

FLOOD CLEAN-UP RAPID

INDUSTRIES NEAR RIVER SEE WORK MOVING SWIFTLY

Machine Shop Is Operating; Vepco To Be Out Longest

In every case the rehabilitation work in the industries inundated by the flood here has made unexpected progress, according to the various officials. The Virginia Electric and Power Company will probably be longer in getting their plants running than any of the other plants along the river here. The C. D. Williams Machine Works started up a major portion of their shop Wednesday morning. The Manchester Board and Paper Company expected to get underway almost immediately.

TO MAKE PULP NEXT WEEK

E. H. Graves, resident manager of the Halifax Paper Company, said today that he expected to be making pulp by the latter part of next week. He said that he had been conservative in his estimate last week of the time in which it would take to get underway again. He said that the men were continuing to work hard at the cleanup job and that the whole rehabilitation project was proceeding satisfactorily. The purchase of wood will start again in about three weeks, he said.

The only outside help employed by the paper company is Fred Forest and Company contractors for the carpenter work. The remainder of the job is being handled by employees of the company.

Work Progressing Satisfactorily

F. C. Williams, vice-President and general manager of the Roanoke and Patterson Mills Companies, said today that he expected to get a part of the mill in operation in about two weeks, adding that any estimate of the time it will take to get the machines back in running condition was greatly guess work. He said, however, that parts of the mill would start up one at a time until the whole plant is ready.

He said that he did not know how much of the cotton, which is spread out on the Central school ground and in the other drying plants in the Roanoke No. 2, Patterson, and Rosemary Manufacturing Company plants, could be salvaged. The cotton will be carried back to the mill, he said, and used insofar as possible without lowering the quality of the goods produced.

Mr. Williams too was enthusiastic about the progress being made in the rehabilitation work. He said that the workmen had gone beyond his expectations.

The floors over the opening room will be "jacked" up and put back into place without a great deal of loss, it is reported. The floor sagged in the three stories about 30 inches in the middle when the water entered an old flume under the building and undermined the base.

IVY ISLAND IS OUT

J. T. Chase, vice-president of the Virginia Electric and Power Company said that the local plants would not operate for another six or twelve months as a great amount of work must be done on the canal banks, the lower end of the canal, on the embankment on Ivy Island, and a dam must be built where Ivy Island was washed away. Work is going ahead on the cleaning of the generators, but the heat has not been turned on as sufficient water is not available to turn the turbines. The supply of

water in the canal is being conserved for the city water supply.

Mr. Chase said that between 300 and 400 feet of Ivy Island had washed out to the river bed and that the embankment, approximately 1300 feet in length, along the top of the island, was down. A dam will have to be built across the washed out section and the embankment will have to be replaced.

Transmission lines to Suffolk and Tarboro are being repaired and will be complete within a week or ten days.

Stone and Webster, engineers, are at work on the problem and the company expects to know just where they stand in regard to the flood by the end of next week.

The power company has made temporary connections with the riverside industries in order to give lights for the repair work and to power the motors in use in the cleanup work.

In addition to providing the industries with necessary power for the rehabilitation work, the power company has made every effort to keep this city and Weldon supplied with raw water. Mr. Chase said that the water situation is still not out of the woods, but that he thought the situation would be worked out satisfactorily.

UNEMPLOYED

(Continued from Page One)

year and are employers under the Unemployment Compensation Law of North Carolina; that prior to the 16th day of August, 1940, the first two above-mentioned employers owned and operated premises, plants or factories in or near the town of Roanoke Rapids, N. C., and the Perfection Mill Company owned and operated premises, plants or factories in or near Weldon, N. C.

2. That the Roanoke Mill No. 1 is engaged in the business of manufacturing textile products, that the Halifax Paper Company manufactures pulp and paper, that the Perfection Mill Company is engaged in the business of manufacturing underwear and sweaters, and that prior to the date above-mentioned each had in its employment a large number of individuals.

3. That prior to August 16, 1940, heavy rains fell in that section of the State where the towns of Roanoke Rapids and Weldon are located and especially in the area encompassing the watershed of the Roanoke River.

4. That as the result of excessive rains in the areas above-mentioned the Roanoke River became swollen with flood waters and began to rise and overflow its natural channel and water course to such an extent that on August 16, 1940, the plants, factories and premises of the above-named employers became flooded and submerged by a deluge of water resulting in much destruction, devastation and loss of property to the said employers; that the plants were filled with water, silt and mud; and that machinery was destroyed or damaged to such an extent that it was impossible to carry on the operations at the plants.

5. That the claimants above named, and nearly all of their fellow employees, became separated from their employment on August 16, 1940, and, with the exception of some small clean-up and repair crews these claimants and their fellow employees continue to be separated from employment and

out of work through no fault of their own.

6. That this inundation or flood reached its peak on or about August 18, 1940, and the water had receded to practically normal flow within its regular course and channel on August 21, 1940; that between August 16 and August 21 the flood waters above mentioned began and completed their course of damage and destruction to the property, plants and factories of the employers above named.

It is, therefore, ordered, adjudged and determined by the Commission that during and through the days of August 16, 17, 18, 19, 20, and 21, 1940, the claimants were unemployed due to a flood; that from and after August 21, 1940, the water having completely subsided, the flood ceased to be the efficient, immediate or active cause of claimants' unemployment, and thereafter said unemployment was not due to a flood.

It is, therefore, ordered that the above claims be processed and claimants be paid such benefits, beginning August 22, 1940, as they are entitled to under the Unemployment Compensation Law, if claimants are otherwise eligible.

This the 27th day of August, 1940
UNEMPLOYMENT COMPENSATION COMMISSION OF NORTH CAROLINA
C. G. Powell, Chairman

ATTEST:

E. W. Price, Secretary

TO DECIDE LOCATION BUS DEPOT

Officials of the Carolina Coach Company were in the city this week and stated definitely they would decide on the location of their bus terminal not later than Monday. Once the location is picked construction will start immediately, it is said, as they are very anxious to open a terminal in the city for the convenience of local patrons and passengers changing buses on inter-state routes, for which Roanoke Rapids is the terminal.

It was learned that the company was considering several locations here. Their minimum requirements will be a lot with a 125-ft. frontage, it is said, upon which they intend to erect a building 60 x 80-ft. Storage facilities for buses, parking space for passengers loading and unloading will be provided for on the other portion of the lot. A repair shop for buses operated by the company will be maintained in the rear of the building, and the terminal will in all probability house a lunch counter and concessions stand, and will cost in the neighborhood of \$10,000.00, it was learned.

R. C. Hoffman, president of Carolina Coach Co., and George D. Johnson, general manager, were in the city this week, and stated that they were well pleased with the business their company was enjoying from this point. They stated that city ticket sales had even exceeded their expectations, and they were gratified with the response local people had shown the new venture. They pointed out that out of the entire 34 buses through Roanoke Rapids daily, only two runs were "light" on patronage. One early morning bus for Raleigh, which makes up in the city at 7:45, and one from Raleigh with Roanoke Rapids as the destination which leaves the capital city at 7:25 a.m. were suffering slightly from lack of patronage, they said. They hoped for an early improvement in this situation, however, as these buses are being operated primarily for the convenience of local patrons.

Police Chief Praises Boy Scouts' Aid

Chief of Police H. E. Dobbins said today that he would like to express publicly his appreciation to the Boy Scouts of the city for their invaluable aid in patrolling the areas about the river during the flood and when the clean up work started. He said that the police force, small that it is, would have been greatly handicapped if the scouts had not volunteered their services.

He said that John Hines, who is a scout official in the Halifax District, and Nathaniel Lowe, assistant master of troop 144, also rendered indispensable aid, both in supervising the work of the scouts and in serving in the patrol duties themselves.

Only one case of looting has been reported during the flood and afterwards, Mr. Dobbins said. He attributed the fact that looting was kept to a minimum by the aid of the scouts in keeping a close check on all who went into the flooded area.

Mr. and Mrs. W. B. Phelps and little daughter, Connie, Mr. and Mrs. Thurman Phelps of Tarboro, N. C., spent the week-end with Mr. and Mrs. W. B. Massingale.

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