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The Weather FAIR

NEW BERN, N. C., SUNDAY MORNING, SEPTEMBER 7, 1913

THREE CENTS PER COPY

ARE REBUILDING COUNTY BRIDGE

Convicts Put To Work On Demolished Structure Over Neuse River.

NEW BERN'S WORST BLOW

Goose Creek Island Only Place Which Has Not Been Heard From.

With the smaller debris, such as uprooted trees, broken limbs and floating logs which were left stranded on the streets and in private yards by the storm of last Wednesday practically cleared away, the citizens of New Bern have taken up the task of repairing the greater damage to property.

One of the greatest blows that the storm dealt this section was the destruction of the bridge over Neuse river connecting Bridgeton with New Bern. After a consultation the Board of Commissioners decided to replace this structure just as soon as possible and yesterday morning a force of twenty-five of the county convicts were put to work on it.

The majority of the pilings were left standing and in some places the cross timbers and supports were not carried away by the waves and this will in a measure assist in the task of replacing the structure. Timber has been secured and the work will be rushed ahead just as rapidly as possible.

Goose Creek Island Not Heard From

Reports have been received from every town in this section with the exception of Goose Creek Island, located in Pamlico in the vicinity of Hobucken. This place, which has a population of about one hundred persons, is at a very exposed point and it is feared that the loss to property and stock was large. Efforts were made yesterday to get into communication with some nearby point by telephone but his could not be done. Until some boatman comes across to the mainland from that point the exact amount of damage done by the wind and waves will not be known.

Train From Washington To Norfolk Tonight.

The Norfolk Southern Railway Company have had a large force of men at work on the bridge going out from Washington toward Norfolk and this structure will be completed today and the first train to pass over it since Tuesday will be operated tonight. L. B. Morton, who lives at No. 65 New street, this city, was in charge of one of the forces of men at work on this bridge and was painfully injured yesterday morning when one of the heavy timbers fell on his left foot. One toe was so badly mashed that it may be necessary to have it amputated. Mr. Morton arrived in the city yesterday afternoon and is now awaiting the results of his injury.

Trent river bridge, leading from New Bern to James City, has been repaired and is now open to traffic. The New Bern end of this structure was somewhat battered up and it was thought at one time during the storm that it would be washed away. However, the wind and waves at that point did not have as full sway as they did on Neuse river and the bridge was not destroyed.

Postal Telegraph Wires Are Repaired.

After having been unable to get a satisfactory service out of New Bern since last Tuesday night, the local office of the Postal Telegraph Company which is under the efficient supervision of Miss Edna Jones, was able yesterday to resume its normal service.

This company had three hundred and ninety poles blown down between New Bern and Raleigh and there were more than five hundred breaks in the line. Early Wednesday morning line men were sent out all along the line and they at once began to make repairs but not until yesterday morning was the line in such condition that the service was satisfactory.

The storm struck New Bern of Tuesday night, September 2, and put the Postal's wires out of commission. By a peculiar coincidence on the same date just a year ago Miss Johnson was visiting at her home in West Virginia and a storm struck the town and this was followed by a flood. The telegraph operator could not get to the office and Miss Johnson succeeded in reaching the building and getting a message to the outside summoning aid for the

CHANGE IN WORKING HOURS.

Longer Hours At Norfolk Southern Local Shops.

For several weeks the men employed at the local shops of the Norfolk Southern Railway Company have been working on a schedule of five days of nine hours and a half on Saturday. Yesterday there was a change made in this schedule and from now on until further notice the men will work nine hours every day in the week.

The announcement of this change to longer hours greatly gratified the employees in the shop. The majority of them work by the hour and the more time they are allowed to make the more money they draw on pay days. Much work is being done at the shops and this in a measure accounts for the increase in the working hours.

"THE VALUE OF A WOMAN" WILL BE HIS SUBJECT.

Rev. A. D. Wilcox, of Louisburg, will deliver an illustrated lecture at Centenary Methodist church tonight in the interest of Christian education and under the auspices of Louisburg Female College. His subject will be "The Value of a Woman." Beautiful hand-painted views will be used in illustrating the lecture. Those who have heard the lecture pronounce it very fine and it is expected that a large audience will greet the lecturer. Mr. Wilcox will preach at Centenary church at the morning service.

Several persons were killed at that time and the loss of property was great. Virginia papers carried long news stories and photographs of the brave telegraph operator who sent the news of the disaster to the outside world.

Cotton Is Badly Hurt.

In the opinion of J. W. Stewart, cotton is hurt by the storm worse than it appears to be. He went out and made a careful inspection of some that he has growing on one of his farms and found the bolls badly bruised, many of the branches split off and the stalks wrung and twisted by the fearful wind which swept over the fields.

Blue Spring Overflowed.

W. D. Ipock, of Askin, was in the city yesterday and reported the effect of the storm on Blue Spring. He said the spring was overflowed for two days but is now in fine shape and all demands for the famous Blue Springs water are being met promptly. A large crowd is expected to attend the picnic at the spring on next Thursday, the 11th, he said. Norfolk Southern trains will stop at the springs on those days.

Little Damage At Nag's Head.

That Nag's head was hurt very little by the storm was the news brought by a post card to Dr. N. M. Gibbs received yesterday morning from a relative at that place. The sound water was blown out until it was possible to wade around the pier heads. A large vessel was beached about twenty miles below Nag's Head.

REQUESTED TO SEEK FEDERAL AID.

Norfolk, Sep. 6.—Congressman John H. Small, it is reported, has been requested by his constituents to seek Federal aid for the sufferers. Congressman Small is a resident of Washington and his home was partly wrecked by the storm.

C. G. Schneide, chief wireless operator at the Government station at Beaufort, arrived here today, after three days' delay. He says the Government plant at Beaufort is a complete wreck. Schneider was on watch when the hurricane struck Beaufort at 11 o'clock Tuesday night. He says the wind blew 105 miles an hour and the wireless plant was blown a distance of 200 feet and bent into an unrecognizable mass.

Schneider passed through New Bern on his way to Norfolk. He says the schooner H. M. Marks, of the Menhaden fisheries, was caught by the wind and driven about the harbor like an express train. Before she went down she shot into three buildings along the water front and partly wrecked them.

"I saw fifty craft of all kinds sink. These were mostly the property of fishermen, who make a living for themselves and families by fishing," Mr. Schneider said. "In New Bern the damage was worse than that at Beaufort. Wreckage was strewn all over the street and the big bridge connection the city with Bridgton was carried away."

Schneider came to Norfolk to report the extent of the damage done by the storm to Rear-Admiral Doyle. He was unable to get into communication by wire.

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.

Sacketts Harbor, N. Y., Sept. 6.—Eight millions dollars a week for five years—\$2,000,000,000 in all—can probably 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."

Index New Advertisements

- People's Bank—An investment. New Bern Banking & Trust Co.—The service we render.
- National Bank—We invite you to open an account.
- Sam K. Eaton—Stop in and have your glasses adjusted.
- S. Coplon & Son—We are ready to play the good clothes game with you for fall and winter.
- Burrus & Co.—"Certainly! Buy Johnson."
- Selz Royal Blue Store—Are your children ready for school?
- W. H. Miskell, of Bayboro, was among the business visitors in the city yesterday.

Barge Lost, Captain And Crew Probably Drowned

While enroute from New Bern to Philadelphia, leaving this port last Monday with a cargo of four hundred thousand feet of lumber contracted 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.

NEW STYLES BARRED.

Los Angeles, Sept. 6.—The Board of Education has adopted a rule forbidding girl students to wear tight or "phanous" gowns. The board denounced them as immoral.

Mr. and Mrs. E. H. Gorham, of Morehead City, arrived in the city last evening for a short visit with relatives.

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 everything 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.

THE SUN'S RAYS PAINT THE CLOUDS

MANY NEW BERNIANS WITNESSED AN INSPIRING SPECTACLE.

Just before the sun sank below the Western horizon yesterday afternoon New Bern citizens had an opportunity of witnessing an inspiring spectacle, one which, if some painter could have caught it, would have assured his fame and fortune. In a direct line with the rays of the sun the sky was painted with every color of the rainbow, green, blue, red and purple, intermingled in harmony, and those who saw the spectacle were astonished at its marvelous beauty.

So unusual was the spectacle that many were sure that it was a forecast of some approaching disturbance of the elements. Sailors often see the sky colored in this manner at sunset and have named the rays cast upon the clouds by the sun on such occasions "sun shakes." According to the views of many old mariners these "sun shakes" are always forerunners of bad weather.

Whether this is true or merely supposition is a matter of speculation and must be decided by the reader. It is a fact, however, that last Tuesday afternoon, preceding the fearful storm on the same night, the same colored rays lined the Western horizon.

PROGRAM AT THE ATHENS TOMORROW

We open the vaudeville season tomorrow with

"The Southern Beauty Musical Comedy Co."

Consisting of 10 performers, 6 ladies and 4 men. The biggest and best company at popular prices ever seen in this town. They "make good" wherever they go, and never fail to play return engagements. Good singers, good dancers and good comedians. Everything refined and new with change of program often. A solid week of fun and pleasure in store for all. Come and enjoy yourself.

PICTURES.

"Alone In The Jungle." (by Selig in 2 Reels.)

A story of love and daring in the animal infested wilds of tropical South Africa—intensely thrilling and exciting. "Faust and the Lily" and "An Old Maid's Deception."

Are two roaring comedies. Matinee daily starting at 3:45 o'clock. Two shows at night, first commencing at 7:45, second at 9:15. Observe the hours and you can always get a good seat.

Prices, Matinee 5 and 10c. Night, Balcony, 5 and 10c.; first floor, 10 and 15c. No 5c. ticket will be sold for first floor except for shall children (under 8 years) with parents.

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.

EXERCISE.

Gabe—The doctor has ordered Smithers to take more exercise. Steve—What's he going to do? Gabe—He has decided to roll his own cigarettes.—Cincinnati Enquirer.

SURFMEN MAKE A THRILLING RESCUE

Life Savers Bring To Safety Twenty Men, Two Women And Two Children.

SEA SWALLOWS A SIX-MASTER

Crews Of The Hatteras, Ocracoke And Durant Stations Combine To Effect Rescue.

Norfolk, Sept. 6.—While the messages of losses on land are coming in over crippled wires there comes a message up the coast from the treacherous Hatteras shoals of wrecks and rescues at sea as the result of Wednesday's storm.

The most thrilling of these is the loss of the six-mast schooner George W. Wells which pounded on the sands three miles north of Hatteras while her crew of twenty men, two women and two children prayed for the deliverance which came at the hands of the crews of three life saving stations.

All were saved, but the ship which was 319 feet long, is a total wreck, and last reports say that she is rapidly going to pieces. She was light and was bound from New York to Fernandina, Fla., where she expected to load cargo for her home port, Boston.

Seldom has there appeared a more thrilling story of rescue, and seldom has such a sea, lashed by a 70-mile wind, given up a crew into the hands of the lifesavers as did the seas which swallowed up the Wells.

Stripped of its canvas the big ship was churned about in the mad salt foam, strange phantoms brooding over her with every dash of the spray like the kiss of death. The two little children were lashed with ropes to the bodies of their mothers and ten lashed to the creaking masts, and it was this way that the lifesavers found them when the gale had quieted. The twenty men, helpless to lead or drive the ship, stood like stanchions lashed to masts waiting for life or death.

When the ship struck, it was with a growling, ominous sound that seemed to presage the common end of many who sail the seas. Far off, almost like a mirage, glistened the beach with a silhouette of green trees that looked black—near enough to see and be seen but with a yawning, deriding sea that dared invasion. Thus stood the twenty men, the mothers and their children and watched and waited while the wind went shrieking through the remaining ropes and spars. Lifelines were gone, and probably would have been useless had they stayed.

Back on the beach where the green-black trees were outlined against a cold, sunless sky, were the life crews patrolling with their faces shielded against the rain and storm. When the ship was sighted the crews of the Hatteras, Ocracoke and Durant stations communicated and combined into a battalion to take their chances with the sea. Boats were launched time and time again but were dashed up on the sands. Two of the crew injured their backs, but thought nothing of it and went on into the foam. The boats were launched.

It was a long pull to the ship. Each stroke of the heavy oars seemed fruitless. The wind was blowing with mighty strength and the high breakers turned their crests into the boats. Several times it seemed as if the lifesavers had been taken under, but each time they reappeared, until finally the sea and storm, as if beaten in its fight for the men, women and children, paused as a fighter pauses for breath. Then again, when the boats came alongside the ship, or nearly alongside, the wind increased in fury, seeming in a last mad endeavor to be the victor.

Never before, say the lifesavers, have they had such a sensational rescue. The women and children still lashed in each other's arms, were lowered away in safety, the men helping at the oars in the long pull back to the beach.

But there was another ship sighted after the crew of the Wells had been saved, and in this fight the sea had won. It was a long low schooner with but one mast standing and there were no signs of life on board. The name was not made out.

Three miles off Ocracoke Inlet was seen an English oil steamer hard aground and floundering around helplessly. The United States revenue cutter Seminole is now on the way in answer to calls for help. The name of this ship was also impossible to see.