

BRIGHTER SCENES IN THE ELKHORN

Repair Work is Now Being Pushed Rapidly.

THE ROAD OPENS TODAY

Some Coal Comes East Over Part of the Line.

DETAILED DESCRIPTION OF THE DAMAGE

Partial List of the Deal. Special Mail Service For the Stricken Towns. Bryan to Lecture For the Benefit of the Destitute.

(By the Associated Press.) Bluefield, W. Va., June 25.—The situation in the Elkhorn Valley is greatly improved today. General Manager L. E. Johnson was seen on his private car at North Fork Junction where he is personally supervising the work, and he stated the loss was much less than amounts heretofore given out. He stated that if nothing unforeseen occurred his force of 3,000 men would have the road opened for traffic on a single track by tomorrow night, and that freight trains would be running in two or three days. This, of course, does not indicate that regular traffic will be the result, but coal came east over the road today. It is believed by Mr. Johnson that the road will be put in its normal condition within two weeks.

Superintendent Connors, of the Scotto division, with a force of men working east has reached Day, a point eight miles east of Welch. Mr. Johnson says he will send a local train with supplies from Bluefield to Vivian tomorrow. The distance between Keystone, the point reached today by local trains, is twenty miles. This section is covered with debris and ruins, but only two bridges are gone. The whole line was inspected by an operator, who reported the conditions. General Boggs and Colonel Hudson, of Governor White's staff, visited the section today. They went to Keystone to ascertain if the destitute needed help from the State. They were informed that Keystone would take care of the destitute.

Johnings Bryan has telegraphed the Y. M. C. A. that he will deliver a lecture at Pocahontas on the night of July 2nd, the proceeds to be given for the relief of the destitute. Several of the nearby coal operations resumed loading today and will ship from two to three hundred cars of coal and coke per day.

DETAILS OF THE DAMAGE.

Partial List of the Dead Some Almost Miraculous Escapes

(By the Associated Press.) Roanoke, Va., June 25.—The damage in the coal fields begins at Coalfield, which is fifteen miles west of Bluefield. At that place great embankments supporting the railroad tracks have been washed out. At Mayberry from the train can be seen five houses upset and partially demolished.

The branch road leading from this point to the Norfolk and Delta Collieries has sustained heavy damage. The track is washed out in some places and covered in others. The loss here and at Lick Branch is \$15,000.

At Lick Branch the water was very high and at this point damage to the main line of railroad begins and destruction of coal company property increases.

At Ennis the eastbound track begins to entirely disappear and at some distance further the road bed is entirely gone from both tracks. The iron bridge structures remain but the approaches to either end in most all cases have been entirely washed out by reason of lumber from demolished houses and other material being wedged against the abutments causing the water to flow around. All wooden bridges are gone. The Turkey Gap collieries' loss is \$29,000. The tipple is slightly damaged, and the coke tracks gone.

The delivery and coke oven tracks of the Crozer and Houston operations are almost entirely gone, bridges and all cars are turned over empty and partially loaded and some are demolished. The Crozer boiler house is washed out and the damage sustained is \$25,000. The damage at Houston is \$15,000. At the Upland Company, the boiler house and tipple is partially washed away. Along here coal company houses have been moved and destroyed. Between this operation and Kyle all tracks are badly damaged, nearly everything having exchanged position with the former creek bed. The great fills which the railroad company have been making and ripping ever since the high waters of 1877 have been leveled.

Heavy damage was done at Lynchburg operation, mostly to the tracks. Up North Fork branch ruined houses can be seen, besides a lot of building material which was lodged against North Fork Bridge.

The water has changed its course at this bridge by removing the embankment at the east approach. The North Fork operations all sustained considerable damage.

Algoma lost houses and tracks and no reasonable estimate can yet be made. Elk Ridge lost a number of houses, coke oven and trestles. The power house and their tracks were washed away. The tipple is also damaged. Loss 20,000.

Greenbrier lost a number of houses and their tracks were damaged.

At Rolfe the tipple and trestles were damaged.

At Roanoke operations the damage to houses, trestles and tracks will amount to 7,500.

At Arlington bridges are gone above and below the tipple and the loss is estimated at \$10,000. At McDowell the

tracks are washed out and houses destroyed.

Gilliam's loss is heavy in small houses. Indian Ridge lost a number of houses and their storehouses were damaged. Dr. Workman's house and office was washed away. Loss \$12,000.

Ashland's loss between \$8,000 and \$10,000. Bottom Creek loss \$25,000. Tidewater lost heavily.

At Keystone the streets are washed irregularly and debris is everywhere, floors of buildings standing are covered with mud and water has been all over the town to a considerable depth. Had it not been for the jamming of three or four buildings at the upper end, near the suspension bridge, no doubt the entire property of the town would be a total loss. Just opposite Calhoun's buildings on the other side of the creek, all houses were entirely swept away including the most of Belchertown. Property is undermined and badly damaged at Burke. The whole fill, on which the two tracks pass through Keystone, is entirely gone. Many persons had narrow escapes with their lives and men, women and children succeeded in escaping through water waist deep, while others were carried away. A Mr. Abbott succeeded in rescuing a man named Lockwood on Main street by fastening himself to a post by means of a rope and making a dive in the swift water just as Lockwood was sinking from view. Many similar rescues were made.

Eight bodies have been found between Burke and Echman. The loss at Peerless is estimated at \$30,000 and at Shawnee at \$30,000.

The North Fork operations, while being able to repair their damage sooner will not ship any coal for thirty days, as the railroad tracks will have to be repaired before anything can be done. Below is given the names of some of the dead so far recovered:

- JOE WHITE, white. ANNA SMITH, white. NELLIE SMITH, white. CHARLES SHERLY, white. MRS. M'COY, colored. SAM POINDEXTER, colored. JOHN BALLARD, colored. BETTIE BROWN, colored. TRIGG, colored. JACOB RIFLIN, colored. JOHN BANNISTER, colored. MOTHER AND BABE, unknown. The colored man, Trigg, floated down stream on the roof of his shanty. When near the railroad he jumped and struck his head against the rail, dashing out his brains.

The loss of life, it is now conservatively estimated, will not exceed fifty.

The railroad company is using every endeavor to quickly repair the damage. Every available man from Norfolk to Columbus and all the working crews have been rushed to the scene. The Westinghouse electric car, fitted up with a complete electric light plant and apparatus, has been taken to the devastated country from Hagerstown, in order that work may be prosecuted at night.

The telegraph company has eight gangs of men working to get their wires up and the telephone company has a large force of men at work on their lines.

There is no suffering for want of food.

TRACK GONE FOR FIFTY MILES

Special Mail Service to be Arranged For the Stricken Towns.

(By the Associated Press.) Washington, June 25.—Official advices to the Postoffice Department show that the break in the Virginia and Ohio division of the Norfolk and Western caused by the flood, is for a distance of fifty miles, from Williams-town to Ennis, except in spots. The branch line running from Goodwill to Bramwell is practically entirely washed away. Special arrangements will be made to take the mails to and out of the stricken towns. Chief Clerk Goodloe, from Washington, and Sales, from Lynchburg, of the railway mail service, have gone to the flood district to make a report on the needs of that district. The telegram of the postmaster at Durhing, W. Va., asking for immediate special postal service says such service probably will be necessary for three weeks.

The postmaster at Cedar Bluff wired today that the money order funds, forms, blanks and stamps, together with transit mail from Paint Lick were swept away by the flood. Cedar Bluff is on the Clinch Valley division of the Norfolk and Western Railroad, in Tazewell County. The postmaster at Ennis, W. Va., also reports his office swept away. The first assistant postmaster general is furnishing emergency mail service for the flooded district. Mail was taken this afternoon when Assistant Postmaster General Shallenberger authorized that establishment of a special service to Durhing, via Bramwell and Froeman. This is along a spur of the railroad which was practically entirely washed away and the mails probably will be transported on horseback.

THE KAPPA ALPHA FRATERNITY.

Twenty-First Biennial Convention Hobson to be the Guest of Honor Today.

(By the Associated Press.) Richmond, Va., June 25.—The Twenty-first Biennial Convention of the Southern Kappa Alpha College, Greek-letter Fraternity, held its opening session in this city today. The attendance is unusually large and representatives from nearly every State in the South, are in attendance.

Captain Richmond Pearson Hobson will arrive in Richmond tomorrow at 2 p. m., and will be the guest of honor at a brilliant reception which will be given the Kappa Alphas by Governor J. Hoge Tyler at 6 p. m. Later a banquet will be given at Lakeside Park, when a diamond pin of the fraternity will be presented to Captain Hobson.

The convention will adjourn Thursday.

Atlantic Coast Line Dividend.

(By the Associated Press.) Baltimore, Md., June 25.—At a meeting of the directors of the Atlantic Coast Line Railroad Company held today at the office of Henry Walters, President of the Company, action was taken on the dividend. It was decided to pay a semi-annual dividend of 1 1/2 per cent. The last was 1 per cent.

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Atlantic Coast Line R.R.

Condensed Schedule.

TRAINS GOING SOUTH.

| DATED | No. 23 Daily | No. 35 Daily | No. 102 daily ex. Sunday | No. 41 Daily | No. 49 Daily |
|----------------------------|--------------|--------------|--------------------------|--------------|--------------|
| Jan. 13, 17901 (Corrected) | A.M. P.M. | P.M. A.M. | P.M. A.M. | P.M. A.M. | P.M. A.M. |
| Lv. Weldon | 11 50 8 58 | ..... | ..... | ..... | ..... |
| Ar. Rocky Mt. | 1 00 9 52 | ..... | ..... | ..... | ..... |
| Lv. Tarboro | 12 21 | ..... | 6 00 | ..... | ..... |
| Lv. Rocky Mt. | 1 05 10 02 | 6 37 | 5 15 12 52 | ..... | ..... |
| Lv. Wilson | 1 50 | ..... | 7 10 5 57 2 40 | ..... | ..... |
| Lv. Selma | 2 55 11 18 | ..... | ..... | ..... | ..... |
| Lv. Fayetteville | 4 20 12 35 | ..... | ..... | ..... | ..... |
| Ar. Florence | 7 35 2 40 | ..... | ..... | ..... | ..... |
| Lv. Goldsboro | ..... | 7 55 | ..... | ..... | ..... |
| Lv. Goldsboro | ..... | ..... | 6 45 3 30 | ..... | ..... |
| Lv. Magnolia | ..... | ..... | 7 51 4 35 | ..... | ..... |
| Ar. Wilmington | ..... | ..... | 9 20 6 00 | ..... | ..... |

TRAINS GOING NORTH.

| No. 78 Daily | No. 102 daily ex. Sunday | No. 32 Daily | No. 40 Daily | No. 48 Daily | |
|------------------|--------------------------|--------------|--------------|--------------|-------|
| Lv. Florence | 9 50 | ..... | 7 35 | ..... | ..... |
| Lv. Fayetteville | 12 15 | ..... | 9 41 | ..... | ..... |
| Ar. Wilson | 2 35 | ..... | 12 13 | ..... | ..... |
| Lv. Wilmington | ..... | ..... | ..... | ..... | ..... |
| Lv. Magnolia | ..... | ..... | ..... | ..... | ..... |
| Lv. Goldsboro | ..... | ..... | 4 50 | ..... | ..... |
| Lv. Rocky Mt. | ..... | ..... | ..... | ..... | ..... |
| Ar. Tarboro | ..... | ..... | ..... | ..... | ..... |
| Lv. Tarboro | ..... | ..... | ..... | ..... | ..... |
| Lv. Rocky Mt. | ..... | ..... | ..... | ..... | ..... |
| Ar. Weldon | ..... | ..... | ..... | ..... | ..... |

Yadkin Division Main Line—Train leaves Wilmington, 9.00 a. m., arrives Fayetteville 12.25 p. m., leaves Fayetteville 12.25 p. m., arrives Sanford 1.43 p. m., returning leaves Sanford 3.05 p. m., arrive Fayetteville 4.30 p. m., arrives Wilmington 9.25 p. m.

Bennettsville Branch—Train leaves Bennettsville 8.05 a. m., Maxton 9.05 a. m., Red Springs 9.51 a. m., Parkton 10.41 a. m., Hope Mills 10.55 a. m., arrive Fayetteville 11.10. Returning leaves Fayetteville 4.45 p. m., Hope Mills 6.00 p. m., Red Springs 6.43 p. m., Maxton 6.16 p. m., arrives Bennettsville 7.15 p. m.

Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Bowmore railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Gull with the Durham and Charlotte Railroad.

Train on the Scotland Neck Branch Road leaves Weldon 8.55 p. m., Halifax 4.17 p. m., arrives Scotland Neck at 6.58 p. m., Greenville 6.57 p. m., Kinston 7.55 p. m., returning leaves Kinston 7.50 a. m., Greenville 8.52 a. m., arriving Halifax at 11.18 a. m., Weldon 11.33 a. m., daily except Sunday.

Trains on Washington Branch leave Washington 8.10 a. m. and 2.30 p. m., arrive Parmerle 9.10 a. m. and 4.00 p. m., returning leave Parmerle 9.35 a. m. and 6.30 p. m., arrive Washington 11.00 a. m. and 7.30 p. m., daily except Sunday.

Train leaves Tarboro, N. C., daily except Sunday 8.30 p. m., Sunday, 4.15 p. m., arrives Plymouth 7.40 p. m., 6.10 p. m., returning leaves Plymouth daily except Sunday 7.55 a. m., and Sunday 9.00 a. m., arrives Tarboro 16.10 a. m., 11.00 a. m.

Train on Midland N. C. Branch leaves Goldsboro daily, except Sunday, 5.00 a. m., arriving Smithfield 6.10 a. m. Returning leaves Smithfield 8.00 a. m., arrives at Goldsboro 8.25 a. m.

Trains on Nashville Branch leave Rocky Mount at 9.30 a. m., 3.40 p. m., arrives Nashville 10.20 a. m., 4.03 p. m., Spring Hope 11.00 a. m., 4.25 p. m. Returning leave Spring Hope 11.20 a. m., 4.55 p. m., Nashville 11.45 a. m., 5.25 p. m., arrive at Rocky Mount 12.10 p. m., 6.00 p. m., daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 11.40 a. m. and 4.35 p. m., returning leaves Clinton at 6.45 a. m., and 2.50 p. m.

Train No. 78 makes close connection at Weldon for all points North daily, all rail via Richmond.

H. M. EMERSON, General Passenger Agent. J. R. KENLY, Gen. Manager. T. M. EMERSON, Traffic Manager.

ATLANTIC COAST LINE R. R.

CONDENSED SCHEDULE.

Dated January 13th, 1901.

| No. 1102 | No. 49 | STATIONS. | No. 48 | No. 1102 |
|----------|--------|---------------------|--------|----------|
| P. M. | A. M. | | P. M. | A. M. |
| 2 20 | 9 00 | Lv. Norfolk Ar. | 5 55 | 10 25 |
| 7 40 | 9 22 | Pinner's Point | 5 30 | 10 03 |
| 3 03 | 9 51 |Drivers..... | 5 05 | 9 54 |
| 3 17 | 10 05 |Sufolk..... | 4 50 | 9 19 |
| 3 50 | 10 25 |Gates..... | 4 20 | 8 43 |
| 4 15 | 10 50 |Tunis..... | 4 00 | 8 20 |
| 4 36 | 11 06 |Ahsoway..... | 3 41 | 8 05 |
| 4 53 | 11 21 |Avalander..... | 3 27 | 7 50 |
| 5 25 | 12 00 |Hobgood..... | 2 53 | 7 08 |
| 6 00 | 12 21 | Ar. Tarboro Lv. | 2 31 | 6 44 |
| ..... | ..... | Ar. .. | ..... | ..... |
| 6 35 | 12 50 | Rocky Mount | 1 55 | 6 25 |
| P. M. | P. M. | | P. M. | A. M. |

*Daily. †Daily except Sunday. Trains No. 49 and 48 solid trains between Pinner's Point and Wilmington. Train No. 49 connects at Rocky Mount with train 23 for all points South and No. 78 trains for all points North.

J. R. KENLY, General Manager. T. M. EMERSON, Traffic Manager. H. M. EMERSON, General Passenger Agent.

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