

FULL STORY OF THE FLOOD CANNOT BE TOLD IN WORDS

Clarkton Editor, Marooned at Mt. Mitchell Station, in the Heart of the Mountains, Gives Graphic Account of Personal Observations and Harrowing Experiences in Rural Sections

By Samuel T. Meares.

Clarkton, N. C., July 22.—Estimates will be made, accounts given of the property loss of the great flood in Western North Carolina, the story of hardship and even death will be told, but the true idea, a right conception of the grief and suffering can never be given in the dull avenue of words.

I had planned a trip to the land of the skies as is my custom each summer and on this occasion I had scheduled a stop of two days at Mt. Mitchell, then a day each at Asheville, Waynesville, Lake Junaluska and Murphy, then back home.

I attended the Press Association at Durham Wednesday, May 12th, and took the Asheville train Thursday morning for Marion Junction. My girl happened to be on the same train, she coming from her home on the Cape Fear in the East and going for a few days' visit to her old college friend at Mt. Mitchell. We complimented ourselves for selecting just that time as the skies looked so bright from the train car window as we passed the station from the mountain up to Marion Junction the mountains up the west could not obscure the beauty of a perfect sunset and no one could have entertained the least thought that the transit of a half dozen more suns, those dignified mountains were scarred by thousands of rugged slides, the fertile and innocent valleys below swept with merciless waters in torrents and dashes and leaps, leaving a saddened, weeping and devastated path to lament for many days the property loss, to grieve for months the lives claimed, to be remembered for many decades as the greatest flood ever sweeping through that section.

Even the trains were friendly to the anticipated pleasures, and were on schedule time, the C. C. & O. train soon having its speeding on our journey past the Blue Ridge at Mt. Mitchell.

The Rain Begins. I frankly disputed the lady from the Cape Fear in the East, when she asserted that the rain had been the proof was easily obtained and the twilight was darkened by the suggestive clouds and soon the rapidly forming clouds made the open view from the train windows as dark as when in the tunnels.

It rained frequently Friday, and came with such constancy Friday night and Saturday morning, that I decided I would wait till Sunday to journey to the station. From the time when the rain was sojourning. By Saturday night, the planter and stockman with whom I was stopping became alarmed at the continuation of the rain, while his home was quite secure, from either mountain slides or any streams which might have gotten out of their banks, he realized the great damage to his meadows and even danger to his cattle. Sunday morning the rain failed, but with alarming regularity and the little streamlets near by hinted by their river appearance the destruction in the valleys.

With the passing of the clouds, the cessation of the downpour, began the gathering of the distressing news, which came from points on the railroad, from mountain side and from the valleys. Where the news came from, I realize my pent up position but this and the discomfiture for the absence of newspapers and mail were eclipsed from my thoughts which became a morning of the citizens of the section, who looked out upon their once promising fields of corn and other crops in the low lands, now swept clean. In the section around Alta Pass, Spruce Knob and Little Switzerland mountain slides were reported on every hand and I stood on a high knob near Mt. Mitchell and counted over 20 slides on Linville mountain and more on the Catawba valley. I was told that the sympathy went out for the Lincolnfield people, for here could be seen the high hills, the well built trestles, and miles of track completely demolished, tunnels with the appearance of having been constructed by the passage of great volumes of water with which they were then engaged. The famous road, the pride of railway construction, wrecked and ruined, not the fault of due consideration of the surveying engineers, but because of unseasonable conditions. At Alta Pass, I saw seven cars almost completely lost to sight in a wash out under them. The guests at the beautiful Alta Pass hotel were making the best of the situation they could and while in perfect safety and plenty, they were quite uncomfortable in the thoughts of no mail, no wires, and no trains for many months.

On the other side of the mountain, the residents and guests were perfectly unharmed although their well built road to the railway at Mt. Mitchell was completely wrecked by mountain slides and they were entirely cut off with no way out except possibly on horse back.

To Get to Marion. With the thoughts of two, three or even six months before train service would be restored to Marion, 20 miles distant by rail, 20 miles by county road, my time near out, my girl from on the Cape Fear in the East impatient in a desire to get a letter back home to relieve anxiety of those who were concerned, my desire to get a newspaper and send messages turned my attention to a way to reach Marion, where I felt that on the old Western North Carolina railroad, seventy-five years old, operated by the Southern, I could get a train home, get papers and send messages. My only task to again get back into the world was simply to get to Marion, but what of the problem? "You will not get to Marion in six months asserted the lonely agents at the stations." "The public highways cannot be used for many months," declared the citizens who were more interested in their own affairs than in getting to Marion. But cannot I walk and get there, even though hardships and possibly some danger be encountered? I queried, but no consolation could be obtained. The idea advanced, I could do no service to the stricken country people out there. It was urgent that I get home and I became desperate in my desire to get to Marion. I found the same unresisting many guests of the hotels and friends up there for a few days and soon found one man who offered to attempt the journey with me to Marion. I paid the guide who knew many mountain trails and thought he could get us around impassable streams where bridges were gone, to go along with me. As I was informed by this mountain guide that our trip would be quite much climbing and that I could not swim, I took my

WARRANTS ISSUED

By the City of Wilmington for the Month of June, 1916.

Table listing warrants issued for various services and supplies, including Board of Health, J. F. W. Dorman, Fox Typewriter Co, C. B. Dolge Co, Wilmington Star Co, Evening Dispatch, Jackson & Bell Co, Engineering Record, Burke H. Bridgers, Murchison National Bank, Pay Roll, John Tolliver, The W. W. Wilson Co, Geo. W. Huggins, Cape Fear Hdq. Co, New York Times, Francis R. Nightech, Pay Roll, W. B. Moore, Walker Taylor, Remington Typewriter Co, J. Bryan Grimes, Southernland & Weaver, J. S. McEachern, Stafford Publishing Co, Good Roads Association, Evening Dispatch, Pay Roll, New Hanover County, Murchison National Bank, J. C. McKoy, G. W. Anderson, S. A. L., Hamme Marine Railway, J. W. B. Metts, Travelers' Aid Society, Board of Health, Wil. Red Cross Sanitarium, Jas. Walker Memo. Hospital, A. C. L., Harrison Bros. & Co, J. C. Black, W. B. Moore, Pay Roll, W. H. Blair, Est. Geo. W. N. J. Williams, C. S. Burnett, E. M. Hobson, Carolina Cut Stone Co, Mrs. M. E. Duguid, Pay Roll, W. H. Kidder, C. C. Bellamy, Cape Fear Gravel Co, Walter Rutland, et al, J. W. Murchison & Co, J. M. Hall and N. J. Williams, J. M. Satchwell, Review Job Office, Boney & Harper Milling Co, Western Union Co, Chas. Finkelstein, H. L. Rollers, Thos. Quinlivan & Son, Wilmington Cycle Co, D. Quinlivan, Amer. LaFrance Fire Eng. Co, T. B. Carroll, W. F. Yates & Co, Thos. F. Wood, LeGwin Printing Co, Capps-Griffith Ptg. Co, Postal Telegraph Co, Wilmington Star Co, Queen City Cycle Co, Champron Cycle Co, Texas Oil Co, M. W. Divine & Co, Cape Fear Machine Works, Chapman Valve Mfg. Co, Columbian Iron Works, National Meter Co, Ford Auto, Pittsburgh Filter Co, J. A. Taylor, Tidewater Power Co, Northern Book Store, Southern Bell Tel. Co, Clark-Lynch Lumber Co, Hodges Bros, J. M. Solky, J. T. and J. O. Brown, Standard Supply Co, Wilmington Iron Works, Hyman Supply Co, Wil. Stamp and Ptg. Co, Davis-Moore Paint Co, L. A. Bilbro, Jacob Hayware & Son, Neptune Meter Co, Election Pay Roll, Standard Oil Co, Chadabourn Lumber Co, Newman Cafe, R. E. Bellamy, T. D. Piner, Heller & Brightly, Independent Ice Co, Hersey Mfg. Co, Evening Dispatch, Grandall Packing Co, Springer Coal Co, New Hanover County, Wm. E. Springer & Co, Plate Ice Co, Huband Ptg. Co, B. F. Mitchell Co.

Total for the Month \$30,665.41

Published by order of the Council. THOS. D. MEARES, Clerk.

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STATEMENT

GLENS FALLS INSURANCE CO. GLENS FALLS, N. Y. Condition December 31, 1915, as shown by Statement filed.

Table showing financial statement for Glens Falls Insurance Co, including Amount of Capital paid up in cash, Amount of Ledger Assets, Income from Policyholders, Disbursements to Policyholders, and various assets and liabilities.

FORECLOSURE SALE

Notice is hereby given that the undersigned will, by virtue of the power of sale contained in a mortgage executed by Matilda A. Hayden, Mary Katharine Hayden, Mary T. Hayden and John Henry Hayden to Nonie F. King, dated the 14th day of February, A. D. 1914, and recorded in the office of the Register of Deeds of New Hanover County in Book 74, page 424 et seq., expose for sale at public auction to the highest bidder, for cash, at the front Court House door of New Hanover County, on Monday, the 7th day of August, A. D. 1916, at 12 o'clock M., all the northwardly parallel to Third street 66 ft.; thence eastwardly parallel to Princess street 165 ft. to the point of beginning. The same being the eastern half of Lot 2, Black 166, according to the official plan of the city of Wilmington.

At this sale, only the interest of the said John Henry Hayden will be sold, and not the interest of Matilda A. Hayden, who owns a life estate in the same, nor the interest of Mary Katharine Hayden, Mary T. Hayden, or Ellen Agnes Hayden. Dated and posted this 7th day of July, A. D. 1916. E. K. BRYAN, Attorney. NONIE F. KING, Mortgagee. July 8-30.

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STATEMENT

LAFAYETTE MUTUAL INS. CO. LUMBERTON, N. C. Condition December 31, 1915, as shown by Statement filed.

Table showing financial statement for Lafayette Mutual Insurance Co, including Condition December 31, 1915, as shown by Statement filed, Amounts of Ledger Assets, Income from Policyholders, Disbursements to Policyholders, and various assets and liabilities.

STATEMENT

CALEDONIA INSURANCE CO. Edinburgh, Scotland. Condition-December 31, 1915, as shown by Statement Filed.

Table showing financial statement for Caledonia Insurance Co, including Amount of Ledger Assets, Income from Policyholders, Disbursements to Policyholders, and various assets and liabilities.



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