

MARION PROGRESS

A WEEKLY NEWSPAPER DEVOTED TO THE BEST INTEREST OF THE PEOPLE OF McDOWELL COUNTY.

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Great Damage in McDowell County

Marion Cut Off From Outside World—No Trains, No Light or Water.

Although four days have elapsed since the storm, very little is yet known of the amount of damage done. Our people were slow to believe the first reports reaching here thinking they were greatly exaggerated but everyone has about come to the conclusion that it is simply impossible to exaggerate anything in connection with this great storm. From Friday to Sunday morning nearly twelve inches of water fell. On account of the streams already being full, it took very little time to get the Catawba river out of bank. Along this stream from Greenlee to Bridgewater in this county, the greatest damage was done. Both the Dan Dobson and J. R. Ledbetter farms near Greenlee were almost completely destroyed. The Geo. Carson farm three miles from Marion was probably the worst damaged farm in the county. The river at this point has apparently changed its course and is now running much closer to Mr. Carson's house. Mr. Carson and family moved out Saturday night just before the water reached the house. Mr. J. L. Morgan and family were compelled to move out about eight o'clock Saturday night. They all managed to get out safely although the water was waist deep at the time they left. Every bridge on the Catawba river in this county has been swept away with the exception of one span of the bridge near George Carsons. The bridge near J. L. Morgan's had stood the big flood of 1901.

It is reported that five or six people were drowned in the North Cove section. Names of these people cannot be learned at this time. The greatest loss Marion suffered was the damage to the water system. From the intake at the head of Clear Creek to where the line crosses Catawba river more than two thousand feet of pipe has been entirely washed away. It is estimated that it will take at least sixty days to repair the pipe line and have water running in the reservoir. The town authorities have already arranged to pump water from the well at the old distillery place. This was the source of supply before the line was built to Clear Creek.

The Marion Light & Power Co. was out of business about eight o'clock Saturday night. The officers of this company have not yet been able to reach the power house on Toms creek and therefore do not know the extent of their damage. It is feared that both dams have been washed away and if they have it will be several months before they will be able to do business.

From a financial point of view the railroads have been hit harder than any one else. Several people who have walked here from Altapass on the C. C. & O. say it will be six months before trains can be operated from here to Altapass.

They say most of the cuts have filled up and the fills washed away. The C. C. & O. people think they will be able to run trains from Spartanburg to Marion this week.

The Charleston Division people have a train at Thermal City, fourteen miles south of Marion, and think they will reach Marion Wednesday night.

The Southern west of Marion is in a mighty bad fix and it is believed it will be several weeks before it will be possible to get a train over the mountain to Asheville. The worst trouble east of Marion is at Bridgewater where the river washed away more than a mile of track. The company has a big force at work at this point and all along the line and trains will probably be operated east of Marion by the end of this week. The railroads have been badly handicapped in doing repair work by reason of all telegraph and telephone wires being down. The only telegraphic communication Marion has had since Saturday night has been with Nebo, six miles east. The local telephone has been working all along.

Train No. 12 with about two hundred passengers was caught here Saturday afternoon. Most of the passengers stayed in cars Saturday night and some are still sleeping in the Pullmans. The dining car had supplies enough to last until Tuesday. Since that time the passengers have found places in town where they can get their meals. They all say they are very comfortably located and speak in the highest praise of the people of Marion and Train Conductor Hanger, Pullman conductor Luter and Dining Car Conductor Beattie. These gentlemen, together with every member of the train crew, have done everything in their power to make the passengers comfortable and well deserve every nice thing that can be said about them. There is a young lady on this train who was on her way to Statesville for an operation for appendicitis. This young lady has been given the best of attention and is getting along very nicely. Among the passengers are United States Marshal Charles Webb and wife of Asheville; Mr. and Mrs. Fred Merritt of Washington; W. C. Dowd of Charlotte; Judge H. B. Lindsay of Knoxville; Chief Forester Henry S. Graves; Jas. W. Toumey, director Yale Forest School; Prof. H. H. Chapman of Yale Forest School; J. G. Peters, in charge of State Cooperation in Forest Service; L. S. Murphy of Forest Service; J. H. Holmes, State Forester of North Carolina; R. C. Jones, State Forester of Virginia; W. G. Schwab, assistant State Forester of Virginia; Mr. Reynolds, Secretary of Massachusetts State Forestry Association, and Mr. Maddox, State Forester of Tennessee.

Great damage was done on Clear

and Buck creeks, a number of houses being washed away but so far as is known no loss of life. It is reported that the Club house belonging to Buck Creek Fishing Club has been badly damaged.

Mr. George W. Conley and family living in North Cove had a narrow escape. Just before their house was washed away they were taken out by means of a cable.

The food supply need worry any one as there is plenty in Marion to last for weeks. Some things have already run short but no one need suffer for something to eat. Ice has about given out but enough has been saved to take care of the sick folks who will need it. There is a car load of flour in a train here that can be used if necessary. It is thought there is enough kerosene oil here to last for sometime. Altogether Marion is much better off than any place in the western part of the state we have heard from.

Great Damage in Burke.

According to the Morganton News-Herald of the 18th, every bridge in Catawba county is gone except one over South Fork river. The cotton mill at Rhodhiss has been damaged possibly irreparably. Yesterday afternoon connection was re-established between Hickory and Newton, thereby connecting Morganton and Newton.

The seven bridges over the Catawba river in Burke county were swept away Saturday night. Bridges and buildings have been swept away by the flood. The old Turner mill is gone and the report is that the new Turner mill was submerged and damaged considerably.

All the bridges to Charlotte, the railroad, interurban and highway were demolished and it is impossible to reach Charlotte by any route.

The water reached the second floor of the McK. Kincaid dwelling, near Fleming Ford, and the family were rescued by means of boats after midnight Sunday night.

Fons Duckworth was rescued Sunday morning from the top of his father's store where he spent the greater part of the night.

State News.

J. H. Clarke, United States District Judge at Cleveland, O., was nominated by President Wilson Friday as an associate justice of the Supreme court to succeed former Justice Hughes.

A special term of United States District court has been called by Judge James E. Boyd to be held in Asheville August 7. This session is called particularly for the hearing of matters in bankruptcy and cases in equity.

Under the annual readjustment of postmasters' salaries made the first of each fiscal year, July 1, North Carolina postmasters fared very well this year with 71 increases. This showing of postal receipts is excelled by but a very few states. Old Fort is among the 71 postoffices to get the increases, the salary of the Old Fort Postmaster being raised from \$1300 to \$1400.

It is reported that Ruth Grant, 12-year-old daughter of Mr. T. L. Grant, of Old Fort, was drowned during the storm at Old Fort Saturday night.

Asheville Citizens Claimed by Flood

Five Known Dead and Property Damage Estimated at Ten Million Dollars.

Through the courtesy of J. H. Morrison, who walked here from Asheville Tuesday, arriving late Tuesday evening, the editor of The Progress was in possession of a copy of The Asheville Citizen published Monday giving a detailed account of the storm of Saturday and Saturday night in and about Asheville and a summary of The Citizen's account is as follows:

Exacting unknown, with the property loss exceeding three millions of dollars, Asheville is absolutely isolated from the outside world and finds herself helpless in the grasp of the most terrific flood conditions ever known here. The loss in the vicinity of Asheville is estimated at \$1,000,000. The dead are Capt. J. C. Lipe, Biltmore; Miss Nellie Lipe, Biltmore; Lonnie Trexler, Asheville; Mrs. Leo Mulholland, Biltmore, and Luther Frazier, colored, who was drowned while passing provisions through a window at the Glen Rock Hotel.

Miss Mabel Foister and Miss Charlotte Walker, Biltmore hospital nurses, are reported drowned but this is not confirmed.

The bodies of Capt. Lipe and daughters had not been recovered up to last night.

Added to the list of four known dead is an account of an eye witness who stated that he saw four bodies crushed by the wreckage floating in the stream being swept through the arches of the cement bridge.

At a point above Biltmore a house was carried almost whole out in the river with two men clinging to the roof.

The Weaver Power plant, supplying Asheville with lights and power, has been seriously damaged by the flood. It will be a period of several days before the machinery can be put in order. The substation is almost submerged.

The unknown dead will long remain a secret of that angry flood swirling a mile wide through the lower portions of the city, and men, women and children were seen on wreckage and buildings down the river by thousands of spectators massed on the West Asheville bridge who were helpless to aid.

All trains are suspended in all directions and the Southern railway does not know when traffic will again be resumed. The Southern railway depot is under water almost to the ceiling of the first floor. Guests at the Glen Rock hotel have taken refuge in the second story of that building and boats are being used to rescue them.

There will be a shortage of ice and all farm products, and the supply of gas is almost exhausted. The gas plant is ruined. The substation of the Asheville Power and Light company was out of business yesterday and it will be many days before the city again has current for lights or car service.

Any number of railroad bridges have been washed away by the flood. Freight cars, oil tanks, scores of dwellings and entire lumber yards have been swept away.

At Biltmore the number of houses swept away is not known. The waters are now in All Souls' church on an elevated place.

The Biltmore passenger depot is under water and the Southern Railroad leading to Salisbury has probably gone by now.

The Southern railway is undoubtedly the hardest hit as result of the terrific flood. The tunnel at Old Fort is blocked and slides on Saluda mountain are still coming. The Southern Railway has no definite idea as to when traffic will be resumed. They have bridges down in all directions.

The town of Marshall is probably gone.

In Henderson county the loss must be enormous, three dams given away there, and narrow escapes from drowning are many.

Lake Toxaway still holds, according to information last night.

Conservative estimates of damage to roads and bridges is placed at not less than half a million dollars.

Property losses suffered by industrial plants in and about Asheville is estimated at ten million dollars.

Little is left of Azalea and the lumber plants, while property at that place suffered a loss of \$120,000.

Hendersonville Isolated.

Hendersonville, July 16.—Hendersonville is cut off from communication with the outside world, with the exception of badly crippled wire service, as result of the heavy rain storm yesterday, last night and today. The plant of The Hendersonville Light and Power Co. was put out of commission last night and the city reservoir overflowed with muddy water, rendering its contents unfit for use. Not a train has arrived here since 9 o'clock last night and the railroad is said to have suffered heavily from slides, wash-outs and damaged bridges. Many persons were driven from their homes by rising water and the property loss will no doubt be enormous.

Murphy Branch Hard Hit.

Conditions along the Murphy branch are said to be almost as bad as within the immediate vicinity of Asheville. It is believed that the champion fibre mills are out of commission and that much serious damage has been the result of the most terrific flood in the history of Western North Carolina. There are no trains being operated on the Murphy division and will be none for several days.

(Continued on page eight.)