

The Mount Airy News.

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SHIP BURNS AT SEA.

Storm Prevents Rescue of All of Passengers — Vessels Within Stone's Throw Could not Save the Perishing.

London, Oct. 11.—Europe was thrilled by a wireless message today telling of the burning of the steamship Volturno in mid-Atlantic with a known loss of 135 lives and a rescue of 521. The survivors now aboard a fleet of steamers summoned by the Volturno's call for help.

The Volturno sailed from Rotterdam October 2, for New York and carried twenty-two first class passengers and 538 second class and a steerage crew of 96. The rescue ships reached the scene in time to save all but a storm prevented. For hours the great waves kept the rescuers from the blazing vessel within a stone's throw.

All night Thursday the life boats tried desperately to get alongside. The storm abated Friday morning, and the survivors were removed. Exactly how the rescue was effected is yet unknown.

The Volturno had plenty of lifeboats, but a panic or the waves prevented their use. Several life boats were lowered, and smashed, and the occupants were drowned. Two were filled and got away. They have been found and are given up for lost.

The steamer Carmania was 78 miles away when the call for help was heard. She rushed to the rescue and was the first to arrive. Nine other steamers followed, but could help little. The burning steamer lay in a trough of the sea, pounding helplessly forward and hidden by a dense cloud of smoke.

The terrified passengers were huddled together and officers and crew fought desperately to check the fire. Then a great explosion tore away part of the upper works and the flames burst from the engine room and many passengers wrapped in life bouys jumped overboard. Few were rescued.

At daybreak the Volturno was still afloat and the gale had moderated, and the seas had calmed. The encircling steamers sent life boats and women and children were lowered first. Several trips were made and the survivors were removed.

Vessel Burning Fiercely.

When the Carmania reached the vicinity of the Volturno at noon she found the forward end of the distressed vessel burning fiercely. The flaming ship was at the same time rolling heavily which her propellers were fouled with boats' tackle used in lowering her six life boats.

It was learned by the captain of the Carmania that two only out of six life boats had succeeded in getting safely away from the Volturno. The other four, crowded from stem to stern with passengers and members of the crew, had been smashed against the side of the vessel and all the occupants thrown into the sea and drowned.

In spite of the terrible gale raging when she arrived near the Volturno the captain of the Carmania had one of his life boats lowered to proceed to the Volturno to help in the rescue. The boat was launched with much difficulty, for even on the lee side of the Carmania the sea was terribly rough and it was only by extraordinary efforts that the small craft was prevented from being smashed or capsized as she left the side of the ship.

The Carmania's life boat, in charge of First Officer Gardiner, made a gallant, but futile attempt, to get alongside the doomed Volturno. After two hours' battle with the waves during which the life boat lost all but three of her oars, the rest being broken or torn from the hands of the crew, First Officer Gardiner returned to the Carmania, which he succeeded in making without loss of life or broken limbs among the members of his boat's

Daring attempts at Rescue.

Captain Barr of the Carmania then maneuvered his big vessel very close to the Volturno and finally got the Carmania's bow within a hundred feet of the Volturno's stern. It was found im-

possible, however, to cast a line on board the Volturno or to get anybody off her.

It was a terrifying sight for the passengers and crew of the Carmania to see so close to them the hundreds of passengers, including women and children in horror stricken fear on the decks of the Volturno and yet be unable to help them.

Most of the passengers got into the lifeboats, but a hundred of them had gathered at the after end of the burning vessel, whose crew at the same time continued in vain to fight the fire at the forward end.

Captain Barr of the Carmania in the meanwhile kept his wireless apparatus at work communicating with all the vessels within the radius of his instrument.

At 4 o'clock in the afternoon the Grosser Kurfurst and the Seydlitz came in sight and these two were joined later in the afternoon by the Kronland, the Devonian and Rappahannock, the Minneapolis, La Lorraine and the Asian.

The gale moderated slightly toward night and each of the succeeding ships as soon as it was possible for her to do so put out boats from her davits and lowered them to the sea. The waves, however, were so high that although the small craft made some progress in the direction of the Volturno it was impossible for them to get alongside and they returned to their ships in most cases doing this with the greatest difficulty owing to the overwhelming seas and the darkness of the night.

The Carmania kept her searchlights going throughout the night, throwing their rays across the foaming seas in the quest for possible struggling swimmers or lifeboats from the Volturno.

At about 9 o'clock in the evening when the darkness was at its blackest, flames burst through amidships of the Volturno from her engine room and coal bunkers. As the fire lighted up the sky this was followed by an explosion which sent into the air burning wreckage like a flight of rockets.

The spectacle of the great vessel being consumed by fire with over 500 souls on board of her surrounded by a fleet of huge lighted hulls crowded with thousands of spectators, all anxious but unable to help owing to the mountainous seas, was heart breaking.

Little Could Be Done.

All that could be done by the would-be helpers was to throw overboard from their vessels dozens of lighted life-bouys and stand by in the hope of picking up some of those who had been cast into the sea.

At 20 minutes past 9 at night the wireless operator on board the Volturno had to turn over the connection of his instrument to the reserve batteries as the fire had reached the boilers and the engine room and had put the pumps and dynamos out of action.

A few minutes later cries for help were heard rising from the water near the Carmania and then a man who proved to be a steerage passenger of the Volturno, wearing a life belt, was located by means of the searchlight a short distance away, tossed about by the sea. He was rescued, but only after one of the sailors of the Carmania had been lowered into the water with a life-line which he placed around the waist of the exhausted floating man.

Other cries were heard but these gradually died away and no further bodies or swimming people were seen.

About midnight a ray of hope came for it was seen that the flames were not making much headway aft of the engine room or aft of the bulkhead of the Volturno.

By daybreak the Volturno was still floating with her great human cargo huddled in masses on her poop. The sea had in derelict considerably and a flotilla of boats gathered around the stern of the Volturno.

Children, we will look for you at our store, Monday, between 3 and 5 P. M. That's your time. See our ad in this paper. Oct. 16, 1913. F. L. Smith Hdw. Co.

Wilson's Record.

The Baltimore Sun gives an interesting summary of the great matters successfully dealt with by the Wilson administration during the seven months of its incumbency:

"Tariff revision in accordance with the Baltimore platform.

"Reforms in the national banking system, giving the country a more elastic currency.

"Controversy with Great Britain over free tolls for American ships through the Panama canal.

"Controversy with Japan over the California alien land laws.

"Threatened strike of the trainmen of the railroads serving the territory east of the Mississippi river.

"Dissolution of the Union and Pacific railroads, involving at the same time the divestment of the Pennsylvania and Baltimore and Ohio railroads.

"Mexican crisis, more serious than any since Porfiro Diaz was driven from the presidency of that republic three and a half years ago."

And the problems have been met fearlessly, fairly and successfully. There has been no shrinking, no evasion, no drawing away from disgraceful issues. The president and his cabinet have stood up and they have taken what has come to them, and in doing it they have strengthened the confidence of the country in their administration.

The tariff has been revised. It has been put through both branches of congress, is now in conference, and the reduction which the president contended for in this connection have been sustained throughout.

A definite program of currency legislation has been brought forward. It has been adopted by the house caucus and is now being debated on the floor. It will pass that body overwhelmingly and go to the senate within ten days.

The Mexican problem has been handled to the entire satisfaction of the country. Intervention has been avoided. Huerta has been denied recognition and his regime is tottering. The powers have supported the president in every move he has made in that unhappy republic.

A satisfactory degree has been entered in the courts dissolving the greatest railway merger of the continent. The Union and Southern Pacific railroads have escaped the threatened receivership, the properties have been separated, and by the same stroke the Pennsylvania Railroad was divorced from the Baltimore and Ohio, a line which it had dominated for a decade.

Negotiations with Japan over the unfortunate alien land laws of California have not been concluded, but that empire has become apparently satisfied that the national government has done all it could to prevent injustice to the Japanese subjects in this country.

Great Britain has entered no serious complaint against the United States on account of the discrimination in favor of American shipping contained in the Panama canal act. If any violation of the Hay-Pauncefote treaty occurred in the passage of this act, England has evidently become reconciled to it.

Without fuss or fury, the president called a conference in Washington which ended in settling the greatest labor dispute the country ever saw. Representatives of the railroads met congressmen and senators in the president's office, agreed upon an arbitration bill and within three days it had passed. This averted a strike that would have paralyzed the business of 25 states.

Notice.

Having qualified as Administrator of the estate of T. W. Folger, deceased, we notify all persons holding claims against the estate to present the same to the undersigned for payment within one year from the date of this notice or the notice will be pleaded in bar of recovery thereon. All persons indebted to the estate are requested to make payment to us immediately.

This Sept. 15th, 1913. J. H. & W. P. Folger, Admrs. of T. W. Folger, Dec'd.

Old Yadkin Bridge Being Removed—It was 41 Years Old.

Elkin Tribune.

Built during the summer and winter of 1872, 41 years ago, the old Yadkin river bridge is being torn away. Until the railroad which winds its way along the river to North Wilkesboro was completed, this was a toll bridge, and substantially paid the owners for the investment. Later, the bridge was bought by Surry and Yadkin counties and thrown open to the public, and the toll was done away with. Sometime after the bridge was built an expense of about \$1,200 was necessitated by the washout of the freshet which took away about two-thirds of the abutment on the north side of the river. Patrick Money, an Irishman, then engaged in developing the quarry of granite near Mt. Airy, built the abutments for the bridge. This bridge has stood the test of time, but a few years ago an investigation was made, and it was considered unsafe. Shortly afterwards our minds were relieved temporarily as to its safety, for the real test came. A heavy traction engine was sold to a party in Yadkin county, and it was necessary to get it across the river and there was no other way than across the bridge, which was then considered unsafe on account of the weight of the machine. But it was rolled across safely, and the bridge proposition was forgotten for some time. Now this old bridge is being removed, and in its stead will be erected a new and substantial steel bridge, the contract having been let.

The Baby Fell to Death.

Mooresville, Oct. 13.—A horrible accident occurred Friday morning in the store of W. P. Carpenter, when the 7-month-old child of Mr. and Mrs. J. C. Foutz, of the Concord neighborhood, Rowan county, fell from the balcony to the floor, a distance of 13 feet, crushing its head, from which injury it later died. Mr. and Mrs. Foutz had come to Mooresville shopping, accompanied by their children, the youngest of which was seven months of age. Mrs. Foutz had carried the baby up on the balcony of the store to look at some articles and laid the little one on a trunk nearby, which was covered with quilts. The trunk was beside the banister and some druggets were hanging from the ceiling, giving the appearance of a wall. A second later the child fell backwards and to the floor below, landing on its head. Physicians were summoned immediately and found its head crushed. It was taken to the home of Mr. L. G. Beaver, a relative, and in the afternoon to the sanatorium at Salisbury for a possible operation, but it died that night about midnight.

Notice Land Sale.

By virtue of order of the Superior Court of Surry County, N. C. made by W. W. Hampton Clerk, on September 25th, 1913 in the case of T. V. Crouse and others, Ex. Parte, therein appointing the undersigned Commissioner, I will sell on the premises on Saturday the first day of November 1913 at 1 o'clock p. m. the following real estate to wit:

140 acres land more or less lying and being in Surry County Shoals Township adjoining lands L. B. Brown and N. A. Wolf lands, and others bounded as follows:

Beginning at white oak N. A. Wolf's line old corner runs East 20 chs. to chestnut, South 51 chs. to black oak bush, west 18 chs. 5 links to stake, N. 28 chs. 50 links to stake excepting from said boundaries about 40 acres sold off to R. S. Culler. This land will be cut up in small tracts and offered separately and then offered as a whole.

Terms of sale one half cash and remainder in four months.

This Sept. 27th, 1913. E. F. Stone, Com. O. E. Snow, Atty. for Com.

People who know are going to buy a Majestic Range during our Demonstration week. You would too if you knew. Read our big ad in this paper. F. L. Smith Hdw. Co.

Business Conditions.

Charlotte News.

Last week The News carried the announcement that the Revolution Mill of Greensboro, had under consideration plans and specifications for extensions which will cost between \$1,125,000 and \$1,500,000. When these additions are completed the Revolution will have a loomage capacity equal to the Cone Mills in Greensboro, which are the largest of their kind in the world.

During the past week two new cotton mills have been chartered in North Carolina, while numerous additions and improvements are being planned by other mills.

And all of this in view of the fact that the democrats are in control of government and the tariff is to be greatly reduced.

Honest tariff revision is not going to send the country to the demagogue howl and investors know this. That is why they have confidence in the future of the business sufficient to cause them to invest their money freely in plants to handle the growing business which is theirs.

In all lines of trade conditions are good, as The News and Observer notes in the following:

"That there is a spirit of optimism with regard to national business conditions, and that the end of affairs point to an increasing business this fall can be seen in a reading of the trade journals and the general publications of this country.

"That spirit is also to be found among the traveling salesmen, who are excellent barometers of trade movements. Numbers of these who have lately been visitors to Raleigh say that advance orders are good and that they find a feeling among the merchants that conditions this fall and winter are to be excellent.

"That this optimistic feeling will be heightened with the tariff out of the way, and with an assurance that there is to be a real reform in the currency, is not to be doubted. As long as there was uncertainty about tariff schedules business was necessarily in a hesitating condition, but with that practically fixed and with fair winds filling the sails of the currency and banking reform bill, there is a feeling of confidence abroad in the land that the country is about to enter upon a season of great business and great prosperity.

"The resources and the output of the south are such as to make this note of good cheer most agreeable to the people of this section, and this same feeling is shared by the other sections of the country, for it is a nationwide season of increased business prospects which is at hand. The democracy in its wisdom has prepared a tariff bill which is to give opportunity to all, not restricting this to a few. And it is backing this up with a currency measure which will make it so that the producers and the enterprises cannot be squeezed at the will of financiers. All in all, this country can feel well satisfied at the outlook."

Buy the Forbush shoes they are genuine.

Notice.

By virtue of an order of the Superior Court of Surry County as Commissioner, I will sell at public auction at the Court House door in Dobson, on Saturday the 1st day of November, 1913, at one o'clock P. M. the following real estate. A tract of land lying in Surry County, N. C., bounded on the North by V. R. Doss, on the East and South by W. H. Coe on the West by Fishers river. Containing about 60 acres. Known as the Robert Coe land.

Terms of sale one half cash and the remainder in four months from day of sale. Sale will be made for assets to pay debts against the estate of Robert Coe, deceased.

This Sept. 29th, 1913. W. L. Reece, Com.

Landys shoes are made by Forbush Shoe Co., N. Grafton Mass., factory line.

TARIFF LAW WILL PROVIDE SURPLUS.

Simmons Thinks Amount Will Run From \$10,000,000 to \$16,000,000.

Washington, Oct. 10th.—A surplus of from \$10,000,000 to \$16,000,000 over current needs of the Government will be provided by the new tariff law, in the opinion of Senator Simmons, chairman of the joint conference committee, which is to report the completed Democratic tariff bill to the House and the Senate next week. Experts from the Treasury Department worked late tonight on an estimate of the revenues the Government will receive under the law but did not finish their task.

Interest centered today about the development in the fight over the proposed tax on trades in cotton futures. Representative Underwood introduced in the House the so-called Smith-Lever compromise plan, which has the endorsement of the President, the Secretary of Agriculture, Postmaster General and many Southern Senators and members of Congress. This will be advocated in the House next week and Representative Underwood expects the House to instruct its conferees to insist on the amendment going into the tariff bill.

Will Senate Compromise?

Senate leaders today would not admit that the Senate would accept the compromise. Some Senate Democrats are its warm champions. Senator Clarke, author of the provision passed by the Senate, expects to make a strong fight against the compromise.

The essential difference between the two plans is that the Clarke amendment would impose a tax of 50 cents a bale on all future trades where actual cotton is not delivered, while the Smith-Lever plan would require cotton contracts to specify Government grades and would establish a definite method of enforcing the delivery of merchantable cotton at fair market prices.

A Slight Touch of Key By Wilson Opens Big Canal.

Washington, Oct. 10.—A momentary touch of a key by the President of the United States today sent a flash of electricity through a continuous telegraph and cable connection four thousand miles setting off the gigantic blast of dynamite which exploded Gamboa dike, the last physical barrier to water communication through the Panama Canal.

The President touched the key at 2 o'clock. A few seconds later a message came saying the explosion was successful.

Several celebrations were held on the Pacific coast, but none at Washington.

The President said "There it's all over; Gamboa is busted."

The final dredging of the great ditch is under way. Engineers expect lighter vessels to pass through the canal in a few weeks.

Dike Rent in Twain.

Panama, Oct. 10.—The Gamboa dike was rent in twain by the hand of President Wilson at 2:02 o'clock this afternoon. More than three thousand persons witnessed the destruction. Only a portion of the dike was destroyed. Sixteen hundred tons of dynamite sent the water and rock high in the air.

One woman spectator was struck in the head by a rock, but not seriously hurt.

The remaining portions of the dike are to be blown up later. The first boat entered the lake from the cut to-day. It was a canoe manned by two Americans.

Executor's Notice.

Having qualified as executor of the last will and testament of William Ferguson deceased, notice is hereby given to all parties owing the estate to make prompt payment and save cost. And all parties holding any collections against the estate to present them within the time prescribed by law or this notice will be plead in bar of their collection.

Sept. 19, 1913. John Early Ferguson, Exr.