

City Rallying From Effects of the Storm

Great Activity Yesterday In Cleaning Up Debris, Gathering Scattered Materials, and Drying Out Water-Soaked Goods--Additional Details Show Wide Scope of The Disaster

On the first day after the worst storm and flood within the history of the city, New Bern citizens yesterday had before them the enormous task of clearing away the wreckage and debris caused by the wind and water on the previous day. The day, in marked contrast to the previous one, dawned bright and clear, intensifying the ruin which had been wrought.

As has before been stated the worst damage was along the water front and the streets leading to Neuse and Trent rivers. Along East Front street the yards of the many beautiful residences located there were filled with logs, cord wood, pieces of Neuse river bridge and in fact all manner of debris which the raging waters had within their grasp and left stranded then they began to recede.

Wagon load after wagon load of this was hauled away to some other point where it would be less conspicuous and of more service. The streets and sidewalks were also littered with uprooted trees and broken limbs and for hours the city's street cleaning force were engaged in cleaning these away and along this street the scene late in the afternoon was much more attractive than earlier in the day.

Resembled Huge Log Pile.

At Union Point, another section where the wind and water had full sway from Tuesday night until Wednesday morning, the appearance was anything but pleasing. One gentleman was heard to remark that it seemed to him as though the place had been turned into a huge log pile. Situated just between Neuse and Trent river this place got the full benefit of the storm and it was littered with logs, wood, floating timbers, boats and oil barrels. All day long men were engaged in getting the place into some semblance of its former condition.

The E. H. & J. A. Meadows Company and J. A. Meadows, located just adjacent to this property, had thousands of dollars worth of fertilizer, meal and hay ruined by the water and the entire day was spent by their men in taking out the goods which were totally ruined and in picking out that which had not been damaged.

On Middle street below South Front street, where the stores of a number of merchants were flooded with several feet of water and thousands of dollars worth of merchandise totally ruined, one saw the store lined with boxes and barrels containing articles which the owners probably thought could be dried out and saved. However, many of the merchants will save but little of their stock which was sitting on the floor and the lower shelves. Practically all of the debris left stranded in this section when the water receded has been removed.

Street Cleaners At Work.

The street cleaning force devoted a part of the day to cleaning up the section of South Front street west of Hancock, and succeeded in getting this in fairly good shape but there were so many other places to visit that they could not do as much there as they would like to have done.

The train service was somewhat better yesterday than on the previous day. The bridge between Morehead City and Beaufort, a section of which had been torn away on the previous day, had been repaired and the first train from the latter place since Tuesday afternoon came through yesterday afternoon. Passengers on this train told of the ravage of the storm at that place. On Ann street practically all of the trees were blown down but no buildings were damaged in that section.

A section of the board walk was washed away. The building occupied by the Texas Oil Company was rammed by the schooner Winona and was torn from the pilings.

A partial account of the damage done at Morehead City appeared in the Journal yesterday but later reports are to the effect that the loss to property is much greater than that at first learned. The Paragon building, a large concrete structure which is occupied by L. L. Leary, the Morehead City Hospital and the Business Men's Club was damaged. The smoke stack at the ice house was torn from its fastenings as though it has been a straw and was carried some distance away. Several of the buildings connected with the Atlantic Hotel were also badly damaged.

GREAT DAMAGE AT WASHINGTON.

No train was operated between this city and Norfolk by the Norfolk Southern Railway Company on account of the fact that their bridge between Chocowinity and Washington was completely demolished and swept away. It will probably be two weeks or more before this company will be able to get trains through, the train leaving this city at present going only as far as Chocowinity where passengers for Raleigh are transferred.

Robert Snellings of this city, who was in Washington on the day of the storm and flood arrived home yesterday afternoon, having been ferried across the river by a boatman and then wading through a mile of inundated swamp to reach the train at Chocowinity and he relates a graphic story of the disaster at that place.

Mr. Snellings and Eugene Simpson are members of the New Bern Division of the North Carolina Naval Militia and were last week on board of the battleship Alabama at Gardner's bay engaged in target practice with their company. When the company reached Norfolk on their way home these two young men decided to make a short stop there with relatives and left the other members. Wednesday morning at 9:30 they left Norfolk. At that time the storm was not at all alarming and they had no trouble until after Plymouth had been reached. From there on until Washington was reached the trip was eventful. There were numerous washouts and at many places trees had been blown across the track. A short distance from Washington there is a creek over which the train passes and the rails had been torn from this and it was necessary for the passengers to walk across this bridge and to walk the remainder of the distance to Washington, reaching that place about 8 o'clock Wednesday night.

The worst part of the storm passed over Washington in the afternoon but Mr. Snellings states that even when they arrived the water was in the streets and that it had been up in the stores and houses and that the property loss is several thousand dollars. A section of the Atlantic Coast Line Company's track out of Washington was also washed away, but this has been temporarily repaired and they succeeded in getting one train out of the place yesterday by way of Parmelee.

Trains from this city to the West and to Wilmington are being operated and mail from Washington, Elizabeth City and Norfolk is being sent by way of Goldsboro. This necessarily causes some delay but it is the best that can be done until the damage to the bridges and tracks can be repaired.

Several Boats Recovered.

Many of the boats owned by local individuals and business enterprises which could not be found on the previous day were located yesterday and rescued. L. D. Daniel's costly motor boat was found across Trent river. A few of the boats were sunken but the majority of those missing it is believed, were driven up Neuse or Trent rivers and will be recovered within a few days.

About a hundred feet of the strong brick wall surrounding the National Cemetery went down Wednesday morning under the combined influence of the overflow of Neuse river and the North wind. The portion of the wall that fell in that located on the North side.

The new bridge across Jacksmith's Creek, built in connection with the opening up of a shorter route to the Fair grounds, was washed down and swept against the old bridge across the creek. Use of the new bridge had not been commenced.

For the first time since Tuesday night New Bern was again able to go into communication with the outside world yesterday afternoon by telegraph. The Western Union Telegraph Company got one wire open to Richmond and they were literally swamped with business until late into the night. The telegraph companies have linemen out on the road repairing the broken lines and hope to have things in better shape today.

H. H. Hodges, superintendent of the local electric and water plant, had a force of men out early yesterday morning engaged in repairing the damage to the wires which had caused the city to be in darkness and without electrical current of any kind since a short while before midnight on Tuesday night. There were an innumerable number of breaks but many of these were repaired and it was possible to get the current on yesterday afternoon and the incandescent lamps were brightly burning again last night. The line over which the current for the arc lights flow was allowed to remain as it is until today when the linemen will be put to work on that division. In order that there might be some illumination in the business section of the city last night the electric arches were again brought into service.

Reports from nearby points at the effect that the crops are not nearly so badly damaged as at first thought.

In Pamlico the damage is probably fifty per cent. while in this county, while there are points where the damage is greater, the general damage is not more than twenty-five or thirty per cent. Cotton of course is somewhat hurt but it is by no means totally destroyed as was at first reported.

Lumber Companies Lose Heavily.

One of the heaviest losers by the storm was the East Carolina Lumber Company. This company had a large quantity of lumber ready for shipment and much of it was washed away. Valuable belting in the mill was also damaged. The total loss will be thousands of dollars.

Tolson Lumber & Manufacturing Company were damaged considerably, their loss being between five hundred and a thousand.

Pine Lumber Company lost in the neighborhood of two thousand dollars. Neuse Lumber Company six to seven thousand dollars. Elm City Lumber Company three thousand dollars, while the Blades Lumber Company, at Bridgeton, were also heavy losers.

GRANT'S CREEK NOTES. Storm Does Considerable Damage—Personal Items.

(Special to the Journal.)
Grant's Creek, N. C., Sept. 5.—The storm at this place last Tuesday night and Wednesday did considerable damage.

Mr. W. T. Osborn, of Beaufort, who has been visiting friends and relatives at this place for the past week, returned home Tuesday.

Mr. W. T. Bray made a business trip to Swansboro Tuesday.

Mr. Jackson Jones and son, S. B. Jones, made a business trip to Jacksonville Monday.

Mr. Z. L. Riggs of this place, left Tuesday for Beaufort where he will spend a while with relatives.

Mr. B. T. Jones and son, J. A., spent Monday in Jacksonville.

Messrs. E. B. and J. F. Marshall made a business trip to Maysville Tuesday.

Messrs. B. M. and Boris Riggs spent a while in Jacksonville Monday.

Mr. J. L. Owens, who has been in Verona for the last two months, passed through this week enroute for Beaufort to spend a while with his father at that place.

Rev. Mr. Avery will start his revival meeting at this place Sunday night September 7. He will be assisted by Rev. Mr. Harris, of Beaufort.

Mr. D. F. Riggs, made a business trip to Maysville Monday.

OPENING FARM SCHOOL DELAYED

IT WILL BE SOME TIME IN OCTOBER BEFORE WORK CAN BE STARTED.

Dr. J. E. Turlington, of Vanceboro principal of the Farm Life School, was in the city yesterday. He stated in connection with that institution that it would not open on September 23 as had been announced. The delay on account of unexpected hindrances in the work of construction of the building. Everything has been done except the interior work, but this will not be finished in some weeks and Dr. Turlington thinks now that it will be some time in October before the school can be opened. The residence for himself will be completed in about ten days.

STORM DELAYS WORK ON SCHOOL

WIND AND RAIN DID LITTLE DAMAGE IN NUMBER SEVEN TOWNSHIP.

G. L. Hardison, of Thurman, was among the visitors in the city yesterday. This was Mr. Hardison's first trip to the city since the storm and flood and he was kept busy relating to his friends the story of the storm in his section. Mr. Hardison told a Journal reporter that the wind did considerable damage and that this, intermingled with the heavy rain, considerably damaged the crops but that taken as a whole the damage was small compared with some other points in No. 7 Township.

The contract has been awarded for the construction of the new central school in that township and work was to have begun on this during the week. However, on account of the storm it has been impossible to get the material together and this work will not begin until next Monday. The contractor has promised to rush the work as rapidly as possible and the school committee men hope to have the institution ready for opening soon after the other county schools open for the fall term.

New Star Theatre

Is now open to the public, showing the very best and latest pictures. This theatre is built on the plan of the first class moving-picture theatre of larger cities.

A cordial invitation is extended all visitors while in New Bern to visit the "Star" theatre, and for the visitors benefit the management announces that they will start matinee daily at 4 o'clock, so that one can have ample time to see the show before leaving on evening train leaving the city.

We show the best and choicest pictures that can be procured. Absolutely fire proof. Delightfully cool and comfortable. Every sanitary precaution observed. Matinee daily at 4 o'clock. Excellent music. Continuous show at night starts at 8 o'clock.

Norfolk, Va., Sept. 4.—The Old Dominion steamer Mobjack, reported lost in the storm which swept Chesapeake Bay, arrived at her pier in Norfolk at 8:10 last night. Captain C. E. Caffo reported that the vessel did not strike the full force of the storm and did not encounter the water against that threatened to destroy other craft in the bay. He says the steamer experienced a rough voyage but was never in any serious danger.

FAMOUS CHARLIE ROSS IS FOUND

Kidnapped Thirty-Four Years Ago He Discovers His Identity.

WORLD-WIDE SEARCH MADE

Cleveland Man Has For Years Been Engaged In Fathoming Mystery.

New York, Sept. 5.—On a passenger train that left this city yesterday for Cleveland, O., was Charles Brewster Ross, who had come East a few days ago to see if he could identify himself as Charles Ross, who was kidnapped from Germantown, Pa. on July 1, 1874. Detectives searched far and wide for Charlie until the death of his father, Christian K. Ross, in 1897.

The Cleveland man says he satisfied himself, by his trip here, that he was the stolen boy. On the strength of what he learned he will make affidavit in Cleveland as to his birth and parentage and thus complete his qualifications for a license as pilot on the Great Lakes, where he has been a sailor for years.

Identification had to be made among the claybanks of Pegg town, a mining settlement in the township of Sayreville, N. J., near New Brunswick. It was there that Ross believes he was hidden by his captors, who judged rightly that detectives would never go to the place.

Pegg town remains now as secluded as in 1874, but the diggers have died off and the memories of the few survivors of that period no longer serve them as well as might be hoped. Ross had to rely on his childhood recollections of the settlements. On his arrival Monday in Sayreville he met Chief of Police Boyler, who went with him through the Birch Creek district to Pegg town.

They talked with various old clay workers when they reached the settlement without making much progress. On Tuesday, when they went over again, Ross pointed out a clay pit in which he said he thought he had lived with a man and woman. Settlers recalled that the pit had once been used as a habitation. No one could say, or did say, who had ever lived there.

Ros explained to Chief Boyler that acquaintance with his guardians would naturally not be admitted for they were criminals. When he spoke of his memories of the old, hard life there the settlers warmed to him, saying he could never have imagined such things.

They still shook their heads over his identity, for he looks younger than forty-three, which would be his age if he is the Charlie Ross who was kidnapped in 1874, a the age of four. The visitor said to Boyler that if he looked younger than his age it was because he had lived a clean healthy life, and the Chief was convinced.

One of the things that convinces Sayreville folk is that Ross bears a strong resemblance to the pictures of the wavy-haired boy whose photographs foisted the country thirty-nine years ago. The eyes mouth and forehead are strikingly alike.

Ros's story pieced together by years of search, is that his kidnappers were Mosher and Douglas, the burglars who were killed in Bay Ridge the same year, and John Halenen, in whose care and that of a woman he was left in Pegg town. When his keepers heard of the death of the burglars they decided to flee. On the night they went Halenen shot the boy and shoved his body into a trench, believing him dead. He crawled out, was found and recovered.

He started wandering very young, but he says that twenty-three years ago he felt that he was Charlie Ross. Once he confessed that belief to a shipmate, who warned him to keep still, as several persons had already been committed to insane asylums for harboring that delusion.

About five years ago in Chicago he stumbled upon the man and woman who had been his keepers. They denied all knowledge of Charlie Ross. He kept track of them and in 1911 he overheard them talking of the boy, Birch Creek and the claypit.

MUCH CHEAPER.

Marshall's Field widow objects to paying an English tax of \$50,000 on her American fortune. Still that will be much cheaper than marrying an English Lord.—Washington Star.

Henry C. Stuart, who will be the next Governor of Virginia, has won distinction in another way as well. He is the cattle king of the Old Dominion. Recently he exported sixteen hundred head of beef cattle. It was certainly a remarkable achievement especially in view of the fact that Col. Stuart makes such a shipment a matter of annual occurrence. Still, we wonder how it can pay him to export his cattle with the prices at the high water mark like they are in this country.

Arkansas gets a heavy blow too. In Hot Springs Friday fire did damage estimated at from four to ten million dollars.

Barge Lost, Captain And Crew Probably Drowned

While enroute from New Bern to Philadelphia, leaving this port Monday with a cargo of four hundred thousand feet of lumber consigned to a firm at that place by the Neuse Lumber Company, the barge Berkes with Captain Derrickson and a crew of three men on board, foundered off Ocracoke Wednesday and it is believed that the four men went down with the vessel.

The barge in company with two others was loaded last week, and on Monday the tug Kirkton came into port to tow the three to Philadelphia. They left this port and Tuesday morning encountered the storm which swept the North Carolina coast. The Berkes broke her hauser and drifted away and later foundered. The other two barges and the tug proceeded on their way. Yesterday the tug Helen arrived in port and told of passing the Kirkton and getting news of the loss of the barge and its crew.

In hopes that the Berkes and its cargo may have been driven up on some shore and its crew still alive, the Neuse Lumber Company, who had eight thousand dollars worth of uninsured lumber on the vessel, yesterday afternoon chartered a tug and left this port in search of her. Captain Derrickson had many friends in New Bern and it is hoped that he and his crew succeeded in saving their lives.

TWO NEW BERN LADIES INJURED

Misses Lillie Groves and Mildred Ball Victims Of Runaway Accident.

WERE AT BENNETT'S SPRINGS

Driver Unable To Stop Horse Frightened When Umbrella Was Opened.

In a runaway accident at Bennett's Springs, Va., early yesterday morning Miss Lillie Groves, daughter of Mr. and Mrs. Henry M. Groves, of this city, and Miss Mildred Ball, daughter of J. R. Ball, of this city, were badly injured. Miss Groves' face was badly lacerated and her skull was slightly fractured. Miss Ball suffered a broken rib and many scratches and bruises.

Bennett's Springs, is located a short distance from Roanoke, Va., and Mr. Groves has a cottage there, his family usually spending the summer there. Miss Mildred Ball accompanied Miss Groves to her summer home a month or two ago and has visited there since that time. Both young ladies were intending to return home tomorrow.

The first news of the deplorable accident reached New Bern yesterday morning in a telegram sent to Mr. Groves, father of one of the victims. This telegram stated that although Miss Lillie Groves' condition was serious it was not considered critical unless some unexpected complications set in.

Following the receipt of the telegram by Mr. Groves Mr. Ball received a message from his daughter, Miss Mildred. This message gave an account of the accident. The young ladies had started in a carriage to the mail box which is about two miles away from the place at which they were stopping. While on the road to the mail box their horse was frightened by a man who was in the act of raising an umbrella. The driver did all within his power to bring the frightened animal to a stop before any damage was done but was unable to do this before the carriage was overturned and the occupants dashed to the road.

When persons who witnessed the accident reached the victims they found that Miss Groves and the driver, whose name could not be learned, were unconscious and that Miss Ball was suffering greatly. They were rushed to their home and a physician hurriedly summoned. When first making an examination he thought that Miss Groves' injuries would prove fatal but later found that she was not so badly hurt as was first thought and stood a good chance of recovery. Late yesterday afternoon Mr. Groves received a second telegram stating that his daughter was resting as well as could be expected under the circumstances.

Mrs. H. M. Groves left last evening for Bennett's Springs to be at her daughter's bedside.

DWELLING BURNED.

Onslow County Man Loses Home And Contents By Fire.

The dwelling house of William Hobbs, who lives four miles from Jacksonville, was totally destroyed by fire Thursday night. Mr. Hobbs was awakened by the smoke. He found that it was impossible, on account of the flames, to get to either door of the dwelling. So he put his wife and baby out of one of the windows of the room and hastily followed, none of three having time to put on any clothes. The house and every thing in it was a total loss. Mr. Hobbs, who is a one-armed man, was in the city Saturday soliciting subscriptions to help in buying clothing and furniture and in the rebuilding of his house.

EXERCISE.

Gabe—The doctor has ordered Smith to take more exercise.

Steve—What's he going to do?
Gabe—He has decided to roll his for the public and two for themselves. —Cincinnati Enquirer.

EIGHT MILLIONS A WEEK NEEDED

Electric Development Will Require Two Billions In Five Years, Says Vanderlip.

ELECTRICITY'S GREAT FUTURE

There Will Also Be Some Few Billions Needed By Railroads, States And Cities.

Sackett Harbor, N. Y., Sept. 6.—Eight millions dollars a week for five years—\$2,000,000,000 in all—can profitably be invested in developing the electrical industry in this country, in the opinion of Frank A. Vanderlip, president of the National City Bank of New York. He so declared last night in addressing representatives of the electrical industry in the United States, meeting at Association Island. He said, in part:

"In making such an estimate one does not need to draw on one's imagination. Little more is needed than a grasp of present day statistics, compared with those of 5 or 10 years ago, to give the basis of such an estimate.

"When we think what is certain to be done in the way of electrification of steam railroad terminals and heavy mountain grade, when we reflect on the larger use of electrical energy for industrial power, for agricultural purposes and in the continued growth of necessary interurban lines we do not need to look further into the possible development of the industry to see a requirement for \$400,000,000 a year of new capital.

"It is such a capital requirement that you gentlemen are facing and which must be successfully met if your energies are to have an adequate field of display. Can you get it?

"To get a full appreciation of the difficulties you may well glance outside of your own field, however, and note that there will mature within that five-year period well over \$1,000,000,000 of steam railroad securities. The railroads in five years will need, say, \$4,000,000 for refunding and fresh capital. States and municipalities will absorb in the neighborhood of \$1,500,000,000 more. So, with the \$2,000,000,000 your industry will need there should be provided between now and the end of 1918 from \$7,000,000,000 to \$8,000,000,000 for these three purposes alone, to say nothing of general industrial and other needs.

"These are bewildering figures. They sound more like astronomical mathematics than totals of round, hard-earned dollars. The raising of these sums, however, is the practical problem that financiers have directly in front of them.

Fatalities in the surf will now give way to those on the gridiron and a little later in the sport of hunting. As for aviation fatalities, they are no respecter of seasons.

MR. PRICE RECEIVES PROMOTION.

J. F. Price, who has for several months held a position with the local office of the Western Union Telegraph Company, has been promoted to manager of the Western Union Office at Rocky Mount, N. C., and will today leave to assume his new duties. Mr. Price has made numerous friends in New Bern and his departure will be regretted.

Discussing the habit of kissing, Dr. J. F. Edwards, head of the Pittsburgh City Bureau of Infectious Diseases, declares that there is no danger of disease being spread by the habit. Punny creatures, says this doctor, do not spoon and he adds that "usually the men and women addicted to this love affection are strong and healthy." The doctor is distinctly laughing in his remarks about those who indulge in spooning. Ordinarily those folks are held up to pity if not scorn. They can talk heart and cause being advised of themselves following the pronouncement of the Pittsburgh authority.

If a girl continues to treat you really after you have told her she is wrong, spend your money on something else.