

THE GASTONIA GAZETTE.

Devoted to the Protection of Home and the Interests of the County.

Vol. XXII.

(W. F. MARSHALL, Editor and Proprietor.)

GASTONIA, N. C., THURSDAY, MAY 30, 1901.

(No. 22)

No. 22

LAST WEEK'S GREAT FLOOD

The Story of Its Vastness And Furious Violence.

The great flood of last week will long remain, it is hoped, the greatest in the history of the localities affected. During the vast rainfall on Monday and Tuesday of last week the storm of precipitation appears to have gathered its most furious forces above the watershed centering about Bakersville or Asheville where the headwaters of the Tennessee and other streams on the west and of the Catawba on the east find their beginnings. Here the clouds burst and poured out their watery volumes in an unprecedented deluge on the highlands, covering also with diminished but still very fearful fury the lower water-sheds and valleys of the watercourses named. But other streams, both in this State and Virginia, were greatly swollen and wrought much destruction to crops and property.

The following dispatches taken mainly from the Charlotte Observer, which we print as a matter of history and record, will give our readers some idea of the vastness and violence of the great flood of May, 1901.

THE GREAT CATAWBA FLOOD

HIGHEST WATER YET ON RECORD.

Seven Feet Above the 1894 Mark at Neel's Mill—A Terrifying Scene at the Big Bridge over the Catawba—Loaded Coal Cars used in Holding the Bridge Down—Over 200 Feet of Trestle Work Destroyed and the Centre Span Wiped Four Feet Out of Line—Reported Washed Away of a Trestle on the Seaboard—Local Reports of Interest in the Rise in the Catawba. Charlotte Observer May 28.

The Catawba river has succeeded in breaking all records within the memory of the living generation. Yesterday's flood reports in the Observer gave its readers an idea of what was to come and the worst expectations were realized. The Catawba broke all records in a fact established by ancient landmarks that the river rose at least seven feet above the highest mark of which there is any knowledge. At the old Neel Mill, in Steele Creek township, there is a mark made in 1894, which records the highest stage of water known up to that time. Mr. B. T. Fegans who was here yesterday, says that since 1894, there has been two high stages of water which the people have regarded as floods, but on neither occasion did the water reach the mark of 1894. The flood of this week, however, sent the water exactly seven feet above the high water mark of 1894, at Neel's Mill.

Interest centered in the fate of the big bridge of the Southern Air Line division over the Catawba, a few miles south of Charlotte. By daylight it was impassable, but a freight train loaded with coal stood upon it and literally held it down against the rushing waters and mass of drift wood piled up against it. The trestle work approaches to the bridge on either side were swept away. There was a sea of water on both sides of the big steel bridge. Its three long spans were isolated, but with the weight of the coal cars, it was held down. In addition to the coal cars that were run upon the bridge the three sections were anchored together with heavy chains and drift bolts. The weighing down of the bridge was due to the forethought of Captain W. B. Ryder, the division superintendent, and things came handy to him. It happened that in the hour of danger to the bridge there were two, a freight loaded with coal, one on the north side and one on the south side. Capt. Ryder issued orders for these two freight trains to back together on the bridge. The holding capacity of these trains undoubtedly saved the bridge.

A TERRIFYING SCENE. "The scene at the bridge," said an Observer reporter last night, was a terrifying one. It must be remembered that while the bridge was originally a high one, it was last year raised four feet. Yet this flood, while it did not come over the tracks, covered the piers and with its accumulated load of drift, rose up ten feet against the bridge—that is ten feet above the piers. The drift against the bridge was simply enormous. It was composed of log fragments of houses, trees and rails, and it was this immense amount of rubbish driven against the bridge by the force of the waters that caused the damage. The wonder is that the whole structure was not washed bodily away.

THE DAMAGE TO THE BRIDGE. The big bridge really escaped lightly. The main portion of the bridge over the river at this point, consists of three steel spans. On the north side it is supported by a trestle 75 feet long. On the south side is a trestle 200 feet long. All of the trestle work on the south 200 feet, was swept entirely away. One span of the trestle on the north was destroyed. The center span of the steel bridge was wrenched four feet out of line. The piers were not damaged, and when the water falls below the bridge and the pressure is released, the center span will spring back into place. The steel structure is practically unharmed, but the trestle work approaching the bridge is a total wreck.

THE CATAWBA BRIDGE. It was Capt. Ryder's expectation that traffic over the Catawba river bridge would be resumed this morning, but last night he said he hoped to have the bridge open by tomorrow. The trouble is that the high water delays the workmen. The water must necessarily fall below the bridge before the construction gang can get to work on the bridge and piers. Such a thing as reconstructing a trestle under water is not possible. Capt. Ryder yesterday sent several construction trains to the same, and the workmen are taking advantage of every foot of fall. Light is

supplied for night work by two "oil burners" known as the Wells Light. Compressed air is used for forcing a jet of oil through a burner. Only two of these lights are used—one at the north and one at the south end of the bridge yet they make the surroundings as light as day.

THE TEMPORARY SCHEDULE. Until the bridge over the Catawba is repaired, trains Nos. 35, 36, 37 and 38 to Atlanta will be run by way of Columbia and Spartanburg. Local trains No. 11 and 12 will be run on regular schedule between Belmont and Atlanta. Passengers for points between Belmont and Spartanburg will be carried by way of Columbia. The local trains between Charlotte and Danville and Charlotte and Taylorsville will be run on regular schedule time. The railroad officials are confident that all regular schedules will be resumed by Sunday.

A BREAK ON THE SEABOARD. Information last night is to the effect that the Seaboard Airline is also in trouble at the crossing of the Catawba. It is reported that the trestle approach to the bridge at Catawba Junction, was swept away. This approach embraces 175 feet of trestle. The main part of the bridge, which is of steel was not injured. This break is on the C. G. & N. division.

LOCAL REPORTS. Farmers from the vicinity of the Catawba who were here yesterday, give graphic accounts of the flood. Mr. J. T. Mitchell, who owns the ferry in Berry Hill township, says that the water was 12 feet higher than the recent flood which carried away the Mt. Holly bridge.

Mr. James Irwin says that at the Rock Island mill, the water rose above the top of the doors of the first floor, 7 feet higher than the flood of 1876. The river came within two feet of pouring into a well on the hillside above the mill.

The middle pier at Rozelle's ferry, which was left standing by the Federal army, yesterday disappeared and is a thing of past.

When the Charlotte bound train on the Carolina Central road from Rutherfordton, reached the Catawba bridge of Mt. Holly, yesterday, there was a halt. Things looked scary. The passengers got out and walked across the bridge, and the train followed. The bridge was subsequently found to be perfectly safe.

Highway Toll Bridge Gone. Highway May 28.—This morning at 5 o'clock, when the water had reached a depth of from two to three feet inside of the drive-way, the historical bridge known far and near as the "Catawba toll bridge" was carried away by the great current, taking part of the pillars and the long anchors which had been imbedded in the great masonry of the bridge, which was first built 84 years ago and burned during the late war, but rebuilt in 1867 at a cost of about \$4,000. The property was owned by a syndicate, the loss of which is about \$2,500. The bridge was almost a necessity, being located on the main thoroughfare leading from the lower counties through the northwestern part of the State into Tennessee.

There has been for the last few years a great effort upon the part of the Catawba and the citizens of the lower part of Caldwell county to have this bridge bought by the two counties and made free which would have met the approval of all good citizens. Now as the bridge has gone and the structure will have to be built entirely new our business men will at once go to work through the Ricketts board of trade to have the counties through their board to make arrangements with the property owners of the site and have a free bridge erected as early as possible.

The Cliffs Hotel, which had just been completed and partly furnished, was carried from its site down the river a distance of one-quarter of a mile, the first and second stories being entirely separated and the damages to the structure is serious.

The Carolina & Northwestern Railroad is badly damaged between here and Lenoir, owing to the numerous washouts. The track and trestles along the line of the Catawba river, a distance of two or three miles are badly damaged. It will take several days to repair them. It may be at least two or three days before trains can pass over the track. The passenger train to-day was turned back from this point on schedule time.

NOTES. Great damage is reported throughout Durham county. The rainfall was 5.25 inches in 24 hours. The Durham waterworks pumping station, six miles from the city are damaged to the amount of about \$4,000 on account of the freshet. One hundred feet of the dam, one engine, two sides of the fitze house, and 45 feet of shafting were washed away.

Disastrous floods reported all over Virginia. Lightest water since 1877.

J. F. YEAGER,

GASTONIA, NORTH CAROLINA.



LADIES' FURNISHINGS A SPECIALTY.

ASHEVILLE SHUT UP.

East-Bound Passenger and Mail Trains a Wide Deviation, Via Knoxville Tenn.—Work Trains Out in All Directions.

Asheville, May 28.—Asheville is without water. The flood had badly damaged the water-works plant that it may be several days before it can supply the city again.

No mails have been received from the North or the East yet, and all mail forwarded for the East is sent West by way of Knoxville and passengers have been necessitated to go the same way.

On the Spartanburg road, beyond Hendersonville, the tracks are torn to pieces for long distances. Trains are running regularly between Statesville and Salisbury. It is hoped that by tomorrow afternoon the schedule from here to Hendersonville can be resumed.

At Lock Log out, on the top of the Rice Ridge, there is a washout of several hundred feet and at several places down the mountain there are washouts fully as long.

Slides at various places have covered the tracks for hundreds of feet. No. 11, due here Monday, is still behind the slides, and it is not expected that it can be cleared before late tomorrow. Work trains are working towards them from Biltmore and will not quit the work until the train is reached. There is another washout at Old Fort, about 300 feet long. On some of the hills the dirt has been washed away so that the track has sagged 20 feet in the middle. Robert's Hill, on the Asheville & Spartanburg, has been washed out. The hill is 80 feet deep and more than that in length. There have been 200 men employed to track work, but a number of them were taken off this morning to work on the Catawba bridges on the main line.

The damage generally is far worse than at first reported. Many fertile bottom lands were entirely denuded of the soil and are totally worthless.

JOHN'S RIVER LOU BOKE BURST.

The Caldwell Land and Lumber Co., Loans \$200,000—Lumber Sustained by the Freshet.

Morganton, May 28.—A steady fall of nearly 48 hours, culminating yesterday afternoon in a cloud-burst, swept Round Knob, wrought havoc along the Catawba valley last night, when the flood broke all records. The Catawba river at Morganton was 31 feet above low water, 4 feet higher than ever before recorded. The two hand some steel bridges at McDowell's ford and on the Lenoir road were swept away about 11 o'clock last night. These bridges cost about \$15,000. The old bridge at the upper bridge were demolished and the tubular piers supporting the lower bridge toppled over, when the bridge went down.

No loss of life is reported though details from the upper valley, where the heaviest rains fell, are wanting. All along the valley of the Catawba and its tributaries the wheat and corn fields are submerged and covered with mud and a conservative estimate of the damage wrought in Burke county alone is \$100,000.

Rutherfordton Suffers Too.

Rutherfordton, May 28.—For three days and nights rain has poured down in this town and county, and the damage done to the crops will be, it is feared, very great. Reports are coming from all over the county of washouts, rivers and farm ways across the creeks and bridges are gone.

Between here and Marion, on the South Carolina & Georgia Extension Railroad, two trestles are known to be entirely gone and many washouts are reported by the section master here. The 840 foot trestle east of Glenwood and another near Thomas City were destroyed yesterday. Over 2,000 feet of track is reported washed away between here and Marion. Also several washouts down the road are reported.

FLOOD-SWEPT BAKERSVILLE.

Many Homes Swept Away and People in Want—Several Lives Lost. (Special News and Observer.)

Marion, N. C., May 28.—Reports just in from Bakersville say twenty houses and several lives were lost by the storm.

Following is the list of the owners of houses destroyed by storm in Bakersville: E. Morgan, Glibb Green, Hicks Peterson, M. Buchanan, Sam Turner, Jim Green, Bill Green, Nora Anderson, Berry Stewart, Prof. Britt, Quinton Moore, C. Silver, Mrs. Lizzie Hlowa, B. H. Young, Henry P. East, John Gudgeon, Baptist church.

These houses, together with all household effects, were swept away by flood. A great many others were damaged.

Sam Turner lost a trunk containing one thousand dollars.

A large number of people had taken refuge in the Baptist church. They barely escaped before it was washed away.

Quinton Moore and son were drowned.

In Loder's Glory, a small settlement near Bakersville, L. Forbes, Deaton & Wilson, Charles Stewart, Colburn and D. McKinney lost houses and store rooms together with their contents.

Every house in Magnolia City, a good-sized village, in Mitchell county, was washed away.

Twenty houses were destroyed at Round Mountain Station.

Six or eight large stores on Big Rock Creek were washed away.

Hundreds with fifteen miles of railroad near there were entirely destroyed.

John McKinney was drowned. Unknown man killed by slide near Loder's Glory.

People are doing the best they can to repair their losses, but great suffering will follow it, so many have lost their only means of making a living.

RAV HILLS RESEMBLED.

The Pavilion at "Cooper's on the Catawba" Afloat.

Troutman, May 28.—Several stacks of straw and lumber of bridges, together with log and lumber, have gone down the river. Immense numbers of trees are being uprooted and carried down. The pavilion at the summer resort known as "Cooper's on the Catawba" is reported to be floating and is kept from floating down the river by the trees which surround it.

The saw mill and engine of Mr. A. B. Murdoch is entirely submerged, while several thousand feet of lumber and logs have been carried away. The water at last accounts was running in the front door and out the back door of Mr. Pomp Alley's dwelling house, which was supposed to have been built entirely beyond the reach of high water.

The Seaboard's Bridge Damaged.

Monroe, May 28.—The S. A. L. Railroad bridge across the Catawba river, between Monroe and Chester, is in a precarious condition from the high water and at last accounts this evening the water was still rising. A part of the trestle on the Chester side of the stream is gone, and the track is considerably out of line. At least four branches of the trestle are gone.

Statesville in Trouble Also.

Statesville, May 28.—The greatest damage done is along the Catawba river. All trains on the Western branch, between here and Asheville, have been cancelled for six days. The railroad bridge across the Catawba, was carried a few inches from its proper position and besides some of the important iron supports were bent and will have to be straightened before it will admit of trains passing over it.

GETTING IN OUT OF THE WEIR.

Exciting Experiences of York County People in the Flooded District. (Yorkville Enquirer.)

Catawba river has been making a new record for itself this week. The water commenced rising during Monday, and continued to go up steadily and surely until Thursday morning, when it reached its extreme height. That is the record at Wright's ferry. At 10 o'clock a noticeable subsidence set in, and by 6 o'clock in the evening the river had fallen some six or seven feet.

Mr. I. J. Costner, the ferryman and his family, had an exciting experience. Mr. Costner's house is some 200 yards or more from the river, and about 23 feet above low water. It had been a rare thing for the river to get in his yard, and the rising water did not give him much uneasiness at first. During Wednesday, however, he realized that the flood meant business, and that if he would leave his household he must take care of it. As the water rose, he guided the boat up toward his house, and by Wednesday evening he had it to the front door. With the water still rising, the family went to sleep, and about 3 o'clock Thursday morning was awakened by the rushing of the flood over the doors. By means of the telephone the neighbors were advised of the situation, after which Mr. Costner and family, together with Mr. and Mrs. Thomas, and a family of negroes—ten people in all—gathered in the boat, chained it to a tree and awaited further developments. When daylight came they found themselves floating in water six or seven feet deep and a quarter of a mile from the nearest shore.

Shortly after daylight, people began to arrive from every direction in rags, mud, and debris, and on foot, until several hundred were collected. The boat was reached by means of a boat, which had turned over on the way, and the ladies, of course, were unwilling to risk it as a means of escape. It was decided, therefore, to remain in the boat until the water went down, and it was about 4 o'clock on Thursday afternoon before the party was finally rescued. Mr. Costner saved one cow by floating it into the second story of his barn.

Two Big Washouts on the S. C. & G. Road.

Shelby, May 28.—As a result of the heavy downpour for the past three days two big washouts are reported on the S. C. & G. Extension Railroad, one this side of Marion and the other this side of Blacksburg. No trains will be operated before Saturday.

OTHER PARTICULARS OF FLOOD ON FOURTH PAGE.

Special See Special-Pop. News.

At the Baptist Female University, President Vann presented to Misses Miriam Welch and Beulah Levo, of Waynesville, gold medals inscribed: "For heroic service February, 1901," because they volunteered to nurse students who had small-pox and two others who had varioloid. Miss Lottie Highsmith, who had small-pox, pinned the medals on the recipients. The medals are the gifts of the faculty and students.

"I was troubled for several years with chronic indigestion and nervous debility," writes F. J. Green, of Lancaster, N. H. "No remedy helped me until I began using Electric Bitters, which did me more good than all the medicines I ever used. They have also kept my wife in excellent health for years. She says Electric Bitters are just splendid for female troubles; but they are a grand tonic and invigorator for weak, run-down women. No other medicine can take its place in our family." Try them. Only 50c. Satisfaction guaranteed by J. E. Page & Co., Druggists.

Thin Things for Spring and Summer Comfort.



About time for the winter of your discontent to become glorious Springtime with new SPRING HABERDASHERY.



We have the glorious spring-time sort here, and every line is just as pretty and dainty as the Spring flowers. J. Q. Holland & Company.

Furniture! Furniture!

E. M. Andrews the up-to-date Furniture House is the place to buy your house furnishing goods. More goods for less money than you can buy elsewhere. Big lot BABY CARRIAGES and GO-CARTS at prices to suit the times.

A nice line of WILLOW ROCKERS just in. Pictures, Frames, Easels, Lamps, Lace Curtains, Bed Spreads, in fact everything that is handled in a first class furniture house. We also handle a line of musical instruments such as

MANDOLINS, GUITARS, PIANOS, ORGANS Goods on easy payments at low prices.

E. M. ANDREWS.

McCormick Harvester.



We have one of these harvesters set up and on display at our store. You are invited to see this great machine and investigate its points of superiority over all others.

Craig & Wilson, GASTONIA, N. C.

No Flies on Us!

We use wire-screen doors and windows. Do tell! Where did you get them? Why at

J. E. Page & Company's.

Well, well! And did you get them promptly?

Yes, indeed, after their wire-netting arrived. They have a full stock on hand and are ready to help you in keeping the flies out.

Best Ink We Ever Saw

For fountain pen or any other pen. Fresh supply just arrived. W. F. MARSHALL & CO., Gastonia Book Store