

# The Watchman and Southerner.

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"Be Just and Fear Not"—Do all the ends of the earth know that they are the Country's, Thy God's and Truth's."

THE TRUE SOUTHERNER, Established June, 1860.

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## DEATH LIST GROWS.

TOTAL OF THIRTY-FOUR DEAD REPORTED UP TO PRESENT TIME.

Town of Chimney Rock Swept Away—Two Million Damage by Catawba in North Carolina—Eight Deaths at the Cave—Waters Falling and Construction Gangs Repairing Damage.

Charlotte, July 19.—The death list from the floods in several Southeastern States is growing rapidly as news comes in from isolated districts. Nineteen additional drownings reported today brought the known deaths to thirty-four and dispatches that the town of Chimney Rock, in Rutherford county, has been literally washed away, has led to the belief that the casualty list will be much greater.

First word reaching the outside world from the Hickory-Lenoir-Morganston region of North Carolina brought the news that two million dollars damage had been done in that section by the overflow of the Catawba river. Two lives were lost.

Eight additional deaths are reported from Bat Cave, a village in Henderson county on the Rocky Broad river, North Carolina; two from Volga, Ammestown in Buncombe county; four from Bridge and three from the Hickory Nut Gap section. In addition unverified reports say three lives were lost between Marshall, N. C., in the overturning of a boat.

All rivers in the flood area are falling and normal conditions are being resumed in many sections overruled by the waters from the eastern mountains Sunday. At least ten persons are missing in the Belmont, N. C., region. Property damage is estimated at \$5,000,000, principally to railroads, and industrial plants.

South Carolina flood has reached a limit of intensity, according to reports from Columbia, who predict that the waters will be high in the lower part of the State, they will be unprecedented stages.

Improvement in stream conditions in North Carolina. The Rocky Broad river in the Asheville region is falling rapidly and manufacturing plants have begun the work of clearing up debris as a preliminary to the resumption of operation. Train service, however, still is badly demoralized.

The Catawba river is receding almost as fast as it rose two days ago, when the great wall of water rushed down from the watershed, carrying bridges, factories and homes before it.

Railroad and other utilities companies are using large construction gangs repairing damage in the Catawba valley. Several weeks will be required, it is said, to restore normal train service on some of the railroads and hundreds of thousands of cotton spindles may be idle for a month.

The rivers of East Tennessee have reached their crest and begun falling slowly. Some damage was done in South Knoxville, where the waters reached warehouses and homes on the lower ground, but the greatest loss will be to crops, several hundred thousand acres having been flooded in the valleys in the extreme eastern part of the State.

Conditions in Virginia and West Virginia are expected to be normal within a day or two.

## NEW BATTLES IN EAST.

Volhynia and Galicia Scene of New Strife—Germans Hope to Hold Lemberg.

Petrograd, July 19.—New battles are developing in Volhynia and Galicia, where the Russians are advancing steadily. All German reserves spareable are being rushed into Galicia in an effort to save Lemberg.

Bucharest, July 19.—Artillery battles are raging along the Bulgarian border over a hundred and twenty-five mile front between the Tscherna river and Fort Ruple.

## STORM WARNINGS SHOWN.

Gales Likely Today Along North Carolina Coast.

Washington, July 18.—Storm warnings were ordered displayed from Delaware breakwater to Wilmington, N. C., tonight. The tropical disturbance located last week apparently was a little north of latitude 30 and probably near longitude 74, moving north, the weather bureau announced. Increasing northeast winds, beginning Tuesday night on the North Carolina coast, probably will reach gale force Wednesday, it was stated.

## DEUTSCHLAND READY TO SAIL.

SPARS OF GERMAN MERCHANT SUBMARINE TAKEN DOWN AND CONNING TOWER CLOSED.

Many Launches With Agents of Forwarding Companies in Vicinity of Vessel.

Baltimore, July 19.—At eleven o'clock the two spars of the German merchant submarine were taken down and the conning tower closed. Close at hand lay the tug Thomas F. Timmins, with a full head of steam.

In the vicinity of the submarine were numerous launches with agents of the Eastern Forwarding Company and patrols aboard. These craft at 11:50 o'clock hailed a newspaper launch and tried to induce the reporters to leave. "You're interfering with our plans," the watchman said.

Her officers and crew were aboard, her return cargo of sickle and crude rubber was said to be stowed and her fuel tanks had been filled with a fresh supply of petrol.

All shore leave for the crew of the Deutschland was stopped tonight. According to stories told by friends of some of the submarine's seamen, the latter have expressed deepest anxiety over the possibility of their falling victims to the allied cruisers reported to be awaiting the submersible off the Cape—not from cannon, but from disabled engines, through being caught in nets, which, they believe, will be stretched for them, and which would result in a slow and agonizing death to all on board.

## DILLON WON FIRST HALF.

Second Season of the Pee Dee Baseball League Started With Monday's Games.

Florence, July 19.—With the Dillon team as the winner of the first section of the initial season of the Pee Dee League championship the first half season closed Saturday night. The second half season began with Monday's games and will continue through to August 19. If any other team than Dillon, the first half winners, should win, a post season series will be played for the season's championship.

During the first half, according to reports received here, four of the towns have been giving their teams good attendance and the management are operating the clubs on a paying basis. It is doubtful whether the other two clubs are paying, though there seem to be no doubt about the league remaining intact, as every club entered the race well financed.

It appears at this time, however, as if a rearrangement of the circuit will be sought to be effected next summer, because, under the equal-split system, the small attendance in one town decreases the earnings of every club in the league. The system now in use provides that, after deducting the league's percentage the gate receipts are divided equally among the two teams playing together—only the grand stand receipts going entirely to the home club.

With the exception of Dillon every club in the league recently made some changes in the effort to strengthen their line-ups for the second half dash.

## INFANTILE PARALYSIS EPIDEMIC.

More Cases Reported in Boston Today—More Deaths in New York.

Boston, July 20.—Eleven additional cases of infantile paralysis were reported today.

Grows Worse in New York. New York, July 20.—One hundred and nineteen new cases and thirty-one deaths from infantile paralysis were reported today. The regulations being tightened by the board of health.

## RUSSIANS STILL UNCHECKED.

Making Terrific Onslaughts on Several Fronts.

Petrograd, July 20.—The Russians continue their terrific onslaughts in the Stockhod region. At the Lipa front and in the Dvina sector they are steadily advancing.

## MEXICO LOCATES VILLA.

A Somewhat Amusing Official Report From Carranza.

Mexico City, July 20 (Official).—Villa has been located and his early capture is probable. Villa's leg has been amputated and his messenger sent to Chihuahua for a doctor was captured.

# SUMTER CUT OFF FROM WEST

### Coast Line and Southern Trestles Over Wateree Gone and That at Rimini May Go at Any Moment.

### Crest of Flood, Nine Feet Higher Than That of 1908, at Wateree Bridge at One O'Clock To-day—Will Be Many Weeks Before Damage Can Be Repaired—All of Coast Line Roads to North Operating—Seaboard Train Detoured by Here—Coast Line Ready to Set to Work at Once on Wateree Trestles—Columbia by Way of Charleston.

From The Daily Item, July 19.

The trestles of the Coast Line between Sumter and Columbia and of the Southern between Sumter and Kingville over the Wateree river have been swept away and the Coast Line trestle at Rimini over the Santee may be swept away at any time is the news from the floods this morning.

What the damage is it is impossible to say at this time, as the river is six miles wide and no estimate with the least degree of certainty of the loss can be made at this time. The officials of both roads have done all that they could to preserve their property, but their attempts were unavailing and now they are merely hoping that the damage will not be as great as it now appears it is, when the roads are covered with water for a distance of three or four miles.

However, it is a certainty that Sumter is cut off from all direct communication with the west by railroads and it will be for several weeks to come. The length of time required to repair the damage done depends entirely on the amount of damage.

At noon today it was stated that at least 2,000 feet of the two and a half miles of trestle over the Coast Line at Malta had been swept away, how much more could not be known. Whether it would withstand the force of the water which was nine feet higher, according to reports, than was the flood of 1908, which it withstood, was merely a matter of conjecture. The crest of the flood was expected to be approaching at that time and it was thought that it would reach the Wateree crossing sometime about 1 o'clock today and that shortly thereafter the water would commence to fall. There are no direct communications between Sumter and the river, either at the Southern or Coast Line bridges, therefore it is impossible to say just what the river is doing at this time, or what had been learned at that point.

At 6 o'clock Tuesday afternoon all trains passing over the Coast Line track at Malta were annulled and the last train to pass over were those from Columbia yesterday afternoon. At that time the water was up to the track in places and still rising rapidly. At the same time the trains over the Coast Line bridge at Rimini were annulled and no trains have been across there since the train from Augusta came in Tuesday evening.

Yesterday about three hundred loaded box cars were carried down to Rimini and placed on the Coast Line trestles to hold them in place on the coming of the flood. The water this morning was over the tracks and still rising, the crest being expected down there tonight some time. In 1908 when the water was not nearly so high as it is now all of the trestles there were swept away and it was reported that the bridge was bent. However, the bridge did not go and it is hoped to preserve the bridge and trestle intact this time, despite the added depth to the waters.

No danger is expected from the bridge over the Santee at Santee now and it will take about two days for the crest of the flood to reach that point. The Coast Line officials have a new dam and bridge there and hope that it will withstand the flood, it being built as a flood proof bridge and causeway.

### Trains Operating.

The Coast Line reports that all of its trains to the north of Sumter are operating, although it is cut off to the west. The lines between Maxton and Sumter; Florence and Sumter, and on to the north; between Sumter and Charleston, and between Florence and Lanes are now open and operating on regular schedules. Trains have been and are still operating daily between Sumter and Wedgefield, and between Sumter and Rimini, it being impossible, of course, to go beyond those places because of the flooded rivers.

The Southern road is operating its train between Sumter and Levi's Sliding, it being impossible to go any further than that point on the track

to Kingville. The junction is all under water and Kingville is several feet beneath the surface of the foaming waters. The line between Columbia and Charleston was discontinued Tuesday morning because of the condition of the trestles over the Congaree between Kingville and Fort Motte.

The Northwestern is operating all of its trains on its eastern branch between Sumter and St. Paul, and Wilson's Mill. On the other branch trains are not going beyond Rembert, as the track is several feet under water from the back water on the Wateree. Pine Creek trestle is deep under water and may be washed away, but what damage this road will suffer there cannot be stated at this time, as it will not be known until the water subsides.

The Seaboard Air Line suffered a slight delay and damage at Lynchess river on Monday, but after repairs were made there the line between Sumter and Hartsville has been operating on schedule. North the line is intact, since repairs have been made, but of course, trains cannot go any further than Camden, as part of the Seaboard bridge there was swept away Tuesday morning.

Last night a Seaboard train between Charleston and Jacksonville which was en route to Jacksonville, was detained here, having been detoured by here when it was found that the Camden bridge was down. At first it was thought to turn the passengers over to the Coast Line, but later the whole train was turned over to the Coast Line and detoured by Charleston and Savannah. The train was operated from here in two sections, one to go to Atlanta and the other to go to Jacksonville.

### Camden Highway Bridge Down.

The concrete bridge built by Kershaw over the Wateree river at Camden went down this morning. The bridge withstood the force of the flood until the crest had passed and it was pronounced out of danger, but the water had evidently undermined the structure, for this morning it gave way and Camden is cut off entirely from Columbia by direct route.

### Round About Trip to Columbia.

This morning the agents at the Southern, Coast Line and Seaboard roads were called on to answer as best they could the hundreds of questions of persons who wanted to go to one place and another. The majority of them wanted to get up into the Piedmont sections, but they found it a hard matter to go there, so completely was Sumter cut off from the western part of the State. Many of them essayed to make the trip by way of Charleston and left on trains for that place today, hoping when they arrived there that they could get out to Columbia by going to Branchville, Blackville and on over the Southern to Columbia. However, this did not warrant that their troubles were at an end, for many of the bridges between Columbia and the Piedmont were down and it was still doubtful that they could reach their destination.

### Ready to Repair Damage.

This morning the Coast Line sent a large quantity of materials to Wedgefield to be held in readiness to make repairs on the track in the Wateree river swamp, as soon as the water goes down sufficiently to allow work to commence. These materials will be followed tonight with about thirty car loads of materials, which have been ordered here for this work. The gang of workmen is already here and is being held until the subsiding waters show what has to be done. However, it is not expected that the repairs can be made in a few days, and the line may be out of commission for several weeks.

### Rome, July 19 (Official).

Counter attacks of the enemy on the northern slope of Monte Pasubio in an effort to check the Italian advance have been checked. Intense artillery duels are raging in the valley. The Italians have captured positions in sector Coston.

## MILITARY HIGHWAY ON BORDER

### SUGGESTION IS BEING SERIOUSLY CONSIDERED BY GENERAL ARMY STAFF.

### Would Solve Big Problem by Making Border Protection Easier—Automobile Infantry Superseding Cavalry.

Washington, July 18.—Construction of a great military highway along the Mexican border of the United States, from the Gulf to the Pacific, is a proposition that is being considered by the general staff of the army in connection with the problem of border raids.

The difficulty of protecting the border would be reduced many times if such a highway were built. It is hardly too much to say that with the advantage of the modern automobile and motor truck development, a road of the most scientific construction and ample dimensions running from coast to coast would enable ten thousand men to perform efficiently the work of guardianship which would now require the attention of a hundred thousand.

Really the most remarkable single factor in the wonders wrought by the Germans in the present war, judged by the effects produced, is said to be the perfection to which they have carried the transportation of men and munitions by auto-vehicles. Gen von Hindenberg is regarded as the leading exemplar of the process of motor-organization which has made infantry more mobile than cavalry wherever there are good roads and plenty of autos.

Cavalry is a back number where such conditions exist. Soldiers can jump from an auto fresh and fit after a ride on horse-back that would leave both men and horses weary to the point of exhaustion.

Nobody can tell how long our Mexican problem will continue. In one form or another it will doubtless last until the mass of the people in Mexico shall become intelligent and enlightened. Until that time there will be no chance for us to involve the United States, and in all such cases the border will present a temptation to the Mexican marauder.

Rome found the military road a most potent asset in the protection of the borders of her empire against the fierce tribes of central Europe and against incursions from all outlying quarters. The great wall of China was more important in its aspect of a fortification.

A border military highway in these times serves the purpose of fortification as well as that of communication, because it goes without saying that if you can keep control of the road with forces armed with the best modern artillery, you have as effective a barrier as can exist.

Details of the construction and cost of a military highway along the whole length of the Mexican border are now being tentatively worked out by the experts, and it is quite possible that before many months the suggestion will be officially and definitely brought to the attention of congress. An excellent argument may be made for it from the economic point of view. To have to use 100,000 men for work which can be as well done by 10,000 with proper facilities is an enormous waste of national tissue and treasure.

### A COMPLETE WRECK.

### Collier Hector a Total Loss—Naval Officers Say There is No Chance of Salvage.

Charleston, July 18.—Naval officers who visited the scene of the sinking of the collier Hector off Cape Romain give it as their opinion that the vessel can not be salvaged. She is split in half and the two portions have fallen away from each other, projecting at an angle partly above the water. The visit to the Hector was made yesterday afternoon by Capt. Newell of the collier and two officers from the Charleston navy yard aboard the destroyer Monaghan.

The United States gunboat Paducah is standing by the Hector in order to save whatever loose articles of value that can be taken from the decks of the unfortunate vessel.

The Hector was built at an estimated cost of \$550,000. As it seems that nothing can be done to salvage her she is practically a total loss.

### TROOPS FROM MANY STATES.

### Ninety-eight Thousand State Troops on Border.

San Antonio, July 18 (Official).—Ninety-eight thousand State troops are now on the border or on way to border. They come from thirty-eight States.

## FOR MANNING AT BARNWELL.

### TWO TO THREE THOUSAND PERSONS PRESENT WHEN CAMPAIGN IS RESUMED.

### All Candidates Cheered—Gubernatorial Candidates Make Practically Same Speeches as Heretofore.

Barnwell, July 18.—What was unquestionably a Manning crowd greeted the State campaign party, when the candidates made their appeals for suffrage here today. The attendance was variously estimated at from two to three thousand, every section of the county being represented, while many came from adjoining counties. It was the orderly gathering of a political nature that Barnwell has seen in many a day.

The meeting was called to order shortly after 11 o'clock by Chairman A. A. Allendale, in the "Circle." The candidates for the minor State offices were first. Ex-Gov. C. L. Bleas was first of the gubernatorial candidates to address the voters and made about his usual speech. He was applauded by his friends and at the conclusion of his address was presented with several bunches of flowers, which he said he would place on the grave of his friend, C. Arthur Best.

R. A. Cooper was favorably received by the crowd and made a clean-cut speech. Mr. Cooper was followed by Messrs. DesChamps and Duncan, the latter discussing "The System."

Gov. Manning was the favorite. He immediately launched into a review of his administration and was frequently cheered by his supporters.

His most telling argument was a discussion of conditions at the State Asylum for the Insane, past and present, and when he told of the excellent care being taken of the unfortunates of the State he was cheered to the echo. Law enforcement was also discussed by the governor and the applause of the crowd showed that the sentiment of a majority was with him. The governor was interrupted once during his speech by a question from Senator A. B. Stephens, and his reply thereto closed the round after round of applause from his (the governor's) supporters.

At the conclusion of his speech Gov. Manning was presented with about a dozen bunches of flowers and an informal reception was held on the speaker's stand, scores of men crowding around to shake Mr. Manning by the hand and renew their pledges of support. Some estimate the crowd at three to one for the governor.

## GOVERNOR URGES GUARD MOVEMENT.

### Appeals to Washington to Send Troops to the Border—First Striving for Efficiency.

Columbia, July 18.—Governor Manning today took up the matter of moving the South Carolina Guards to the Mexican border with the Washington government.

Letters, urging that an early movement be ordered, were addressed by Governor Manning to the Secretary of War and the President. It was pointed out that a refusal to move the troops will dampen their spirits. It is also urged that service on the border will arouse interest in the Guards.

No word has been received at Camp Styx as to when the Guard will be moved.

The officers are straining every nerve to put the First regiment in condition, as required by the new order of the war department.

Four recruiting stations for the National Guard will be opened at an early date. The stations will be located at Greenville, Spartanburg, Columbia and Florence. An order assigning officers to these stations will soon be issued from the adjutant general's office. Officers of the coast artillery have been detailed as recruiting officers.

## FARMERS SHOULD ASSIST NATURE.

### Mr. Frampton Says Cotton and Corn Should be Worked at Once.

Charleston, July 18.—W. M. Frampton, agricultural secretary of the Citizens' Bank, speaking this morning of the damage to crops in this county from the recent storm, said that although the damage was great, it could be lessened if the planters will work their cotton and corn just as soon as the land is dry enough to cultivate, allowing air to reach the roots of the plants and assisting nature in drying off the land.

"Charleston county had one of the best cotton and corn crops she has ever had," said Mr. Frampton, "and prospects were never brighter.