney came near tossing his mechanic into the Studebaker car as they went over the last hurdle, both in the air at the same time.

ADVERTISING.

(By F. M. B.)

It may be a homely illustration of man's inability to grasp the rudiments of the advertising problem, but a merchant or other business man is too often like the middle-of-the-road politician, straddles the fence, in a way, and says to himself: "Well, there are two papers in this town, and I am going to divide it up." In New York or Chicago, or in Portland, an advertising manager of a large concern would get his pay check post haste should he venture such a suggestion to the head of the firm. The well-paid advertising expert is employed to find the best advertising medium. Then he works his brain overtime in preparing the best of copy for that medium. In the smaller cities the different view very often prevails to the disadvantage of the advertiser. One publisher will boldly state that his circulation is in the neighborhood of 2,000 paid-up gilded, straight No. 1 subscribers, all in the best of health and with large families, when the fact is that he may have about 600 readers who are interested in the advertisements printed, and 600 more who receive their mail in New York or Chicago and are the tentacles of some imaginary real estate concern. The other 600 are not subscribers. Still, at times, advertisers make a waste of money in careless buying of space for the reason that they don't make a study of space buying.

NO REASON FOR IT.

You Are Shown a Way Out.

There can be no reason why any reader of this who suffers the tortures of an aching back, the annoyance of urinary disorders, the pains and dangers of kidney ills will fail to heed the word of a resident of this locality who has found relief. The following is convincing proof:

F. A. Sutton, Hoyt and West Sts., Salem, Oregon, says: "For ten or twelve years kidney trouble was the plague of my life. I suffered intensely from pain in the small of my back and was often unable to move. I doctored and tried a number of remedies but to no avail, and I was in a bad way when I used Doan's Kidney Pills. They benefited me at once and after I had taken the contents of three boxes, I was free from every symptom of kidney complaint. My health is now of the best and for that reason I cannot recommend Doan's Kidney Pills too highly." (Statement given January 31, 1908.)

Re-Endorsement.

Recently Mr. Sutton said: "I willingly confirm all that I have previously said in favor of Doan's Kidney Pills. This remedy cured me three years ago and I have had no return attack of kidney trouble."

For sale by all dealers. Price 50 cents. Foster-McMurray Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.