

FAIR MILL SETTLEMENTS DEVASTATED BY FLOODS.

Spartanburg Section Meets Frightful Disaster By Cloudburst.

TERRIBLE LOSS IN LIFE AND PROPERTY

The Counterpart of the Johnstown and Galveston Horrors Takes Place in the Piedmont Manufacturing Section--Niagara of Death Sweeps Over Section and Busy Spindles Cease to Hum.

Not since the close of the civil war has any section of the South suffered a greater calamity, with the possible exception of Galveston, than that which struck the prosperous manufacturing section near Spartanburg, S. C., early last Saturday morning. The disaster was the immediate result of a cloudburst just at the foot of the mountains. In a few minutes time the swollen streams had picked up great buildings of brick and stone, and carried them down like houses of straw. The number of lives lost will reach near or over a hundred. The property loss is appalling. Six thousand laborers are idle and starvation seems almost inevitable. The business of the Southern Railway's main line is crippled for perhaps a month. Six busy cotton mills are gone, with the complete loss of all their machinery and four to five thousand bales of raw cotton, together with as much manufactured goods.

No fair estimate can yet be placed upon the entire loss.

The Sunday and Monday issues of the Charlotte Observer, which sent special staff correspondents to the scene, have the following graphic account of the disaster:

As a result of the heavy rains six cotton mills—the Clifton Mills Nos. 1, 2 and 3, the Glendale Mill and the Paolet Mills Nos. 1, 2 and 3 (the Paolet Mills Nos. 1 and 2 are one plant)—have been swept away.

Two Southern Railway bridges near Spartanburg, S. C., have been destroyed and three other bridges are badly damaged; there are washouts at a dozen places along the main line in the piedmont section, and at Landrum, S. C., 18 miles of track are submerged and partially ruined.

It is reported that 50 people are killed, and eye-witnesses declare that they saw as many as 10 or 12 bodies floating down the Paolet river. Those who are known to be dead are Maggie Kirby, Augustus Clave and wife, Miss Lizzie Clavert, M. Felix, Mrs. W. B. Tinlay, Marie Sims, Mrs. B. F. Johnson and four children; Mrs. John Owens, Roy Owens, Garland Long, Mrs. Long, Miss Fleta Gosa.

IMMENSE LOSS TO RAILROADS.
The loss to railway and industrial property is almost incalculable. The destruction of the cotton mills means a loss of at least \$5,000,000. The financial damage to the Southern is enormous and cannot be estimated at this time.

Apart from the direct injury caused by the loss of the expensive bridges, the Southern will sustain a great blow in the blocking of traffic over its main line and branch lines indefinitely.

DESTITUTE PEOPLE.
Near Clifton, S. C., alone, 500 people are homeless and 4,000 are out of employment.

A CLOUDBURST.
The sudden and unexpected rise in the Paolet river was the direct cause of most of the disaster. On this stream are located the Clifton and Paolet mills, the Glendale Mills being on Lawson's Fork. All the plants are within a radius of seven miles of Spartanburg, S. C.

For the past 36 hours the Paolet river had shown the effect of the continuous rains, but the river, swollen as it was, did not cause any apprehension Friday night. The mills were, on an average, about ten feet above water level; they had stood the test of many freshets and were thought to

be perfectly safe against any torrent. But, if all accounts are to be believed, there was a veritable cloudburst Saturday morning at about 6 o'clock, and the river rose, visibly, higher and higher. In two hours, it is declared, the river rose 50 feet, making it 60 feet higher than the usual water level.

MILLS SWEEP AWAY LIKE STRAW

Before this fierce tide the mills went like straw. The first to go were the Paolet Mills Nos. 1 and 2, a plant that is near Paolet station, on the Columbia and Asheville branch of the Southern Railway. Half a mile down the river stood the Paolet Mill No. 3, a smaller mill than Nos. 1 and 2, and that, also, was soon torn to wreckage and carried away in the stream.

Of the Clifton Mills No. 1 was first destroyed and was soon followed by mill No. 2.

Clifton No. 3, the largest of the mills that were lost, was situated at Converse station, six miles north of Spartanburg, on the Southern Railway.

The mill stood 200 yards above the trestle. For an hour it resolutely withstood the mad onslaught of water, and then gave way, gradually, throwing into the current large pieces of timber that seriously injured and threatened to destroy the big trestle at Converse station.

BRIDGES WASHED AWAY.

The steel bridge over Lawson's Fork on the Paolet river near Spartanburg has gone. It was one span and was 350 feet long, including the approaches.

The bridge over the Middle Tiger river, between Duncan and Wellford, is destroyed. It was three spans and 142 feet long.

The bridge over North Tiger river cannot be used. It is damaged, though the full extent of the injury cannot be ascertained yet.

The big bridge over the Paolet river, six or seven miles this side of Spartanburg, is said by railway officials to be very unsafe. It is still standing against the fierce tide, but is badly damaged and is in a very serious condition.

The bridge over the Enoree river just south of Spartanburg is damaged and impassable.

The Seneca river bridge is also useless.

The bridge over the Paolet river is 107 feet high, one of the highest bridges on the Southern system. It is 342 feet long and made of steel.

The Paolet Mills had 156,000 spindles; the Clifton Mills, 112,000; the new Glendale 30,000 spindles, making a total of 306,000 spindles and a total of nearly 8,000 looms, according to the estimates made by Capt. J. H. Sloan and other well-known cotton mill men who were seen by a reporter. This estimate makes the mills worth over \$6,000,000.

THE FLOOD CARRIED EVERYTHING BEFORE IT.

Attendant upon the passing of the mills there was inestimable loss. Four thousand bales of cotton and 3,500 bales of cloth were carried away with the debris of the Paolet Mills.

At Paolet, the Presbyterian church, the hotel, the mill office, mill stores, cotton gins, grist mills, blacksmith shops, a large number of operatives' cottages and all the warehouses of the company were destroyed by the stream.

The warehouses were built of brick and stone, one warehouse being built entirely of stone.

The population of Paolet is 5,000, all of whom were dependent upon the mills for support.

MAN AND BRIDE DIE A GLORIOUS DEATH.

Sam Swanguare and his bride die in a way that seemed glorious to the spectators. Swanguare seized his wife by the hand and when they came clear of the wrecked house he clutched her closer to him and swam to a floating mass of driftwood. There, in plain view, they clung to each other and sang together, so that all on the banks heard. The driftwood rushed against a large mass and separated, and Swanguare and his bride went under the water locked in a last embrace.

Fleta Gosa boarded with a Mrs. Bailey, where also lived Mr. and Mrs. Kirby and J. E. Grier. Miss Gosa and Mrs. Kirby were carried out into the water and drowned speedily. Mrs. Bailey was caught in a whirlpool just below Converse and, swinging to a piece of plank, revolved in the eddy until she was drawn in by a rope that had been thrown to her rescue. Grier caught the branches of an oak tree and remained there till he was rescued by a boat that was bravely manned. Mrs. Katie Long and her son, Garland Long, and his bride, and her son, Richard, were hurled into the current. Mrs. Long and her younger son were saved by catching the branches of a tree, but Garland Long and his bride were drowned. The bodies of none of these people have been recovered.

50 DROWNED AT MILL NO. 2.

The greatest loss of life is at Mill No. 2, the furthest mill down the river. It is said that at least 50 operatives here lost their lives. The only names of the dead that are obtainable now are Mr. and Mrs. B. S. Johnson and four children, Mr. and Mrs. R. A. Finley and five children. Several of the children of T. M. Massey were drowned, but he and his wife escaped. Massey himself had an extraordinary escape. He was carried through the No. 2 mill out through the opening at the far end of the building and swam to the shore.

THE CLOUDBURST A MYSTERY.

That phenomenon, the cloudburst, remains a mystery so far as origin is concerned. Residents here state that the rain was not heavier than it always is at this time in June, and everybody is sure that at some place close to Converse a cloud opened and emptied into the Paolet river 20 times as much water as it usually carries. It is supposed that the cloudburst close to the Blue Ridge Mountains, about 20 miles from here.

60 OR MORE MILL OPERATIVES DIE.

In the confusion that necessarily prevails here it will be several days before the full loss of life is reported. Conservative estimates make a death list of at least 60 among the mill operatives alone, though only four bodies are known to have been recovered.

OTHER MILL LOSSES.

It is reported here that the D. E. Converse mill at Lawson's lost 1,000 bales of cotton and four houses. It is also said the Campobello Oil Mills and the Tucapaw Mills on the Tiger river have been destroyed.

A Comprehensive Statement.

Spartanburg, S. C., Special.—Below are the mills that suffered in Saturday morning's floods:

- Arkwright (slightly), capital \$200,000, spindles 20,256, looms 604.
- Beaumont, capital \$100,000, 3,888 spindles, no looms.
- Clifton, Nos. 1, 2 and 3, capital \$1,000,000, spindles 101,232, looms 3,254.
- Paolet, Nos. 1, 2 and 3, capital \$1,000,000, spindles 59,332, looms 2,202.
- Whitney, capital \$200,000, spindles 10,000, looms 300.

To Furnish Rations.

Washington, Special.—Absolutely necessary relief in the way of rations, medicines, etc., will be given by the War Department to the sufferers by the disastrous floods in South Carolina yesterday. An appeal to Secretary Root from the local authorities resulted in orders being given to General Chaffee, commanding the Department of the East, to this effect. He will authorize an officer to proceed north from Atlanta with supplies to relieve immediate necessities as was done for the sufferers at Gainesville, Ga.

Relief Funds.

Funds for the immediate relief of the suffering have been started in a number of nearby towns and cities. Spartanburg has taken the lead with a large subscription.

Mayor Brown, of Charlotte, immediately issued a proclamation calling upon the people of that city for aid. Columbia has started a liberal fund, the Columbia State giving one hundred dollars. Gov. Heyward, of South Carolina has issued a proclamation calling upon the whole State to help. Other assistance is imperatively needed.

SOUTHERN INDUSTRIAL

'May Make a Coal Route.

Reports from Eastern Tennessee are to the effect that the Virginia & Southwestern Railway may build an extension eastward to meet the westward extension of the Carolina & Northwestern Railway, which is now building from near Lenoir, N. C., to the summit of the Blue Ridge. The construction of such a line would make possible the establishment of a coal route from the Tom's Creek region, in Wise county, Virginia, via the Virginia & Southwestern, the Carolina Northwestern and the Seaboard Air Line, to Wilmington, N. C., a plan which has been discussed for some time. Henry K. McHarg of New York is president of the Virginia & Southwestern, the headquarters of which are at Redford, Va.

Textile Notes.

Announcement was made last week that B. Frank Mebane and associates of Spray, N. C., had purchased 4000 acres of land and begun to burn bricks for structures to be built for textile manufacturing purposes. Rumors have since become current that Messrs. Fred Victor & Ochells, the commission firm of New York, represent the German capitalists said to be interested, and that Messrs. Ladshaw & Ladshaw of Spartanburg, S. C., will prepare plans and specifications for the buildings. Mr. Mebane and associates already have cotton and woolen mills capitalized at more than \$500,000 and extensive water-power properties at Spray.

The Graniteville Manufacturing Co. of Graniteville, S. C., has sold some 400 bales of cotton, realizing a profit of about \$30,000, and will close its mill for the next two months. This is done because of the high prices prevailing for the staple. There are ample goods on hand to meet the demands of regular customers, so that the company will not lose any of its valuable trade.

Pelham (Ga.) Manufacturing Co. has let contract to O. A. Robbins of Charlotte, N. C., to furnish machinery for its dyeing and finishing plant mentioned last week as to be added. Contract has also been let for erection of buildings. About \$10,000 in all will be expended. The plant will have capacity of 6000 pounds per day, two dip direct colors for denims.

Oxford Knitting Mills, Barnesville, Ga., will increase capital by \$50,000 and double present plant, which has forty knitting machines, etc. Contracts have been awarded for the additional machinery and for building materials. Stockholders of the J. C. Collier Co. take all the new stock of the Oxford company.

Messrs. Joseph E. Patchet, F. M. Reynolds and E. B. Reynolds of Keyser, W. Va.; T. G. Powell of Cumberland, Md., and William Gund of New Creek, W. Va., have incorporated the Patchet Worsted Co. for manufacturing worsteds, etc. Capital stock is \$100,000.

Oakdale Cotton Mills of Jamestown, N. C., will increase its capital stock for \$50,000 to \$100,000. Doubtless this action will be followed by enlargements to the plant. There are now 5328 spindles in position, manufacturing yarns.

Messrs. P. W. Hart and P. H. Walker of Flat Rock, N. C., and F. G. Hart of Flat Rock, N. C., have incorporated the Hart Knitting Mill Co., with capital stock of \$50,000, of which \$6000 has been subscribed.

Messrs. T. M. Stroud, H. C. Ballew and W. B. Barnes of Corsicana, Texas, have incorporated T. M. Stroud Manufacturing Co. for manufacturing cotton and woolen goods. The capital stock is \$25,000.

Northern capitalists and investors of Emporia, Va., will build a cotton mill at Emporia. They have secured a site and engaged engineers to plan the development of water-power. The names of the interested parties have not been announced as yet.

The Anchor Cotton Mills of Rome, Ga., will increase capital stock from \$75,000 to \$150,000 for the purpose of making enlargements; company now has 7000 spindles and about 210 looms.

A movement is on foot at Newton, N. C., for the organization of a cotton-mill company. Local investors are investigating with a view to making a decision.

Lumber Notes.

The shipments of lumber from the port of Charleston, S. C., last week amounted to 1,754,000 feet.

The shipments of lumber last week from the port of Savannah aggregated 4,697,482 superficial feet, of which 1,245,670 feet were by steamer and 3,451,812 feet by sailing vessels. The distribution of shipments was to New York Philadelphia and Baltimore.

The Tallulah River Lumber Co. of Atlanta, Ga., has been incorporated for developing timber and mineral lands. The incorporators are W. A. Love, W. C. Shafer and others.

The Martin Lumber Co. of Kansas City has been incorporated, with a capital stock of \$25,000. The incorporators are A. J. Martin, Samuel T. Carl, Yancy J. Martin and others.

The Mississippi Naval Stores Co. of Hattiesburg, Miss., has been incorporated, with a capital stock of \$50,000. The incorporators are J. A. Carr, A. S. Carr and J. S. Turner.

The Yarborough Lumber Co. of Quitman, Clarke county, Mississippi, has been incorporated, with a capital stock of \$30,000. The incorporators are C. F. Thompson, S. H. Terral, J. M. Carter and others.

MORE POSTOFFICE THEIEVRY

Arrests Follow Unearthing of Wholesale Rascality.

Washington, Special.—As a result of the sweeping investigation of affairs at the Postoffice Department, Thomas W. McGregor, a clerk in charge of the supplies for the rural free delivery service, and C. Ellsworth Upton, of Baltimore, one of McGregor's assistants, Friday were arrested on the charge of conspiracy with Charles E. Smith, of Baltimore, to defraud the government in the purchase of the leather pouches furnished the rural carriers throughout the country. Their cases make seven arrests in all since the investigation began. Other arrests are expected later. The story of arrests is best told in the following official statement given out by Fourth Assistant Postmaster General Bristow.

"Thomas McGregor and C. Ellsworth Upton were arrested this afternoon upon warrants sworn out in Baltimore by Inspectors J. D. Sullivan and R. D. Simmons, charged with a conspiracy with Charles E. Smith and others, to defraud the United States government in the purchase of pouches from C. E. Smith, of Baltimore. The complaint sets forth that McGregor and Upton agreed with Smith to obtain for him orders for many thousands of leather pouches, such as are used by rural letter carriers. The price agreed upon was 90 cents per pouch. The actual value was less than 50 cents. Smith was to pay to them the difference between 90 and 50 cents per pouch. It is stated at the department that the actual number of pouches which were purchased exceeded 20,000, for which the government paid 90 cents each, or \$18,000 in all. Smith received and retained of this for his own use \$10,000. The remaining \$8,000 was paid to McGregor and Upton. The government could have bought the entire number of pouches from the manufacturers for \$8,000."

McGregor has been in the postal service since 1891. He came here from Nebraska as a messenger and subsequently was promoted to a clerkship and finally was appointed by Mr. Machen, in charge of the supply work of the rural free delivery service. Mr. Upton is a Baltimorean and has been in the postal service for 13 years. Both the men arrested are married. They were taken into custody at the Postoffice Department shortly before the close of office hours. Upton asked to be taken before a commissioner at Baltimore instead of in this city, because of his wider acquaintance there and better opportunity for securing bail. Accordingly he was taken to that city by two postoffice inspectors shortly before 6 o'clock this evening. McGregor was taken to the office of United States Commissioner Taylor.

McGregor has been under the close surveillance of the inspectors for weeks, and has been subjected to a close examination for several hours a day. The inspectors say that they completed the evidence they wanted before taking decisive action. Postal officials after their investigations in any wise implicated Mr. Machen, who was general superintendent of the system, while the alleged transactions occurred, in the present matter, Fourth Assistant Bristow, when asked a question on this point, declined to answer, saying that the statement made public comprises all the department cared to give out on the subject at this time. Mr. Bristow also declined to say what action was likely to be taken in the case of C. E. Smith, the Baltimore contractor, who is named in connection with the case. Mr. Bristow said, however, that the two arrests close the case for the present.

Water Rising.

St. Louis, Special.—Slowly the Mississippi river crept up the levee, inch by inch, until between sunrise and sunset the gauge marked a rise of six inches and stood at 31.7 feet. The surface of the swiftly flowing water was thickly strewn with drift wood, which seemed to increase as the day drew on, indicating that the crest of the flood is approaching. A number of frame houses submerged to the roofs passed St. Louis and now and then a dead animal but no human bodies were seen, although a vigilant watch has been maintained. A 35-foot stage is looked for by Saturday.

Congressman Ball to Resign.

Houston, Tex., Special.—Congressman Ball, representing the eighth Texas district, has made public his intention of resigning his seat, due to the press of private business. The resignation is to take effect November 4. This will give ample time for holding primaries and a special election. There are already several candidates announced.

FAST MAIL WRECKED

A Serious Wreck on the Charlotte, Columbia & Augusta Division.

COLLIDES WITH A FREIGHT TRAIN.

Misinterpretation of Orders Cause a Disastrous Smash-Up—Several Narrow Escapes.

Charlotte, N. C., Special.—The Southern Railway's fast mail from the North, which left Charlotte at 5:30 o'clock Monday afternoon, going South, met with a head-on collision with freight train No. 74, coming North, one and one-half mile of Fort Mill, S. C., and one-quarter of a mile from Steel Creek bridge. The freight train had a "time order" to wait for 97 at Fort Mill, but the engineer and conductor misinterpreted the order and proceeded northward. Engineer W. A. Wilson, of Columbia, was in the cab of the freight train and Conductor Drake was in charge of the train. D. A. Vaughan was the engineer on the fast mail. Both engineers and firemen jumped. The freight train was first seen approaching by Track Supervisor W. A. Fort of Columbia, who was in the engine of No. 97. He gave the alarm to the engineer and fireman and all three saved their lives by jumping. The engines were turned completely over the embankment. The trains met on a "fill" between two deep cuts. There is a sharp curve at each end of the approach of the fill, and the engineer of each train only had very slight warning.

The engines are complete wrecks and several cars of the freight were demolished. The first mail car of No. 97 was torn to atoms. The remainder of the mail cars were not injured.

F. M. Dykman, chief clerk of the mail train, was looking out the front door of the mail car. He saw the freight train and ran back to his fellow clerks and gave the alarm. The clerks held fast to the rods in their cars and only received slight injuries. Mr. Dykman was badly shocked and bruised and he may be hurt internally. Mr. Dykman is from Atlanta.

The fast mail only consisted of three cars, the usual number of this train being only four cars, but one of them was dropped off at Charlotte.

Among the mail clerks injured are: C. H. Butts, of Atlanta, slightly bruised.

D. H. Dagnall, of Atlanta, bruised, but not seriously injured.

The mail was saved except a portion of the second-class matter, mostly newspapers, for Louisiana cities, which was completely destroyed. Very little of the letter mail was lost.

Engineers Wilson's ankle was broken. Numbers of ladies and all of the physicians of Fort Mill went to the scene of the wreck, and gave every attention possible to the injured.

Fifty-Eight Dead.

Spartanburg, S. C., Special.—Fifty-eight is the death record to Monday night. Three bodies were recovered during the afternoon along the river bank under the sands and debris. Besides the known dead, from 10 to 15 operatives are unaccounted for.

Following is a complete list of the dead: John Owen, wife and four children, Sam Swearingen and wife, Miss Stella Gosa, Miss Kirby, Joe Hall and family, Mrs. Wodgett and child, Mrs. Johnson and four children, Gus Calvert, wife, daughter and son, Ed Robbs, wife and two children, Jim Elder, wife and child, A. Emory, J. Biggerstaff, Tom Massey's four children, Robert Tinsley and family, Novis Sims, Alex. and Lucy Calvert, Mr. and Mrs. Garland Long.

The material losses aggregate between \$4,000,000 and \$4,500,000, which includes the estimates on everything known to have felt the effects of the floods. The directors of the destroyed Clifton mills will hold a meeting here at which the question of rebuilding will be discussed. It is thought that work will be begun on Clifton Mills 1 and 2, part of which are standing, at once. What will be done at No. 3, is still problematical, as the destruction is complete. Nothing can be learned as to the future movements to be made at Paolet.

President Twitchell, of the Clifton Mills, could not estimate his losses, but figures sent to the press are not exaggerated.

Funds for the relief of destitute and homeless are coming in from all parts of the country. Insurance companies, wholesale concerns and fraternal orders responding by wire. President Twitchell has received \$3,000 from business houses North. The grand total of contributions to storm sufferers at the Clifton mills and the Paolet up to 10:30 p. m. was \$10,168.24.

Union Still Cut Off.

Union, S. C., Special.—T. J. Betenbaug, county supervisor, said that the total flood loss to the county was between \$10,000 and \$15,000. Bridges were destroyed at Cedar Bluff, Skull Shoals, Grindle Shoals and at Grist. These bridges connect Union, Spartanburg and Cherokee counties. The Lockhart Mills have sustained about \$1,000 damages by water entering the cloth-rooms. A cylinder head blew out at the Monarch, stopping it for several days. The other mills will run extra time so as to help the sufferers at Paolet and Clifton. The trains running between Spartanburg and Carlisle carry only a caboose and box car. No mails have reached here since 2 p. m., Saturday.