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Cyclone Destroys Steamer Olive.

Many Lives Sent Into Eternity--A Terrible Calamity.

A cyclone struck the passenger steamer Olive, which plies between Franklin Va. and Edenton, N. C., at 9 o'clock Monday and sent her to the bottom of the Chowan River, off Woodley's Pier, between Mount Pleasant and Oliver's wharf.

Seventeen people are known to have been drowned and those who were rescued are in a serious condition.

The whirlwind, when it struck the Olive caused her to go over on her beam's end, and when she righted it was only to sink on account of the water she had taken. A majority of the passengers and crew were below at the time and had no opportunity to reach the pilot house of the vessel.

This point was the only portion left above water, and in it standing waist deep from the time of the accident until six in the morning. Captain George H. Withy and five others were saved.

No complete list of the dead has been obtained. It is known that the following perished:

- Charles Lassiter, white, hardware salesman, of Rich Square.
- Mrs. Bennett, white, Franklin, Va., and her young child.
- An aged white woman, unknown.
- Easter Williams, colored, fireman.
- Abraham Cooper, colored, fireman.
- Parker, colored, fireman.
- Six colored members of the crew, unknown.
- Three unknown passengers, one white.

Those saved were: Captain Withy, Engineer Conroy, Purser Bell, the colored stewardess and two white passengers.

At six o'clock this morning the river steamer Pattie, hove in sight and rescued the almost frozen survivors.

The Olive was a small single screw steamer, owned by J. A. Pretlow of Franklin, Va., and has been plying between North Carolina and Virginia points for several years. She left Franklin for Edenton, and had almost reached her destination when the cyclone struck her.

LIFE-BOAT CREW WERE SAVED BY THE GAZELLE.

A special to the Virginian-Pilot from Suffolk Monday night reports the fact that the people who embarked on the life-boat were saved after having rowed four hours in an unsuccessful effort to reach the tug, which was sighted by its lights from the wrecked steamer.

The life-boat finally reached a barge, which was anchored in the river and the benumbed and tired crew clambered aboard.

Shortly afterwards the tug Gazelle, owned by the John L. Roper Lumber company, hove in sight and took them off, landing them at Tunis, where they took the train for Suffolk.

Last Tuesday night Purser Bell, Engineer Conroy and Assistant Engineer Murphy left for Franklin.

The others who were saved remained in Suffolk. The special also reported that a white man named Wilder, from Coleraine, N. C., was among those drowned.

Work will at once be started toward recovering the bodies of the drowned, and, if possible, raising the vessel. CAPTAIN WITHY MAKES STATEMENT OF WRECK.

To a Virginian-Pilot reporter Captain G. H. Withy, of the wrecked steamer Olive, made the following statement:

Before beginning I want to ask you to express my thanks for the courteous treatment accorded us by the men on the tug of the Norfolk and Southern railroad, which saved our lives.

"I have been navigating the eastern Virginia and Carolina waters ever since 1867, and have been master of the Olive for over eight years.

"We left Franklin on time Monday morning and had been making good headway all day, notwithstanding a strong breeze from the southwest was blowing. Our regular landings were made and everything was running well though I noticed that the wind was increasing.

"After darkness set in it began to blow a regular gale, and when I passed Hollies wharf at 9:45 the wind had become so violent that I decided not to venture into Edenton bay, where it was open, but to turn around and go back up the river, where there was shelter from the wind.

HORRIBLE ROAR WHEN CYCLONE STRUCK SHIP.

"The boat was put about without much difficulty, and the return trip had been started when suddenly a horrible roaring began to come toward us from the northwest.

"Everything became inky black, and it was impossible to see a ship length ahead. All at once I made out a mountain-high line of white foam bearing directly on my port side, and in another second the cyclone hit us.

"It was like nothing I had ever experienced before. It was like heaven and earth had come together, only a thousand times worse.

"The Olive stood straight on her beam and water poured into her shattered windows and portholes in great

volumens. Then she began to right and settle at the same time. I was caught in the pilot house and could not get out, but J. P. Murphy, the assistant engineer, who was off duty at the time managed to crawl up and help me force the door. We made our way back along the top of the deckhouse, which was already under water to where the life-boats had been. Two had been carried away, but one, the large metal boat, remained. It was jammed tight against the smoke-stack. I fought against the smoke-stack. I could hear shrieks.

OF HELPLESS DYING. "From below we could hear the shrieks and groans of the passengers and crew who were pinned down with the water rushing on them, and the fact that we could not move a hand to save them made the matter only more terrible for us.

"Around the life-boat I found Chief Engineer Conroy, Purser Bell, the colored stewardess, Martha Barrett; one white and six colored passengers, and two colored deck hands.

"All the rest were drowned." Captain Withy then described the launching of the life-boat and the hopes of reaching the tug whose lights could be seen in the distance, and declared that when he saw the boat disappear he felt that the last string connecting him with life had been cut, but that he was going to stick to the boat. According to his statement, the Olive carried himself, two engineers, a purser, a stewardess, four deck hands, two firemen, a cook and a porter, and that there were about eighteen passengers on board.

All told, thirty-one people.

Of this number eight were saved in the life-boat and six by the Marie Roberts, or fourteen. This leaves seventeen dead, accounted for.

Meeting of Bible Society. The annual meeting of the Pasquotank Co. auxiliary of the American Bible Society was held on the 9th inst. in the rooms of the Depository at P. W. Melick's store. The usual order of business was followed. Officers for 1903 were elected; viz:

Rev. D. H. Tuttle, Pres.; T. L. Williams, Treas.; C. W. Melick, Secy.

The following ministers are members of the Society: J. E. Underwood, C. W. Duke, J. Y. Old, D. P. Harris, Josiah Elliott, W. A. Ayer, J. E. Ferebee, R. H. Willis, R. R. Overby, J. A. Shaw, W. E. Hocutt, W. F. Jones, R. F. Grier, and T. S. Davis. The pastors of Elizabeth City churches were requested to take free will offering for the Bible cause on Sunday evening and pastors of county churches to do so at their next appointments. The work of the Society is encouraging. In 1901 the orders for Bibles by our Depository amounted to \$26.15 in 1902 the amount of orders was \$187.33. Value of Bibles donated \$3.60. The aim of the Society is to furnish the word of God in all languages and in all sizes of type at the cost of publication from a 2 ct. Gospel to a family Bible. If any one is too poor to buy a Bible one will be given him if application be made to any of the officers or members.

In this connection permit us to say that since the organization of the American Society in 1816 it has sent out 70,677,225 copies of God's word. Last year 1,723,791 were sold in this and foreign lands, and the demand increases as missionaries tell the "old, old story." The Society is non-sectarian and began its work on legacies of noble men and women who dying left money to be so used, and the work is still carried on by such legacies and the free will offerings of all denominations.

D. H. Tuttle, Pres. C. W. Melick, Sec.

A Mass Meeting Held. The Citizens of Elizabeth City held a Mass Meeting at the First Methodist church last Sunday afternoon and adopted resolutions endorsing the London bill and urging the representatives from this county, in the legislature to do all in their power to secure the passage of the bill in the House as it came from the Senate. One hundred representative citizens obligated themselves to write personal letters to the Representatives from this county and district urging their cooperation in the passage of the bill.

Rev. C. W. Duke was selected by the Mass Meeting to go to Raleigh to present the wishes of the Meeting. Resolutions were adopted endorsing the course of the News and Observer in the fight for temperance.

The Meeting was presided over by Rev. Dr. D. H. Tuttle.

Capital Should Be Brought Here.

Some Sound Sense From the Pen of Mr. A. C. Hathaway.

Death of a Prominent Colored Man. There is no death—the stars go down. To rise upon some fairer shore. And bright in heaven, jewel crowned, ed they. They shine forevermore.

Mr. Jesse R. Brown died very suddenly Thursday, P. M., Jan. 26, '93 at his residence on Church Street. He had been a sufferer from heart disease for a number of years and knew that the could not be far away. He was very lively on the day of his death and little did those who know him best think that the time of his going was so nigh at hand. But in the midst of life we are in death angel summon us when we are unprepared.

Mr. Brown was born in this town about 64 years ago. During his youth he travelled extensively in this country and visited some of the countries of Europe. He was born poor, with no fortune save his brawny muscles and his bright intellect, but he decided to imitate some of the greatest of America's sons who were by no means "born with silver spoons in their mouths". Every citizen of Elizabeth City knows how well he succeeded. Beginning at the close of the great Civil War with not one dollar to his credit, and not one inch of ground which he could call his own, by industry, economy, honesty and business-like management, he placed himself in the front ranks of our colored business men. At the time of his death, his property belongings were many and valuable. His property is centrally located being on church, Shepard and Brown Streets, which last street is named in his honor. He was a loyal and law abiding citizen and merited and secured the confidence of all who knew him, both white and colored. He gave his encouragement and support to every movement made for the improvement of this town.

He never failed to give freely and willingly of his time, his talents, his money and his influence for the better development of our people along all lines. For a number of years he was a school committeeman of the Public school of this city, and also a treasure of A. M. E. Zion Church, which position he held at the time of his death. Of him this can be truthfully said.

"He did his duty as he saw it, in all the walk of life."

D. W. PERKINS

Storm's Work at South Mills.

Mr. B. B. James of South Mills was in town yesterday. Speaking of the damage wrought by the storm Monday night he said many barns and other smaller buildings were destroyed, but no dwellings. Among those who sustained loss were Grady Sawyer, G. F. Abbott, Mrs. Fannie Sawyer. Mr. D. S. Pritchard's loss will reach to one thousand dollars. The dwelling of Julius Forehand was moved from its foundation. "It was the worst storm we have had in many years," said Mr. James.

A movement has been started by which Elizabeth City is to vote upon bonding the town for \$100,000, with which to install water works, sewerage and electric lights. Feeling that those who favor these measures have not fully considered all of the important points, I trust that before they go too deep into this matter that they will give thought and consideration to the outcome of their actions.

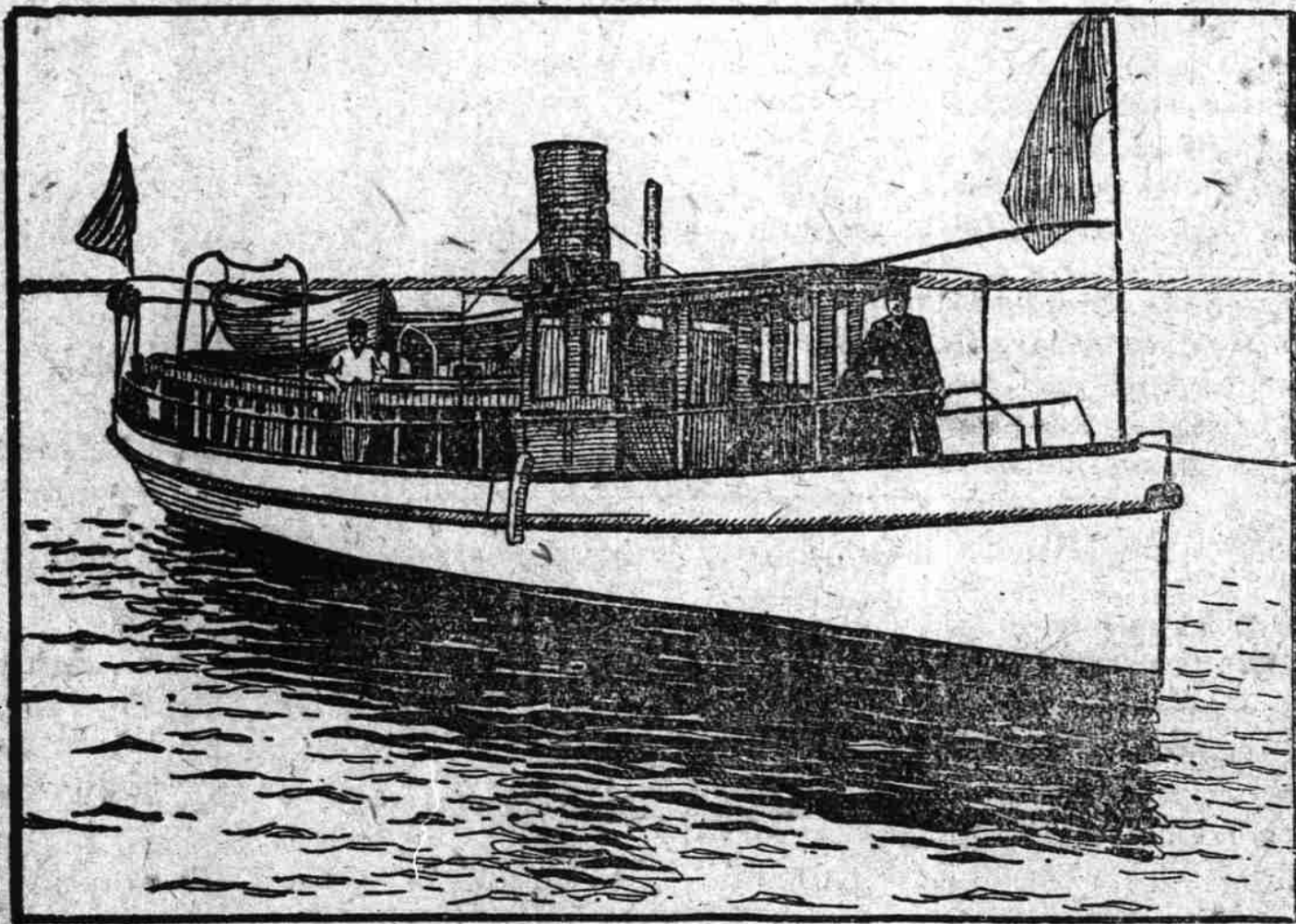
It is an acknowledged fact that Elizabeth City's present manufacturing enterprises are insufficient to support her present population and to thrive and prosper we must increase our industries.

Having lost heavily on manufacturing enterprises up to the present time, our citizens will not invest a dollar in any kind of mill or factory to give employment to, and support the people therefore we cannot command the capital with which to gain the requirement necessary with which to make and sustain a large city. We have abundant which resources and natural advantages could be developed into wonderful industries had we the capital and experience which is essential to the success of any enterprise.

Now it's up to us to set our nets in this world of commerce and fish for the necessary capital and we must keep the fact before us that we are looking for capital and it is not the capital looking for us.

Experience proves that many towns with brighter prospects than Elizabeth City have ruined themselves by repulsing far less opportunities than we are offered. We have heard of barren lands, considered worthless to our southern people, bought up by money magnets who, with the necessary capital and required experience, developed these desolate places into large, thrifty, thriving and magnificent cities. Now this capital has been interested to come and help build our town, we cannot afford to act as Norfolk did when the promoters proposed to build an immense shipyard, providing Norfolk give the site. Norfolk refused to do this thinking these capitalist were compelled to locate there. These capitalist left Norfolk and not only built their shipyard but they built Newport News. It was a lesson which Norfolk paid for with ten years of growth, and if you inquire you will learn she did not recover until she woke up to the fact that her fine harbor (the finest on the Atlantic coast) and her many other advantages would profit her nothing unless they could be developed. Norfolk did not have the means of developing them, but they started to work. They offered all kinds of inducements for capital and by hard constant labor they interested capitalists from the North.

With all her enterprises, and the many millions of dollars Northern promoters have invested, we find Norfolk not only looking for (Continued on Fifth page.)



THE AURILIA.

The little government boat, Aurilia is tied up at the wharf here, and our newsman made a pleasant call on the jolly captain this morning. Captain Nelson is a gentleman of the waves in the true type. His handshake is of the strong grip style that makes a fellow wince. In conversation the captain was a bit reticent, though we managed to get a talk with him, despite this difficulty and well—a cigars and seat in his cabin too for that matter. With figures enough on paper to turn the head of the average man the captain was found busily engaged in a summary of the past weeks work. Already nineteen points have been established in Albemarle Sound and Pasquotank River. From this place the Aurilia will make it to Pamlico and Core Sounds, where she will establish points for light houses and government survey positions. The work is chiefly of the trigonometry tri-angular variety, and is very interesting. From the the location of any two given points the intersecting of lines secures the establishment of a third point and thus on the little boat works until she covers miles of watery area. The Aurilia is loaded with brains rather than cargo, and her work is of the greatest importance. Her visit to these waters has been mentioned prior to this and in this issue we publish a cut of the vessel.

The Inland Waterway bill which will mean so much for Elizabeth City, will, beyond a doubt, make the lines established by the Aurilia a basis of operation. This looks as though the survey was a thing of the near future. Everyone here will appreciate the vast importance of this survey, and what it means for the people of Elizabeth City.