

# Elkin Twenty Years Ago

By GRADY BURGESS

(Continued From Last Week)

## CHAPTER 3 SOUTH OF THE RAILROAD

In order to describe that portion of the town which lay south of the Southern railway tracks, mention will have to be made of the 1916 flood on the Yadkin river. On Saturday night of July the 16th about 8:00 o'clock a wall of water which was said to have been more than six feet high, struck the town and swept everything before it. There had been heavy rains for nearly a week, and cloud bursts were reported as having fallen in the vicinity of North Wilkesboro on Friday and Friday night; and on Saturday morning reports were received from that town that it was flooded, many buildings were destroyed and the Southern depot flooded to the extent that the telegraph service was disrupted. The reports were of such an unusual nature that few people believed them, though no telegraphic connection could be made with the neighboring town. I was on the river bridge about 7:30 p. m. and the banks of the river were overflowing very rapidly then, and much debris was on the surface of the water, as it had

been all day. Parts of houses, pig pens, dead hogs, watermelons by the score and large live trees that had been washed up by the roots made up a part of the debris. All of which gave the flood an alarming aspect at that time. At eight o'clock, when the main body of the water struck, buildings were swept away as though they were only so many paper boxes. About 25 were destroyed in all.

The angry waters picked up a box car near the creek, demolished a brick warehouse with it, drove it end-ways through a brick livery stable and left it lying on its side against the shipping room of the Chatham Manufacturing company. The office of the Elkin Ice & Fuel company, containing a heavy steel safe, was carried to a point just below the new bridge. The old chair factory building that stood near the Elkin creek was swept away, and also the Elkin Pin & Bracket Co. The latter stood on a little knoll just south of the present location of the Texas Oil company tanks. The factory and the knoll were both swept away, leaving only the depression you now see just above the approach to the upper river bridge. Two cars of lime stood on the siding near the depot, and when the chemical action of the water on the un-slacked lime set the cars on fire, the fire department had to be called upon to put out the fire. Imagine men struggling in water up to their necks trying to put out a fire!

A little negro village of half a hundred or more residents that lay where the city trash heap now is was completely wiped out. But the negroes became alarmed at the reports that came down from Wilkesboro in the morning and moved themselves and their furniture and other things out of the endangered territory, saving many lives by doing so.

Early Sunday morning the waters were still lapping against the curb about midway between the depot and the main square of the town.

And between there and Jonesville was a rushing torrent sufficient to carry a large river steamer. The steel bridge had been picked up bodily and hurled a hundred yards down the river. All communication between Elkin and Jonesville had been cut off. A number of people could not be located at their homes in Elkin or Jonesville and some stood on the tops of buildings in Elkin and on the hill at Jonesville and shouted to each other to learn that the people were safe. They had been cut off from their homes by the unexpected waters. Traffic was also cut off between the western and the eastern parts of the town, for the Elkin creek was also flooded to the extent that the water stood in the street in front of the present location of the Luffman Shoe Shop. And anyone wanting to cross the creek had to go to the Elkin Shoe factory.

By Monday the river had receded and the driftwood cleared from the water enough to allow boats to be manned on the river, and communication was again established between Elkin and Jonesville. Then in a few days, when the river had gotten back into its proper bounds, a ferry was built and put into service.

The railroad was badly damaged in places, the ties being washed away and the rails twisted about like wires. And as a result of this we had no trains for several days. Returning to my subject of a description of Elkin: on the west side of Bridge street, where the store of J. C. Dobbins now stands, was a little log cabin, and R. C. Ray had a lunch stand and grocery store in it. Next towards the river was the Peoples Tobacco Warehouse, a large brick structure. This stood where the Central Service Station now is. Next were two livery stables. Then the grocery store of C. G. Mathis; then the buggy shop of Sam Swain; then the pin factory.

On the east side of the street was, first, the Elkin Ice & Light Co., and its office; then the livery stable of W. A. Shores. These livery stables were used then to a great extent by drummers, who traveled through the country for housing their stock and vehicles. The stables also kept buggies and hacks for hire. Then to complete the list on that side of the street was a blacksmith shop and the city jail.

There were a few fertilizer warehouses along the railroad, but only about half as many as there are now. This about completes a description of the business section of the town and I shall now tell you of the hotels.

### HOTELS

There were only two, and one of these was more of a boarding house than a hotel. It had just recently been opened and was operated by Mrs. T. E. Burgess. The other was the Elk Inn. This was an old and well established hostelry which was operated by Mrs. Charles Gwyn. It was a familiar scene to see Early Thompson, the colored porter, running toward the depot with his baggage cart just before each train came into the station. The Elk Inn stood on the lot that is now vacant between the First Baptist Church and the corner at Turner's. The other place was located over where the Elkin Auto Parts has just vacated, and the place next door.

### PROFESSIONS

The professions were represented in Elkin twenty years ago as follows: Medicine: Drs. M. A. Royall, J. W. Ring, J. M. Reece, H. C. Salmons and W. R. Wellborn; Dentistry: Drs. E. G. Click and L. C. Couch; Law: H. H. Barker and J. F. Hendren. L. R. Combs was our only photographer. Watch repairing: Bird Snow, S. E. Shumate and W. J. Burcham.

### SCHOOLS

The present school building was under construction during the winter of 1914-15, and school was held over the present location of Hayes-Speas Co., and Moseley & Reece. Z. H. Dixon was principal, and some of the other teachers were Misses Florence Holton, Clara Bell, Mollie and Maude Paine. Elkin had its first class of high school graduates that year. And it was quite a scene when school was out at noon or in the evening with all its host of boys and girls pouring into the streets, trying to cross the street on the concrete walkway in muddy weather, (for the mud got to be about ankle deep on Main street during rainy seasons), or larking about the town to see what fun they could stir up. The new building was completed by the autumn of 1916 and was occupied that year.

### CHURCHES

Elkin had six churches twenty years ago, four for the white people and two for the negroes. The First Baptist church house consisted of only its present auditorium and a small room at the back of it. There was a Sunday school of a few classes, and preaching services were held one Sunday of each month. But there was no E. Y. P. U. or other young people's organizations. Rev. Pressly Blevins was pastor. The Methodist church house also consisted of the auditorium and a small adjoining room, and there was a home for the pastor also. Rev. J. P. Hipps was pastor at that time. There was preaching regularly, and Sunday school. The Presbyterian church house

was about as it now is, and services were held occasionally.

The Galloway Memorial church was about as it now is, and Mrs. Galloway had Sunday school in the afternoon.

The two colored churches were the present colored church above the cemetery and the Hickerson Memorial church in east Elkin. The East Elkin Baptist church now uses the building once used by it.

CONTINUED NEXT WEEK

### 130 DEAD OR MISSING

Beached in the calm sea a few hundred feet off the boardwalk at Asbury Park, N. J., fire still raging in her hold, the hulk of the Ward liner Morro Castle was boarded Sunday by coast guardsmen who, in a hasty search found the bodies of two persons trapped and cremated in Saturday's disaster. Searchers said they felt certain others perished in the same way. One hundred and thirty persons are dead or missing as a result of the disaster.

Within the past million years New England had among its animals the camel, rhinoceros, and mastodon.



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.50 for 2 days	2.75 for 15 days
.75 for 3 days	3.50 for 20 days
1.00 for 4 days	4.50 for 30 days
1.25 for 5 days	6.00 for 45 days
1.50 for 7 days	7.50 for 60 days
2.00 for 10 days	10.00 for 90 days
	\$13.00 for 120 days

# Hugh Royall

INSURANCE SERVICE

Office in Harris-Burgess Electric Co. Elkin, N. C.

## Condensed Statement OF THE CONDITION OF THE Merchants & Farmers Bank

Statesville, N. C.

At the close of business September 4, 1934

### RESOURCES

Cash on hand and Due from Banks	\$326,763.08
Federal and State Bonds	177,105.93
County & Municipal Bonds	45,101.82
Loans and Discounts	644,212.84
Banking House	23,625.00
Furniture and Fixtures	7,550.00
Other Real Estate	13,800.00
Federal Deposit Ins. Corp. Paid	1,235.08
	\$1,239,393.75

### LIABILITIES

Capital Structure:	
Common Stock	\$100,000.00
Preferred Stock	50,000.00
Surplus	45,000.00
Undivided Profits	5,331.29
	\$200,331.29
Reserve Funds	12,127.15
Deposits	1,026,935.21
	\$1,239,393.75

### OFFICERS

L. K. LAZENBY, President  
E. B. WATTS, Vice-President  
J. A. KNOX, Cashier  
JAS. R. HILL, Asst. Cashier

### DIRECTORS

F. B. Bunch  
Clarence Stimpson  
C. E. Mills  
Herman Wallace  
W. S. Page

### CORRESPONDENT BANKS

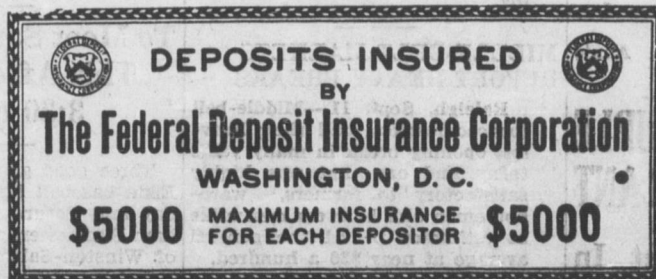
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From the above condensed statement the thoughtful banking public will note the strong position of THIS BANK. The great increase in our deposits shown in recent months is attributable to the confidence the public has in this institution; and while we have always enjoyed the full confidence of our depositors, we feel that the substantial growth of deposits is due in no small part to the fact that

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