

TEXAS STORM OF 1900

Six Thousand Lives Lost and Property Damaged to \$18,000,000

The name of Galveston has for years called to mind the worst disaster from natural causes that has ever visited the United States—the flood of September, 1900, in which 6,000 lives were lost and property valued at \$18,000,000. The flood was caused by a cyclone, a blow that piled up the water 12 feet above its natural level to be hurled in great waves across the island city, sweeping buildings before it like kindling and snuffing out the lives of those who struggled helplessly in the dark.

The horror of that disaster was so great that a gigantic seawall was at once projected and finally built at a cost of \$1,250,000. It was hoped and believed that this wall, a massive structure of concrete, would so break the force of the sea that the city would be safe from another such flood as that which reduced it to ruins. The city back of the wall was filled and regraded at a cost of \$2,250,000.

The storm broke on September 8, 1900, and raged for 18 hours, the wind at times reaching a velocity of 135 miles an hour—a West Indian cyclone. The wind shifted rapidly and seemed at times to blow from all directions at once, and as its force increased it pushed the sea before it until it was soon lapping at the walls of houses near the water.

Once having a foothold in the city it seemed to leap forward and as house after house went down in a swirl of roaring water the inhabitants struggled madly out and made for the highest part of the city and the largest buildings in an effort to find safety.

Hundreds of them were trapped as the water climbed higher and overtook them and their bodies were sucked back and out into the Gulf so that it has never been possible to learn the exact number of dead.

The storm reached its greatest velocity between 7 and 9 o'clock at night. By that time the sea was sweeping clear over the island, crushing hundreds of buildings before it.

For a long time the outside world did not learn of the extent of the disaster. It was merely known that a terrific storm had wrecked the entire Gulf coast and swept on to the interior of Texas, but as the details came forth it was seen that the greatest natural disaster the country had ever known had occurred.

The entire nation rallied to the call for money and provisions, and although a large part of the city had been destroyed conditions were greatly improved by the end of a week.

The wiping out of the business section of the city, the destruction of the great grain elevators and Southern Pacific wharves, did not serve long to keep down the spirit of the city, and soon as the work of burying the dead had been completed and suffering alleviated, attention was turned to the rebuilding of the city.

The municipal government was placed in the hands of five commissioners and the work began. In 1901 nearly \$4,000,000 was spent for per-

manent improvements, of which the sea wall was one. The federal government appropriated \$1,000,000 for the reconstruction of fortifications, and in a few years a new city had arisen.

The sea wall got its first real test in July, 1909, when a 78-mile gale piled the water up and sent great waves dashing against the barrier. They broke into spray that shot fifty feet in the air, but only enough so that water got into the city to flood a few sections of it to the depth of a foot.

BELGIANS REPULSE GERMANS

Famous Bridgehead Thrice Lost and Thrice Retaken

Furnes, Belgium, August 18—The famous bridgehead at Dixmude thrice lost and thrice retaken by the Belgians, remained in their hands yesterday after a desperate assault by the Germans had been repulsed.

The bridgehead is a fragment of the right bank of the Yser beyond the Dixmude bridge. The Germans hold all the adjoining ground, but the Belgians have clung to the position approached by the bridge since October warding off incessant German attacks and enduring a daily shelling. The Germans, attracted by the exposed Belgian position, frequently have attacked in mass formation, and it is estimated they lost 3,000 men there from last October to August 1.

After three attempts the Germans had abandoned direct efforts to occupy the trenches, but kept up a fire from three sides. Every evening at the hour of relief German field guns and gatlings played on the position and the communicating trenches; every evening a few Belgians fell, in coming or going and remained on the ground until a convenient opportunity came to remove them.

The position was useless in the absence of a general attack, but it had cost so much the Belgians held on. Machine guns were posted on the left bank, with several batteries of three-inchers behind them.

The gunners waited for the attack which came in the early morning.

The Germans were permitted to advance four deep without molestation until they came within range of the machine guns, which then opened fire, supported by the three-inchers.

Most of the attacking force fell before they reached the trench of the bridgehead, and the Belgian guns had the range so well that those who got into the trenches were obliged to abandon them.

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TUNNEL FALLS ON TRAIN

Four Killed and Nine Injured When Roof Caves in on C. and O. Passenger

Huntington, W. Va., August 18—A special train brought to the hospital here this afternoon the dead and injured victims of the wreck of a passenger train, which occurred yesterday morning on the Little Coal extension of the Coal River division of the Chesapeake and Ohio Railway at Pinnacle Tunnel, Lincoln county. Twenty tons of earth and rock fell on the roof of the smoking car as the train passed through the tunnel. Four persons were killed and nine injured.

The cave-in was caused by the breaking of the rail when the smoker was in the centre of the 400-foot tunnel. The car was derailed and struck the wooden piling which supported the tunnel roof. The piling was dislodged and the roof fell, breaking through the car and burying many of the passengers. The smoker was the third car from the engine and none of the other cars was derailed. Passengers in the rear of the damaged smoker were able to get out without trouble.

Washington Southern Ry.

Schedule in effect May 30, 1915. For Washington and points north daily at 6:53, 8:08, 8:33 12:01, 12:16 12:23, 2:30 (through train for New York, via P. R. R.) 6:27, 8:53, 11:33 p. m.

For Fredericksburg, Richmond and points south at 4:37 and 10:17 a. m. 12:16, 3:22, 3:32, 5:17 (local) 6:57, 9:47, p. m. daily.

Accommodation for Fredericksburg at 9:27 a. m. daily.

NOTE—Time of arrival and departure and connections not guaranteed.

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LADIES make shields at home or represent \$10.00 per 100. Send stamp. Work sent prepaid. King Mfg. Co., 1431 Broadway, New York City. 181t

LOST—Solid gold ring with three sets, lost between American Lunch Room and Washington Street, about 9 or 10 o'clock Monday morning. Liberal reward if returned to 115 North St. Asaph Street. 17-3t

JUST RECEIVED a fresh load of watermelons from the Virginia shore, selling at 5c, 10c and 15c. Capt. R. H. BRADSHAW, King Street Wharf

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LOST—Between 5:30 and 7:00 A. M. Monday morning, between Duke and Royal streets and Saint Mary's Academy, common Nickel Watch with gilt chain, valued only by owner. Kindly bring same to the Gazette office and receive liberal reward.

FOR SALE—One sample piano Empire design. Rich mahogany case repeating action, guaranteed 25 years Regular price, \$125.00. Walter D. Moses & Co. sale price \$295.00. 313 King St., Alexandria. A postal will bring all information.

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16-10t.

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