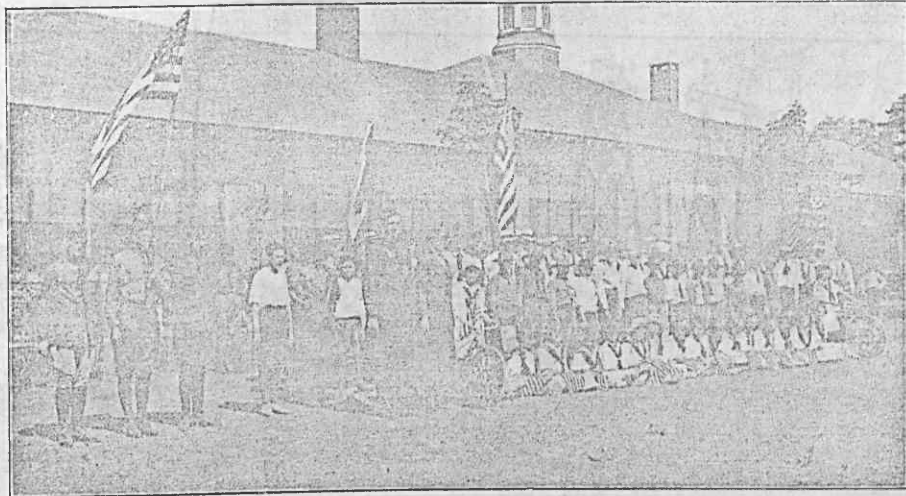


and lights had to be installed in the plant, also a power system to supply power to these cranes and motors.

The power required to run all of these motors and cranes was now quite an item; compressed air was also needed in such volume that the little compressor in the machine shop could no longer take care of it. Luckily, we had a large steam-driven air compressor on the job, which was set up in the carbon plant near the gas producer. For crane power we were obliged to get a steam-driven direct-current generator from New Kensington, Pa. We then found that more boilers were needed, and a small one was set up at the north end of the present boiler room in the carbon plant. This did pretty well unless too many cranes were used at the same instant, or a large amount of air was needed. When a rotary armature in building 25 or 35 was to be lifted, it was usually necessary to go and stop all of the other cranes until the lift was made. Alternating current power for motors was purchased from Hardaway.

It might be interesting here to say something about the town water supply, which always troubled us for water for cooling air compressors, transformers, etc. Early in April, 1916, the writer made a tour of investigation to see what the public works of Badin then consisted of, and how we were to live. On the top of Mount Ararat, a small pipe line was found lying on top of the ground, and on making inquiries we were told that it was our water main. This was followed for some distance, and a

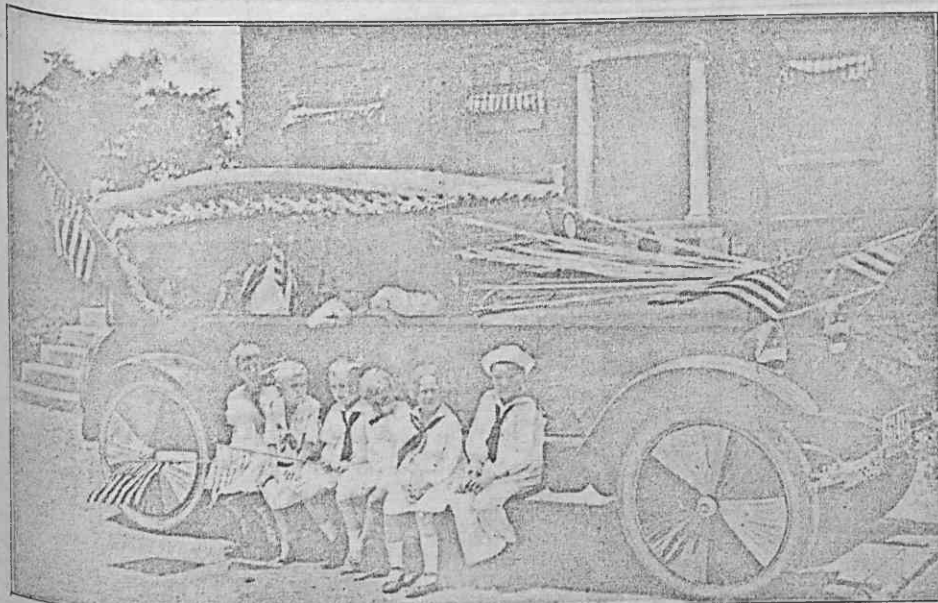


SOME PICTURESQUE ELEMENTS OF OUR PARADE

small three-inch centrifugal pump was found in a little shed on top of the hill near Hardaway's camp. It seemed that Hardaway had a pump down by the river, and pumped the water to a tank on the hill in his camp; then the little pump in the shed pumped the water into another steel tank on the top of Mount Ararat. This scheme was all right when the population of Badin was not over three hundred people, but as the town was growing rapidly another pump had to be installed in the shed, and another pipe line laid to the top of Mount Ararat. After the large air compressor was installed, and the gas producers in the carbon plant started up, we found that when a little excess water was used in the gas producer, or a little extra water

was used for cooling the air compressor, there was no water left in the town for washing or drinking. A steam pump was then installed by Little Mountain Creek, which helped out a lot until the creek dried up. To make matters worse, about July 1, 1916, the trains which used to run only as far as Whitney started running to Badin. When the deal was made, the railroad company was promised all the water they wanted for their engines, and it was certainly surprising how much water it took for steam to run a train from Badin to Whitney and back. To take care of this additional demand for water, it was necessary to let both the gas producers and air compressor run hotter, and to allow the people water to drink only three times a day, and enough for a bath only once a week. This condition of affairs lasted for about two weeks, or until the 1916 July flood. At that time Hardaway's pumping station by the river was completely submerged, or rather all except the Stars and Stripes nailed to a small pole on the roof. The flag waved above the yellow waters for two or three days, and marked the spot where the pumping station was. In Badin, during the rains and flood, there was water, water everywhere, and not a drop to drink for many hours. Luckily the rains had again filled the creek, and the steady chug! chug! of the steam pump could again be heard, and we managed to exist until the flood passed, and Hardaway's pump by the river could again be started. During the flood, nearly everything in the plant had to stop on account of lack of water.

Rotary Station 19 was ready to go on July 15, but the floods on the Catawba had done so much damage to the South-



FIRST HONOR CAR—MR. C. J. HAYNES, AND A BUNCH OF BADIN KIDDIES