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CHARLOTTE, N. C., MONDAY EVENING, JUNE 6, 1921.

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PUEBLO SURVEYS HAVE OF WORST FLOOD OF WEST

Accurate Estimate of Loss of Life and Property Damage Impossible.

THOUSANDS HOMELESS Restoration of the City to Approach of Normal is a Matter of Weeks.

Pueblo, Colo., July 6.—Governor Shoup today asked the United States government to place \$200,000 at the command of the state for use in flood relief.

Transportation into Pueblo from all directions is at a standstill at present. Federal government has large emergency fund available, which is urgently required for the construction of 25 large steel and concrete bridges in valley of Arkansas and tributaries, on main east and west approaches to most populous section of which inundated. Twenty thousands need to be placed funds at command of state.

Pueblo, Colo., June 6.—(By the Associated Press.)—Flood-stricken central Colorado today surveyed the havoc of the most disastrous flood in the history of the West. An accurate estimate of the loss of life and property damage is impossible at this time. With thousands crowded in overcrowded hospitals turning patients to improvised relief stations, and thousands homeless or suffering from exposure, every effort today was being directed toward alleviating the suffering, leaving the work of survey and the plans for rehabilitation for the attention of outside forces en route of the almost prostrate city.

Restoration of the city to even approach to normal conditions is a matter of weeks. Levees must be repaired before the business section can be cleared of water.

At a conference today of military, naval and air officials in the city, it was decided upon as one of the first problems to be met. It was considered possible that aid of the Federal government would be sought.

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SECRETARY OF WAR AND HIS WIFE ARE PHOTOGRAPHED ON RECENT TRIP TO N. Y.



John W. Weeks, secretary of war, and Mrs. Weeks.

FINANCE BODY IS ORGANIZED HERE

\$2,100,000 Company Authorized by Insurance Commissioner to Finance Business

The Southern States Finance Corporation, chartered under the laws of the state of Delaware and with an authorized capitalization of \$2,100,000, has opened for business with Charlotte as headquarters in the local market.

The working capital of the company is to be invested in secured loans, chiefly on real estate, which is backed by the dealer's endorsement, and a chattel mortgage on the car and loans are only placed where the purchaser has paid in cash on the car 13 1/2 per cent or more of the sale price.

Each loan, it is explained in the corporation's pamphlet of announcement, is passed upon by a banker in the vicinity of the maker of the notes. That banker is to be a member of the advisory board and a stockholder in the corporation.

Among the Charlotte men in the corporation, which expects to be a big factor in rehabilitating the automobile business in Charlotte from the partial depression which it has shared recently with other business, are Thomas J. Payne, C. N. Norman, A. M. Steinberg, J. E. Ashcraft, J. E. Ashcraft, W. S. Blakeney and E. G. Henderson.

Mr. Ashcraft is president of the company and F. G. Henderson and J. E. Ashcraft are directors and Messrs. Blakeney, Messrs. Steinberg, Moog and Norman are directors and Messrs. Blakeney, Messrs. Steinberg, Moog and Norman are directors and Messrs. Blakeney, Messrs. Steinberg, Moog and Norman are directors.

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SURVIVOR TELLS OF EXPERIENCES AT RIVER BRIDGE

Colorado Sheriff Was One of Few of 200 Passengers on Train to Survive.

MANY WERE CRUSHED Many People Seen Clinging to Numerous Buildings Carried Down Stream.

Colorado Springs, Colo., June 6.—Frank Ducey, sheriff of Mesa county, whose home is at Grand Junction, was one of the few survivors of 200 passengers on Denver & Rio Grande train No. 3, which arrived in Pueblo on Friday night at 3 p. m. Just as the train pulled up to the bridge over the Arkansas river, leading into the union station, it was stopped, he said.

"We were left there," he said. "On the next track was a Missouri Pacific train. We had been there only a short time when we heard the roar of waters and the flood lapped at the coach steps and the train broke up. It was soon rushing through the cars. Some of us went up and down in the cars quieting the passengers, many of whom were screaming and moaning and praying."

"A young girl was sitting in her seat crying. I stopped to reassure her comfort her. She said she was from Chicago and sobbingly called out: 'Dad! Dad!' I saw her and we would look after her and it cheered her. But—after I saw her swept away as the water rushed into the coaches and carried us all through windows and doors. The old lady sat in her seat, smiling, just before the water flooded in on us. She declared that, if it were her time to go, she was prepared to die smiling. I saw a young man sitting in an upper berth with his mother, consoling her. She was praying."

"In the water we hung, to sway back and forth with the waves and striking the coaches of the Missouri Pacific train."

"Screams and cries of anguish rose. I saw some people go to their deaths crushed between the two trains. A great pile of lumber came over us, striking some of those clinging here with precarious hold on the sides. They were torn loose and went floating down to death in the main trough. My way through the top of a coach only to be washed down the flood."

"On either side of us houses and barns and other buildings were swept to destruction. Many people were clinging to them. I saw two women on the top of a house. The structure struck the bridge and crumbled like an eggshell. I saw a white hand a moment on the water."

"Morning came. Those of us who were left—about sixty—were able to reach the ground and walk around in water. Some of the unconscious women and children were left in the dark. It was a scene of devastation and death. I cannot say what the loss might be. I know it must be far over a hundred lives, for at least that many, I am sure, were lost of our train. The wreckage in the main trough was more from the last named train were found alive. Pueblo disaster is one of the worst in the history of the West."

KANSAS BRIDGES ARE DESTROYED BY FLOOD

Topeka, Kan., June 6.—The first wave of the Arkansas river flood swept the Arkansas valley from eastern Colorado upon Kansas. The river at Syracuse was bank-full at nightfall last night and rising rapidly. Farmers and ranchmen living in the bottoms early Sunday moved their stock to the highlands.

Men on horseback are patrolling the river west of Syracuse, warning the people to flee. The Amity dam, five miles west of the city, is reported to have given way. The telephone operator was swept away to a possible loss of life.

Four persons, who were detailed to keep driftwood from the rivers of a wagon bridge, are reported to have been drowned when the bridge into the main current of the river.

The Santa Fe Railway Company notified the communities on its line in the Arkansas valley in Kansas that the rush of Colorado flood waters had crossed the state line and local representatives of the company were instructed to be prepared for any emergency that might arise.

"The warning has been ample and there need be no loss of life in Kansas," said F. C. Fox, general manager of the Santa Fe.

OBTAIN FACTS UNDER TRYING CONDITIONS

Denver, Colo., June 6.—Information in regard to conditions in flood-stricken and isolated Pueblo was obtained and forwarded to the outside world by a messenger who was trying and in some instances as hazardous as those which the suffering people of that city themselves are braving.

The messenger, who bravely braved the rush of the waters wired to the Denver office: "I am going to beat it, the water is around my feet."

From the top of the buildings newspaper men in Pueblo witnessed much of the disaster. They also used the boats. The military was used in information when distance made it impossible to gain the human voice. Fire whistles served as signals for more urgent matters. Church bells also played their part in the transmission of emergency information. Many of them negroes, served as couriers.

Lasker Accepts Chairmanship Of Uncle Sam's Shipping Board

Successful Business Man Chosen for Post by Pres. Harding.

By DAVID LAWRENCE, Staff Correspondent of The News. Copyright 1921, by News Publishing Co. Washington, June 6.—Albert D. Lasker, of Chicago, has accepted the chairmanship of the United States Shipping Board. President Harding first offered the place to Mr. Lasker a fortnight ago but the latter came to Washington and urged the president to appoint Mr. Teagle, president of the Standard Oil Company of New Jersey. Mr. Lasker believed that Teagle knew more about ships and the particular problems of the government than anybody else, and was even willing to act as an assistant to Mr. Teagle in order to persuade the latter to take the job.

The president yielded to Mr. Lasker's advice and made a final effort to get Mr. Teagle. Everything was arranged satisfactorily when the man who was to take over Mr. Teagle's work in the Standard Oil Company suddenly prolonged his trip to Europe. Mr. Teagle couldn't therefore leave his work and declined the position.

Mr. Harding consequently fell back on Albert Lasker and insisted that the latter accept as originally planned. Mr. Lasker admitted that he didn't know a thing about ships but the president is of the opinion that technical assistance could be procured so long as the man at the head of the shipping board was an organizer and a business man.

Mr. Lasker is president and owner of the Lord & Thomas Advertising Agency, but is one of the principal owners in many big business enterprises. He is a part owner of the Mitchell Car Company, Quaker Oats, Van Camp's, the Chicago Cubs Baseball Club and several other companies. He is also the author of the famous Lasker plan, by which the warfare in baseball which developed last winter was finally settled. It was Lasker who first suggested Judge Landis as the arbiter of baseball disputes and he has the happy faculty of being able to settle tangled problems without much fuss or feathers.

Throughout the last three years, Mr. Lasker has been busy in politics. He made several trips around the country with Will Hays when the latter first started out to win congress for the republicans early in 1918. He was a staunch supporter of Lincoln Johnson's nomination and is said to have financed the latter's campaign at Chicago. After the convention, however, Lasker alongside of Hays continued his work for republican success and was the genius of the republican advertising and publicity campaign last summer. In the work he frequently came in contact with President Harding and won the latter's esteem and admiration.

Mr. Lasker is prominent in Illinois politics and is one of the principal supporters of Senator Medill Blosser. As a business man his greatest faculty is quick action and penetrating judgment. Many a big business concern has gone to him for advice. It is said that at the age of twenty-five, Lasker was earning \$1,000 a week for the personal service he was rendering as a business adviser. Unusually alert and keen, President Harding wants the Lasker energy turned on to the shipping problem.

The job ahead is one of liquidation without sacrifice to the interests of the government. It is a task of selling ships and salvaging as much as possible of the proceeds for the government. Mr. Lasker is a shrewd negotiator and possessed of a loyalty which makes President Harding feel absolutely sure that he can turn over the whole shipping question to the new chairman without further worry.

Mr. Lasker is a member of the American Jewish Committee the first of his race to be summoned to a high place in the Harding administration. He has been active in politics about three years, but in that short time has come to be recognized as an asset of the party—a driving force and genius for organization, a man who is destined to climb higher some day in the Harding administration when the job of selling ships is ended.

WANTED AN OUTSIDER

The tales of graft and irregularity in the shipping situation have come to the ears of the president, who has felt that some one who wasn't tied up with the shipping interests would have a detached viewpoint, and serve the government better than one who was engaged in the operation of ships.

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WESTERN UNION CO. IS HELD NOT LIABLE

Washington, June 6.—Contention of the Western Union Telegraph Company that it cannot be held liable for damages caused through errors in transmitting messages while its lines were under government control was upheld today by the Supreme Court. A decision of South Carolina courts, awarding damages to S. B. Poston, a Coca-Cola dealer, on this ground, was reversed.

INSUFFICIENT REASON FOR SPECIAL SESSION

Asheville, June 6.—Governor Morrison, here for a week's rest, said he believed the Supreme Court's ruling in declaring the municipal finance act unconstitutional was not a sufficient reason to call a special session of the North Carolina General Assembly.

INFINGEMENT REFUSED

Washington, June 6.—Another fight between manufacturers and the Supreme Court refused to review decrees of Virginia courts restraining the Old Dominion Beverage Co. from using the name of Coca-Cola and from unfair trading practices in imitating the "packages" of that company.

DISMISS GOVERNMENT APPEAL

Washington, June 6.—On motion of Solicitor General Frierson, the Supreme Court today dismissed the government's appeal from lower court decrees holding that the American Car Company did not constitute a monopoly under the Sherman anti-trust law.

REDUCE QUARTERLY DIVIDEND

New York, June 6.—The Chandler Motor company today declared a quarterly dividend of \$1.50 per share. This was a reduction in the annual dividend rate from \$10 to \$26.

HARDING REACHES CAPITAL

Washington, June 6.—President Harding returned to the White House at 12:43 p. m. today from his week-end motor trip to Valley Forge, Pa.

PRODUCTION AND MARKETING ARE GREATLY NEEDED

These Expected to Prove Salvation for Farmers in Experts' Opinion.

PRESENT CONDITIONS Sapiro's Visit Likely to Prove of Vast Benefit to North Carolina.

By JULE B. WARREN, Staff Correspondent of The News. Raleigh, June 6.—Reduction in the amount of cotton and tobacco produced, either through lessening the acreage or poor development of the amount planted, and marketing organizations will prove the salvation to the farming interests during the coming year in the opinion of agricultural experts who have been trying to draw some conclusions from the disastrous condition of the average farmer this year.

Indications now are that a reduction of acreage and the poor condition of the cotton and tobacco crops, prices of the staple during the coming harvesting season.

There is little available information about the condition of the tobacco crop for a most sections of this state the farmers are just beginning the planting, and it is too early to tell much about the condition of the crop. But the tobacco associations are interesting farmers in a sharp reduction in the amount of land planted to tobacco, and the farmers themselves are becoming more and more interested in the idea of co-operative marketing of their product.

Trading in cotton is practically at a standstill. The mills are shutting down or running fewer hours in this country, for about 50 per cent of the cotton goods. Even the market for future is practically at a standstill, according to reports from the brokers' offices in the state. The phenomenal jump in the price of wheat during the past few days has caused the speculative inclined to turn their attention to this feature, thereby drawing away what interest there was in cotton.

With this condition prevailing a large cotton crop in North Carolina and the cotton belt generally would be very disastrous. It is expected that during the past few days has caused the speculative inclined to turn their attention to this feature, thereby drawing away what interest there was in cotton.

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From what we've been able to gather we don't believe the people are half as much interested in the return of Governor Bergdoll as they are overtime prices. It's got so a girl takes the same chances as a calf when she steps in a strange auto.

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