

Cloud Burst Swells Waters; 25 Houses are Swept Away

Yadkin River Highest Known in History

High Waters Coming in the Night Made Rescue Work Very Slow and Difficult

CROP DAMAGE WILL COST FARMERS MUCH

Chatham Mfg. Co.'s Loss is Expected to Reach \$125,000.00

At 5:30 last Thursday evening a heavy cloud came up from the Southeast and rain fell for about an hour clearing away during the night. Friday morning the sun rose and fog and scattering clouds with an occasional shower during the forenoon indicated unsettled weather conditions. Friday night about 8:30 rain commenced falling heavily, one shower following another throughout the night. Saturday morning the rain was still falling heavily and continued during the entire day. The river at sunrise was about four feet above the common water mark, and rising rapidly. At noon it was about 8 feet—the Elkin creek rising more rapidly than the river, every indication pointing to a freshet. At 5 o'clock Saturday afternoon the water in the creek at the railroad bridge worked on foot and still rising, with heavy clouds rolling up from the Southeast and pouring their contents upon the earth. At 6:30 o'clock the water was up in front street and all over the river bottoms. A phone message from Roxbury River warned the people to get out of the way. At 7 o'clock the water was rising at the rate of a foot in three minutes. Everything was moved out of the buildings on the low lands that could be reached. In the home of Mr. Weaver on Front street the water was pouring in at the front door and was rapidly coming up into the homes of J. M. Simmons and J. S. Bell. All the furniture in both homes that could be moved was taken to the second stories of the buildings.

By 8 o'clock all had been done that could be toward saving anything. The water continued to rise very slowly until 5 o'clock Sunday morning, when it came to a standstill, having reached its highest point, which was about 4 feet over the platform of the depot. It remained at this stage for about an hour, when it began to go down, and has been rapidly receding since.

All the buildings along the Southern railway from the railroad bridge to the depot and out Bridge street to the river were swept away with the exception of Hotel Myrtle. On this street, (west side) beginning at the railroad, was the two-story brick building of Hotel Myrtle, the first building of which was occupied as the reception room and office, and the adjoining room occupied by R. C. Ray's grocery store. Also on that side were the following: People's Warehouse (brick and wood), C. G. Mathis' grocery store, W. E. Elliott's shoe and harness shop, H. L. King's restaurant, the Elkin Livery Co., J. E. Boles and Sons' livery stable, Carolina Cross Arm Co., and Tim Lomax's blacksmith shop. All these were wrecked except the hotel building. The one East side was the Elkin Lee & Light Co., Elkin Livery Co., A. S. Bates, blacksmith shop and the Elkin calaboose. These buildings, with the exception of Bates' shop, were all brick and sustained heavy damage. Bates' shop was a wooden building, and was completely washed away; and

the South side of the railroad and East of the depot, the large bark sheds of C. C. Smoot & Co., R. L. Poindeexter, Madison & Co., and the Standard Oil Co.'s buildings and tanks were all badly damaged, as were the buildings and equipment of Elkin Roller Mills and W. B. Minick & Bro. An immense quantity of rough and dressed lumber from the Minick and Poindeexter & Madison Co. plants was washed away. The railroad section house and old chair factory, formerly owned by the Bally Mfg. Co., stood just South of and about thirty feet from the railroad track. Both buildings were occupied by negroes; in one was a woman with five children, one a baby aged 2 months. They were entirely surrounded and in order to get them out, Mr. Bern Franklin swam into the building with a rope, which he secured to the building while men on the railroad worked the rope, bringing the larger ones out, while Ray Brandon and Albert Bivins swam into the house and brought the children out. Brandon, with one clinging on his back and the baby tucked under his arm, swam with one arm and hand to the railroad. Soon after landing them all safely, the buildings went to pieces and floated away.

The Elkin Veneer Plant and The Elkin Furniture Company, both on the North side of the railroad, did not suffer as much from the water as other buildings below the road.

It is impossible to describe the extent of damage done at the plant of Chatham Mfg. Co., machinery was torn from its fastenings and piled up in great heaps on the floor, rods and shafts torn from their places on the walls, and ceilings and twisted into all sorts of shapes, and great piles and cases of blankets torn into strips and scattered in all directions. Their loss may probably reach \$125,000, and while this is a heavy loss they will be able to continue the business.

No estimate has been placed on the Southern Railway's loss for at this time it is not known how much damage has been done to bridges, fills and track. Considerable damage was done to the bridge across Elkin creek, the track and timbers having left the steel supports and worked over to the side. A cow train, with the aid of Capt. Greaves' train, are at work East of here, and have repaired the track and bridges for several miles. Nothing is known of the condition of track or bridges very far from here, as all telephone and telegraph wires are down. Just how soon the trains will again be in operation is nothing more than guess work. The Southern will also suffer many damage claims for water-soaked goods in the depot.

There are numbers here who lost practically everything they had, and have no means of resuming their business. A count of the total number of buildings washed away from the immediate vicinity numbered twenty-five. A few of these are lodged in sight on the river, but are wrecked, and the water-soaked contents have been made worthless, with the possible exception of some canned or bottled goods that may be saved after the water has receded sufficiently to reach the buildings. It is certain, from the evidence of the drift that passed along the river all the afternoon and night Saturday and all day Sunday, that many buildings in the town lands have been destroyed and washed away. It is said by a number that at about 8 o'clock

Sunday morning a house was seen floating down the river. A light was seen burning in the house, according to the reports, and cries for help were heard. As no telephone or telegraphic communication can be had East or West of Elkin, it is impossible to locate if any family or individual is missing. It is stated on good authority that the Yadkin river bridge between Elkin and Jonesville stood a little more than 30 feet above the water, when normal. It is safe to say that the water, at the highest mark, was about 40 feet above normal, and the highest in history.

Below is given a rough estimate of the losses sustained, but we do not give it as correct; some will probably be under or over estimated, but we are not far from correct in the aggregate.

Mr. R. C. Fay estimates his stock and fixtures so damaged \$8,500, while his household and personal effects are placed at \$800, not including a \$400 piano, which totals \$ 4,700
Chatham Mfg. Co. 115,000
J. E. Boles & Sons 12,000
People's Warehouse 15,000
Elkin Lee & Light Co. 10,000
Elkin Veneer & Mfg. Co. 5,000
Mrs. J. C. Greenwood 4,500
Elkin Livery Co. 3,500
W. E. Elliott 3,000
Elkin Buggy Co. 2,500
Hotel Myrtle 1,400
A. S. Bates 1,300
John Keasler family 1,300
Elkin Roller Mill 1,200
Carolina Cross Arm Co. 1,200
W. E. Mathis & Bro. 1,200

In addition to the above losses, a number of dwellings and the old chair factory building, occupied by colored people, were also destroyed. Two other wooden buildings, formerly used as a brick factory, were also swept away. The loss of these buildings will amount to several hundred dollars. Building lots which only a few years ago brought from \$100 to \$200 each are now nothing more than "frog ponds."

The colored families living in the river bottom below the railroad were heavy losers from the fact that they lost all they had, not having even a meal's victuals left. There were about a dozen families of them and most of them went their homes left but they are all cleaned out, not hardly a stone being left to show where the home was. The principal losers were Eva Martin, Mollie Gray, and Mary Mann, these having no husbands and being dependent on their daily labor for support. The whole lot of them are herded together like sheep in McNeers warehouse and seem to be happy especially the little "pale-minnies" whom there are about twenty-five or thirty.

There are numbers of families who have lost all they had and will take years of labor to replace their losses but we have one consolation that nothing has ever happened yet but what it could have been worse. The ton thousand dollar iron bridge that spanned the Yadkin River at Elkin also.

MITCHELL'S RIVER VERY HIGH

Monday evening another heavy rain fell on the headwaters of Mitchell's river and reports received late in the evening say that the river was four feet high, or that it has been during the week. Reports received from beyond the mountains say that New River was the highest it has been known within the memory of the oldest citizens. It is a very wide stream and carries an immense volume of water. This time it is said the water was from

MILLIONS IN FLOOD DAMAGE ALONG THE CATAWBA RIVER.

Statesville, July 18.—A report late tonight states that the Southern Power Company's dam at Lookout is safe, but the river is falling. Damage reaches millions.

At nightfall the river was running 40 feet above normal, nearly 20 feet above all previous high water marks of any date. The Alprentice bridge at Lookout, in Alexander county, are reported to have been washed away. The Monbo mill of Turner Mills Company, on the Catawba side of the river, collapsed about 7 o'clock, after being covered by water, and at 8:30 o'clock the Long Island mill on the Catawba side and the East Monbo mill of the Turner Mill Company, on the Dresden side, were in immediate danger, the water having reached the second floor.

TOLL BRIDGE COLLAPSES.

The big toll bridge of the Statesville-Buffalo Shoals Bridge Company, at Statesville, on the route of the Central Highway, collapsed at 10:30 this morning, and the Smith and Brown Bridge near Mooreville was wrecked about the same time.

Hundreds of bales of cotton are floating floating down the river, the Turner Mills Company alone having lost 6,000 bales, 400 of which was long staple, valued at \$50,000. Many barns and small buildings have been washed away and numerous homes along the river are flooded. Up to tonight no loss of life had been reported.

John Keasler and family are in their home on Long Island surrounded by water, and it is feared they will be swept away tonight. Their home was seen floating from the premises this afternoon.

The bodies of cattle found in the river all of the afternoon. Hundreds of people from Statesville spent the day on the banks of the river. The plant of the Buffalo Shoals City Products Company is all lost, and the Southern Railway bridge across the Catawba has been swept away.

Persons coming from the river tonight declare that the Southern Power Company's big dam at Lookout stands broke about 7:30 o'clock. This means that all other mills along the river not yet wrecked will go during the night.

A railroaman received at the commandant of the navy yard said that at 8 o'clock this morning all the marines and crew who were on the Hector were safe. It said everybody had left the Hector by 1 a. m. today and that part of the men were safe at the navy yard and the remainder aboard the tug Wilmington.

MARINES AND CREW OF SHIP HECTOR SAFE.

Charleston, S. C., July 15.—One hundred and two marines and sailors were landed here this morning from the Hector. They were brought in from the stranded ship which is lying off Charleston light, about the captain and 10 men aboard. Four injured marines were sent to a hospital.

Captain Bryan's announcement follows: "Additional information Hector all hands safe and aboard lightship arrived here this morning. The Hector was headed for Charleston. Hector abandoned seven miles northeast of Cape Romano gas buoy. Breaking in two."

The Hector, commanded by Capt. Joseph Howell, had sailed from Port Royal carrying 30 marines to Santo Domingo when she was disabled in Friday's hurricane. She grounded while trying to make Charleston harbor conveyed by the steamer Alamo. High seas prevented the Alamo getting close enough to take off the men who took to their small boats. In addition to her commandant and the marines, the Hector which displaced 11,220 tons carried 11 officers and a crew of 70 men.

The Cyprus and Wilmington were sent last night to aid the collier. The tug Wilmington, bound for Jacksonville from Philadelphia, arrived here this morning with 107 men aboard. The Cyprus left here last night to pick up the captain of the Hector and 14 men left aboard, rough seas preventing the tug from rescuing any more yesterday.

The Hector broke in half yesterday afternoon at about 4 o'clock when her wireless became silent. The destroyer Terry arrived this morning, but it is feared she will be wrecked tonight. She was in tow of the Heloise.

Charleston, S. C., July 15.—All the 142 men who abandoned the great naval collier Hector when she grounded last night are safe aboard the tug Wilmington and the lightship tender Cyprus, Captain Bryan, of the navy yard, announced this morning.

Washington, July 15.—Admiral Bagnall, chief of operations of the navy department, announced this morning he had received dispatches from Charleston saying the marines and crew of the Hector were all safe. A railroaman received at the commandant of the navy yard said that at 8 o'clock this morning all the marines and crew who were on the Hector were safe. It said everybody had left the Hector by 1 a. m. today and that part of the men were safe at the navy yard and the remainder aboard the tug Wilmington.

A navy department dispatch from Charleston says the Hector was abandoned at 12 o'clock this morning, seven miles east of Cape Romano. The vessel will be a total loss as she is broken in two. All hands, the dispatch says, were saved and brought ashore on the Cyprus.

BRIDGE WORKERS SWEPT INTO RIVER

Charlotte, July 16.—What are said to be the worst floods ever known in the Catawba and Broad rivers today have done damage that will run into the hundreds of thousands of dollars and have 5,000 families in loss of life. Ten or 12 bridge workers headed by Joseph Killian, division engineer of bridges for the Southern Railway are known to have gone down with the Southern's main line bridge at Belmont, just out of Charlotte, late this afternoon. Whether any of the men was drowned had not been ascertained by 10 o'clock tonight as all telephone and telegraph wires to the river in that section are down. Five or six of the men, however, are reported to have caught in the tops of trees as they floated down stream and to have been rescued. There has been no word from the others, including Engineer Killian, thus far.

Just above the Southern's bridge, a \$100,000 concrete high-way bridge, the Piedmont and Northern Interurban Bridge and the Seaboard Air Line Railroad bridge were washed away this afternoon and tonight farther up the river, near Mooreville and Statesville, two highway bridges went out, while at Catawba the Southern's bridge on the Salisbury-Ashville line on the Sallabury bridge was washed away.

At Monbo, below Catawba, the West Monbo cotton mill of the Turner Mills Company, and the Belmont to have been washed away and the East Monbo mill, across the river, is practically submerged, while a cotton warehouse with 400 bags of cotton has been washed away. Still farther up the Catawba, the Lileavan and Alprentice mills are under way. The Hendersonville and Foxaway sections have not been confirmed, and there is no telegraph or telephone service into that territory. It is known, however that several persons are feared drowned. Dams at Kanuga and Osceola Lake, near Hendersonville, went out last night and early today. The Dravo Power Company's dam on Broad river near Shelby went out late this afternoon, menacing the Southern Power Company's plant near Blacksburg, S. C., and cutting off the electric supply for Spartanburg and the textile towns surrounding that city. The Southern Power Company, however, may be able to meet this demand.

It is probable that less than one-third of the earth's population got what the Americans call a "square meal" three times a day.

There are 15 officers and 70 men of the crew and 1 officer and 50 marine recruits from Norfolk and Port Royal.

Medical experts discuss disease New York, July 15.—Leaders in the medical profession, public health experts, from many cities, philanthropists, and charity workers thronged the rooms of the Academy of Medicine here tonight to attend a mass meeting for the discussion of infantile paralysis, the plague which has brought death into hundreds of homes here in the past few weeks.

Those who hoped that a cure for the disease would be heralded by that isolation of its deadly germ would be disappointed, were disappointed. Dr. Simon Flex-

GOVERNMENT TO GO SHARK FERRING

Washington, July 14.—The Federal government today announced its resources for combating the invasion of North Atlantic coast waters by sharks. President Wilson and his cabinet decided what could be done to prevent more tragedies like those along the New Jersey shore, and a fleet of shark guard and life saving services were ordered to assist in shark extermination in every possible way.

The Bureau of Fisheries issued a statement advising widespread fishing for sharks and warning bathers to keep in shallow water, but admitting inability to advance a certainly effective means of preventing further attacks. The statement asserted, however, that there was no reason for panic among seaside bathers. The first effort of the coast guard service will be to ascertain whether a few individuals or several schools of the sea monster are in Northern waters. A cutter will fish for the sharks if their number is not great, with the aid of life saving corps. Should a large number be discovered more extensive operations may be undertaken in the summer resort districts.

Dr. H. C. Dean, head curator of the Smithsonian Institution, said tonight that he thought it possible the attacks upon bathers may have been by sand sharks, which are extremely aggressive, attack large size and inhabit Northern waters. There has been no authentic record, he declared, of sharks of the "tiger" or white man-eating species of tropical waters ever having been found north of Cape Hatteras.

A beach patrol was suggested to the Bureau of Fisheries today by Representative Scully, of New Jersey, and Representative Buchanan, of that State, introduced a bill to give the State authorities is the campaign against sharks.

The presence here are mystified at the presence of the big man-eating fish in such northern latitudes. They believe the recent tragedies have been caused by a few predatory sharks, and doubt their presence in considerable numbers.

ALL TWELVE MEN ON CATAWBA BRIDGE RESCUED.

Charlotte, July 16.—Of the twelve men on the Southern Railway's bridge over the Catawba when the bridge was swept away this afternoon between 4 and 5 o'clock all are considered rescued. They clung to trees and were rescued. Joe Killian, civil engineer of the Southern, was one of the men on the bridge, and it was reported that he was drowned. At 9 o'clock tonight news came that he had been found on a raft of debris. The bridge was of steel, 450 feet of which was swept away. Thousands of people saw the Sallabury Air Line bridge at Mt. Holly, which was swept away about 2 o'clock, was two spans and of steel. The river at Mt. Holly is about 50 feet high. The lower tiers of the mills are of the mill, lost 150 bales of cotton. Cotton and life stock were carried down the river from Mt. Holly.

SETTLED SCHOOL TROUBLE

Wilson, July 18.—Some time ago the town of Elm City got at cross purposes as to the manner in which the graded school was being conducted—one side claiming that too much space was given certain of the students because of close relationship to teachers, making the duties of the superintendents unpleasant and difficult to perform. The other side claimed the contrary, etc. Finally, at a meeting of the school board, in order that both factions might be pacified, the superintendent of the entire faculty was asked to resign. A new force has been secured.