

## Directory.

Madison County.

Established by the Legislature Session 1850-51.  
Population, 30,121.  
County Seat, Marshall.  
1646 feet above sea level.  
New and modern Court House, cost \$12,000.00.  
New and modern jail, cost \$15,000.00.  
New and modern County Home, cost \$10,000.00.

**Officers.**  
Hon. Jas. L. Hyatt, Senator, 33 District, Burnsville, N. C.  
Hon. J. C. Ramsey, Representative, Marshall, N. C.  
W. H. Henderson, Clerk Superior Court, Marshall, N. C.  
W. M. Buckner, Sheriff, Marshall, N. C.  
James Smart, Register of Deeds, Marshall, N. C.  
C. F. Runyon, Treasurer, Marshall, N. C., R. F. D. No. 2.  
R. L. Tweed, Surveyor, White Rock, N. C.  
Dr. J. H. Baird, Coroner, Mars Hill, N. C.  
Mrs. Eliza Henderson, Jailer, Marshall, N. C.  
John Honeycutt, Janitor, Marshall, N. C.  
Dr. C. N. Sprinkle, County Physician, Marshall, N. C.  
James Haynie, Supt. County Home, Marshall, N. C.  
Home located about two miles southwest of Marshall.

**Courts.**  
Criminal and Civil, First Monday before First Monday in March, commencing Feb. 26th, 1912.  
Civil 11th, Monday after First Monday in March, commences May 20, 1912.  
Criminal and Civil, First Monday after First Monday in Sept. Commences Sept. 9th, 1912.  
Civil 5th Monday after First Monday in September. Commences October 14, 1912.

**BOARDS.**  
County Commissioners.  
W. C. Sprinkle, Chairman, Marshall, N. C.  
C. F. Cassada, Member, Marshall, N. C., R. F. D. No. 1.  
Reubin A. Tweed, Member, Big Laurel, N. C.  
C. B. Mashburn, Atty., Marshall, N. C.  
Board meets first Monday in every month.

**Road Commissioners.**  
A. E. Ramsey, Chairman, Marshall, N. C., R. F. D. 2.  
J. A. Ramsey, Secretary, Mars Hill, N. C., R. F. D. 2.  
Sam Cox, Member, Mars Hill, N. C., R. F. D. No. 2.  
G. W. Wild, Big Pine, N. C.  
Dudley Chipley, Road Engineer, Marshall, N. C.

**Board Meets First Monday in January, April, July and October each year.**  
Board of Education.  
Jasper Ebbs, Chairman, Spring Creek, N. C.  
Thos. J. Murray, Member, Marshall, N. C., R. F. D. No. 3.  
W. R. Sams, Marshall, N. C., R. F. D. No. 2.  
Prof. M. C. Buckner, Supt. of Schools, Mars Hill, N. C., R. F. D. No. 2.

**Board Meets First Monday in January, April, July and October each year.**  
Colleges and High Schools.  
Mars Hill College, Prof. R. L. Moore, President, Mars Hill, N. C. Fall Term begins August 17, 1911. Spring Term begins January 3, 1912.  
Spring Creek High School, Prof. G. C. Brown, Principal, Spring Creek, N. C. School opened August 1, 1911.

**Madison Seminary High School.**  
Prof. J. M. Weatherly, Principal, Marshall, N. C., R. F. D. No. 2. 7 Mo. School began October 2, 1911.  
Bell Institute, Miss Margaret E. Griffith, Principal, Walnut, N. C. 8 Mo. School began September 3, 1911.

**Marshall Academy.** Prof. R. G. Anders, Principal, Marshall, N. C., 1 Mo. School began Sept. 4, 1911.  
**Notary Publics.**  
J. C. Ramsey, Marshall, N. C. Term expires Jan. 11, 1912.

A. J. Roberts, Marshall, N. C., R. F. D. No. 5. Term expires May 30, 1912.  
Jasper Ebbs, Spring Creek, N. C. Term expires August 19, 1912.  
C. C. Brown, Bluff, N. C. Term expires December 6, 1912.  
J. A. Leak, Revere, N. C. Term expires January 19, 1913.

W. T. Davis, Hot Springs, N. C. Term expires January 10, 1912.  
J. H. Southworth, Stackhouse, N. C. Term expires January 15, 1913.  
W. W. Anderson, Paint Fork, N. C. Term expires February 6, 1913.  
J. H. Hunter, Marshall, N. C., R. F. D. No. 5. Term expires April 1, 1912.

J. P. Tillson, Marshall, N. C., R. F. D. No. 5. Term expires April 3, 1913.  
C. J. Ebbs, Marshall, N. C. Term expires April 21, 1912.  
J. W. Nelson, Marshall, N. C. Term expires April 25, 1913.

**Ray L. Gudeger, Marshall, N. C. Term expires May 3, 1913.**  
Geo. M. Fritchard, Marshall, N. C. Term expires May 25, 1913.  
Dudley Chipley, Marshall, N. C. Term expires July 25, 1913.  
W. G. Connor, Mars Hill, N. C. Term expires November 27, 1913.

**POST.**  
George W. Gahagan Post, No. 89 G. A. R.  
J. M. Davis, Commander.  
J. R. Ballard, Adjutant.  
Meets at the Court House Saturday before the second Sunday in each month at 11 A. M.

## WRECK CLAIMS MANY LIVES

### FREIGHT DOUBLE HEADER JAMS PASSENGER COACH INTO SPLINTERS. THIRTY PERSONS INJURED

Passengers Hurled into Air Only to Fall Under Wheels—Twenty-one Persons Are Killed.

Latrobe, Pa.—Twenty-one persons were killed and thirty injured, a number fatally, in a wreck on the Ligonier Valley railroad at Wilpen. An overloaded passenger coach, pushed by an engine, was struck by a double-header freight train of coal cars, crushing the coach like paper and spreading death and injury to all but one aboard the train.

That any escaped death seems miraculous, as bodies of dead and injured were hurled through the air or crushed in the debris when the locomotives split the coach almost in twain. All the occupants were hurled to the roadbed. Some fell under the wheels of the onrushing engine. The first engine of the freight train stopped soon after tearing through the passenger train, turned half way around and rolled over on its side.

Engineer McConaughy was scalded to death, while his fireman, George Byers, jumped, only to fall on the track and meet death almost instantly under the wheels. Engineer Smith P. Beatty of the second engine jumped and sustained a broken leg. His fireman, John Ankey, fell beneath a car. His legs were severed and he died en route to a hospital. Engineer Dunlap of the passenger train and his fireman remained at their posts and escaped with slight injuries.

## FATAL FIGHT IN PANAMA

Soldiers and Police in Conflict Which Uncle Sam Will Investigate.  
Washington.—Major Smedley D. Butler, commanding the marines at Camp Elliott, Panama City, has reported that eight soldiers of the Tenth Infantry, two marines and one civilian were seriously wounded in a fight with Panama police. He reports two of the infantrymen will die. Maj. Gen. Wood, chief of staff, has sent a telegram to the commander of the Tenth Infantry requesting a full report on the incident immediately.

Later advices to the state department stated that the Americans were wounded in an attack by the Panama police, probably caused by the latter's overzealousness, and that, while accounts of the affray are confused, there is no evidence indicating that enlisted men committed any act warranting the use of firearms by the police.

It is the inflexible rule of the commanders of American soldiers and sailors who are given shore leave or liberty in Latin-American ports to deny them the right to carry any weapons, so that in an affray they rely entirely upon their fists for self-defense or protection.

**New Plan to Nominate President.**  
Washington.—Representative Norris of Nebraska, Progressive Republican, introduced a bill which he declared would remedy the evils of all presidential campaigns. The bill provides for the election of delegates to the convention at the primaries and permits voters to express a first and second choice for presidential candidates. The candidate having a majority of the presidential votes would become the nominee of his party.

**Kills Four; Slays Self.**  
Dawson, Y. T.—Eugenio Vaglio, aged 45, killed his brother, John Vaglio, proprietor of the Central hotel; his brother's wife and their two children, Rosa, aged 16, and Christina, aged 9, and then committed suicide. Eugenio Vaglio was infuriated with his niece Rosa and had been forbidden by her parents to enter the house. The murderer went to the hotel with two pistols and a dagger. He found Mrs. Vaglio in the kitchen followed her to her bedroom and shot her. The husband was killed in bed.

**All-Winter Fox Hunt.**  
Macon, Ga.—T. R., in his famous hunt in the jungles of Africa, has nothing on T. J. Roberts of Anderson, S. C., who passed through Macon following a winter's fox hunt in Florida and south Georgia. Mr. Roberts was in a two-horse wagon, to which was attached a dog kennel consisting of twenty "bone dogs." In the wagon were seventy-five fox skins, the fruits of the chase. These fox hunts are annual events with Mr. Roberts, but he remained out later than usual this year.

## JAMES M. COX



Representative Cox of Dayton, O., announced himself a candidate for the governorship of Ohio, subject to the choice of the Democratic state convention.

## TWO KILLED BY AEROPLANE

### MISS HARRIET QUIMBY AND W. A. P. WILLARD ARE KILLED AT BOSTON AVIATION MEET.

They Fell Into Dorchester Bay at Low Tide and Were Buried in the Mud.

Boston.—Miss Quimby is the fourth woman to lose her life in an aeroplane accident. The first woman killed was Madame Deniz Moore, who fell while flying in France in July, 1911. The deaths of Miss Quimby and Willard bring the total of aviation fatalities for the present year up to forty-one, compared with 73 during all of 1911.

Boston.—Miss Harriet Quimby of New York, the first woman to win an aviator license in America and the first woman to cross the English channel in an aeroplane, was instantly killed with her passenger, W. A. P. Willard, manager of the Boston aviation meet, when her Blériot monoplane fell into Dorchester bay from a height of a thousand feet. The accident happened when Miss Quimby and Willard were returning from a trip over Boston harbor to Boston Light, a distance of 20 miles in all. The flight was made in 20 minutes. The Blériot, one of the latest models of military monoplanes, circled the aviation field and soared out over the Savin Hill yacht club just outside the aviation grounds.

Heading back into the 3-mile gusty wind, Miss Quimby started to volplane. The angle was too sharp and one of the guests caught the tail of the monoplane, throwing the machine up perpendicularly. For an instant it poised there. Then, sharply outlined against the setting sun, Willard was thrown clear of the chassis, followed almost immediately by Miss Quimby.

Hurling over and over, the two figures shot downward, striking the water 20 feet from shore. They splashed out of sight a second before the monoplane plunged down 15 feet away.

**Dynamite Used on Troop Train.**  
El Paso, Texas.—Col. Castulo Herrera of the rebel garrison in Juarez has announced that a message from Chihuahua gave details of the blowing up of a Federal troop train by rebels and the killing of all the troops on board twenty coaches. The Federals were attempting to enter a pass according to the telegrams, when mines laid by the rebels were exploded.

**Treasury Clerks in Counterfeit Plot.**  
Washington.—An alleged counterfeit conspiracy, hatched in the United States treasury, only a few feet from the office of Chief Wilkie, has been unearthed by secret service men. J. D. Atkins, a clerk in the office of the auditor for the treasury department, was arrested on a warrant signed by United States Commissioner Bond of Baltimore, charging him with raising one-dollar notes to cash. This action followed the arrest in Baltimore of Percy H. Carman, a fellow clerk of Atkins.

## MEXICAN REBELS BEATEN IN BATTLE

### OROZCO'S ARMY, DEFEATED AT BACHIMBA, IS NOW A DISORGANIZED MOB.

## CHIHUAHUA IS DESERTED

### Orozco Admits Rout of His Army and Blames the United States for Defeat.

Chihuahua, Mexico.—The rebels who had occupied Chihuahua for nearly five months as their capital and base, evacuated in the face of a rapidly-moving column of cavalry, the vanguard of General Horta's army which drove the rebels from Bachimba, forty miles south of here.

Losses in the fighting were great, as the battlefield was strewn with the dead and wounded on both sides. The rebels had clung tenaciously to their positions, but the combined assaults of infantry and cavalry, supported by the deadly fire of the artillery, had forced them to yield strategic hills and ranges overlooking the canyon.

Determined to save the city, if possible, from looting and rioting, General Orozco declared he had sent his troops in various directions from Mapula, avoiding a return to Chihuahua. He added that the troop trains which had been sent through Chihuahua without stopping would be halted at Sauc and Montezuma, 190 and 114 miles south of Juarez.

## WRECK KILLS 42 PEOPLE

### As Result of Collision of Trains Near Corning, New York.

Corning, N. Y.—Westbound Lackawanna passenger train, No. 9, from New York, composed of two engines, a baggage car, three Pullmans and two day coaches in the order named, was demolished at Gibson, three miles east of Corning by express train No. 11.

Forty-two persons were killed and between fifty and sixty injured. Many of the victims were holiday excursionists bound to Niagara Falls. The atmosphere was heavy with fog and this to the Engineer Schroeder of the express attributes the wreck. He said he failed to see signals set against his train, whipped around a curve at 65 miles an hour, and crashed into the stationary No. 9, held up by a crippled freight engine. The train had not been stopped long enough for a flagman to get back to protect the rear. The wreck was the worst in the history of the Lackawanna.

**Rates Too High, Says Commission.**  
Washington.—A rate of forty cents a hundred pounds on cotton factory sweepings and cotton waste from Lindale, Ga., to Paducah, Ky., was held by the interstate commerce commission to be unreasonable to the extent that it exceeded thirty-two cents. The case was against various railroads operating in the South to obtain a determination not only of just rates, but of fair minimum weights of carload shipments. The commission sustained the contention of the complainant.

**48 Stars in United States.**  
Washington.—The new national flag bearing forty-eight stars, emblematic of all the states, including the recently admitted Arizona and New Mexico, was flung from all Federal structures in the country and from the American navy throughout the world. Thirteen stars only will be permitted in the blue square of the flag that are less than five feet wide to avoid overcrowding. The red field on the president's flag was changed to blue; only the regular flag was fluttering above the white house.

**Two Killed by Lightning.**  
Caldwell, Ga.—James Mayfield and Felton Jackson, were killed and K. J. Kilgore was seriously injured when lightning struck a peach shed under which a number of white men had taken shelter. The tragedy occurred on the Veach and Turner plantation, between this city and Adairville, and the men killed were prominently known throughout the section. Some eight or ten men were in the party which took shelter in the shed when a thunder storm came, and lightning

## REUBEN B. HALE



Mr. Hale is vice-president of the Panama-Pacific International exposition, to be held in San Francisco in 1915, and is a member of the commission that went abroad to secure the participation of foreign countries.

## ROW WORRIES PRESIDENT

### ASSISTANT SECRETARY A. PIATT ANDREWS QUILTS JOB IN THE TREASURY DEPARTMENT.

In Letter to Taft, He Asserts That MacVeagh is Destroying Efficiency of the Department.  
Washington.—A row in the United States treasury department of more than a year's standing between Secretary MacVeagh and Assistant Secretary A. Piatt Andrews culminated in Andrews' resignation and a proposal for a congressional investigation of Secretary MacVeagh's administration.

Representative Cox of Ohio presented a resolution for such an investigation to the house after he had read Mr. Andrews' letter of resignation to President Taft.

## "BILL" MINER IN TOILS AGAIN

### Old Bandit Had Planned to Leave the Country.

Toombsboro, Ga.—"Old Bill" Miner, bandit and train robber, who recently made his second sensational escape from the Georgia penitentiary, was captured in the swamps of the Oconee river near here. W. M. Wiggins, who escaped with Miner, was also arrested.

According to Miner, the old man and his partner hoped to make their way to Brunswick or some other port and ship as deck hands to another country. When they escaped the men made their way to the Oconee river, where they secured a boat and started down stream. They floated by night and slept by day. When they reached a few miles below Milledgeville they entered the swamps and soon lost their way. It was for this reason that they had not gone much further distance in this time.

**Maneuver of Army.**  
Washington.—The senate agreed to the joint resolution appropriating \$1,250,000 for the encampments and maneuvers of the organized militia of states. The appropriation was originally in the army bill, which was revised by General Wood has ordered the commanding officers of the regular army, whose troops are to join with the militia to start their men for the various encampments and maneuvers, so that the most extensive series of joint exercises ever undertaken in this country will be undertaken.

**Shoes Tell Fate of Girls.**  
Perth Amboy, N. J.—Four pairs of little shoes and stockings found at the edge of a water-filled clay pit told the story of the drowning of four small girls in Perth Amboy. Ellen and Martha Panson, in company with Susan Pason and Frances Stanley went to pick berries. The parents became alarmed at their continued absence and a search was commenced, but it was unsuccessful. Finally two boys came upon four pairs of shoes and stockings beside a yard clay pit on the outskirts of the city.

## SAYS STATE NEEDS MORE POPULATION

### THE NUMBER IS ENTIRELY INADEQUATE TO CULTIVATE ACREAGE PROPERLY.

## MILLSAPS MAKES SPEECH

### He Asks the Co-operation of the People in Spreading the Scientific Farming to Enrich the Old North State—Many Attend Meeting.

Charlotte.—North Carolina's prime need of more people to rest from her soil her products which mean wealth to the state loomed up large at a conference between farmers and business men at the Seivyn Hotel, presided over by C. C. Hook, and addressed by E. S. Millsaps of the governmental farmers co-operative demonstration work, followed by W. S. Lee. It was emphasized by these speakers and by J. S. Myers, who offered a resolution expressing approval of the system of work outlined by Mr. Millsaps, and pledging the co-operation of all the people, this being unanimously adopted.

The meeting was held under the auspices of the Greater Charlotte Club, and while not largely attended, its personnel was representative and the speeches were heard with much interest. Mr. Millsaps is an Irishman, a farmer and for a number of years a school teacher. He is a fine type of the intellectual farmer who is well posted and does his own thinking on broad lines.

Mr. Millsaps said he wanted the city people to know a little more about the problems of the farmers and the farmers to know more about the problems of the city folks. The demonstration work has been in progress from five to eight years, the latter being the case in North Carolina. In this five years the average corn crop in this state has been raised from 14 bushels to a little over 18 bushels to the acre. Since there are 3,000,000 acres in corn, this means an increase of 12,000,000 bushels in the state's output.

"We are sending out of the state, or recently sent, \$60,000,000 for wheat, corn, hay and meat, and this increased output will decrease this output by so much.

**A New Railroad to Be Started.**  
At a meeting of the stockholders and incorporators of the Greensboro, Roxboro & Norfolk Railway held at Greensboro officers and directors were elected and other detail matters attended to. The directors chosen were J. W. Fry, R. C. Hood, A. L. Brooks, C. D. Benbow, A. B. Kimball, A. W. McAllister, E. J. Jushee, Garland Daniels, John J. Phoenix, all of Greensboro, and T. O. Troy of Randolph county. The directors elected the following officers: T. O. Fry, president; J. W. Fry, vice president and treasurer; W. H. Thompson, secretary.

**Divide Surplus Saved on Salaries.**  
At the meeting of the Durham county commissioners a resolution was passed to divide a \$3,000 surplus, representing the amount of money saved by the officers for the past six months between the county road fund and the county officers on the salary basis two years ago provided that the savings resulting from the departure from the system of fees, be equally divided between the roads and the schools twice each year.

**Approaches To Be Of Concrete.**  
The Gaston county commissioners have decided that the approaches to the Sloan's ferry bridge across the Catawba from the western side shall be of concrete and have awarded the contract to the Requarth Construction Company, which is building the bridge. The cost will be about \$7,500. Work will be begun at once, an extra force of hands being placed at work so that this may proceed in the interim of the work on the arches, caused by the delay in the arrival of the steel.

**Report of Revenue Department.**  
The fiscal year of the revenue department of the Eastern North Carolina district closed June 30th, and the receipts for the past year show a substantial increase, the exact amount being \$549,567.70. The entire receipts for the year amount to \$4,324,741.68, while for the previous year they were \$3,775,172.70. The receipts for the month of June of this year were \$362,142.98. The Western district led the Eastern by \$211,889.83, that district gaining over a million dollars during the fiscal year.

**Good Roads Meet at Rutherfordton.**  
On July 20th, at Rutherfordton, the members of the Asheville Motor Club and the Good Roads association will attend the good roads meeting. Among those who will attend are Hon. Locke Craig, Solicitor Robert R. Reynolds, and Judge Jeter C. Pritchard. The Asheville party will make the run by way of Hendersonville. This road has been put in good shape for the occasion and at Hendersonville. The tourists from Asheville will be joined by a number of the members of the Hendersonville Motor Club.

**Lightning Strikes Church.**  
During a severe electrical storm at Morganton the Presbyterian church was struck by lightning and greatly damaged by fire, the steeple being burned away and the interior of the church being damaged. The volunteer fire department put up the most spectacular fire ever witnessed here and in a steady downpour of rain hundreds of people stood and watched them perch on top of the 60-foot structure, part of it still, and pieces of the burning steeple which was 110 feet high falling around them.

## WANT RAILROADS TO HELP

### To Remove the Dangers of Railroad Crossings—The Mecklenburg Commission is Moved to Action.

Charlotte.—The shocking accident several days ago, when an automobile with six persons stalled on a grade crossing of the Southern Railway in Mecklenburg county, and was struck by a freight train, Mr. J. M. Jamison of Charlotte being killed while attempting to rescue other members of the party who were unable to leave the machine in time to avoid serious injury, has recalled a similar accident two years ago when a touring automobile with Dr. Charles Herty, of the University faculty, and family of Chapel Hill, choked down on another grade crossing in the county, the members of the party barely escaping while the machine was almost totally demolished by a passing train. The two accidents, one a tragedy and the other not so far removed, have created a wave of protest throughout the county against the dangers of the numerous grade crossings and a demand that some action be taken to eliminate the crossings or reduce the danger to a minimum.

It is a fact not generally known, however, that the commissioners of Mecklenburg county have been considering for some time the matter of taking up with the railways operating in the county a proposition to abolish all grade crossings. To this end the chairman of the county commissioners has written to both the Southern and Seaboard railways calling their attention to the conditions and asking the co-operation of the railways in removing the dangers. The road force of the county is offered in case any of the crossings their services should be necessary.

Mr. Brevor Nixon, attorney of this city, is of the opinion, that the railroads should be and can legally be compelled to maintain safe crossings.

**Apportionment For County Schools.**  
At the regular meeting of the Durham county board of education the apportionments for the first four months of the school next term were made, and vacancies on the school committees also made. The appropriations were made on the prospective money that they will have from the next year's taxes. In addition to the money from the general fund, the nine special tax districts will have to supplement the money with that raised by the local tax. The annual report of the county superintendent—presents a number of interesting statistics. The county schools now employ forty-seven white teachers. They have spent \$8,750 for new buildings this past year not including the new school at West Durham, which will cost about \$10,000, and is to be completed before the fall term opens. Twenty-nine of the rural schools are teaching high school subjects.

**Politics in Lenoir County.**  
The Greatest surprise in Lenoir county's political history in recent years, was sprung in the primaries held recently when only three incumbents were renominated for office. New candidates have been put in the field by the Democrats for sheriff, register of deeds and the entire board of commissioners, whereas it had been confidently expected here that there would be practically no change in the ticket. Arden W. Taylor, for sheriff, defeated J. P. Nunn, the incumbent, and Rhem by substantial majority, and in the run for register Carl W. Fridgen led John Barwick, the incumbent, by an overwhelming majority. Wooden, the present representative, and Dawson, treasurer, had an easy victory over Hooker and Sunnell.

**Progressive Move in Lincoln County.**  
Lincoln county made a progressive move of vast importance in the organization of the Lincoln County Good Roads Association. A mass meeting was held in the court house at Lenoir on the call of Dr. W. C. Kiser of Reepsville, who is the prime mover in this undertaking. Some 250 representative citizens of the town and county responded and as a result a permanent organization was framed with the following officers: Dr. W. C. Kiser, president; vice presidents, J. P. Reinhardt, Dr. R. B. Killian, G. B. Goodson, J. A. Abernethy and Dr. W. A. Hess. M. H. Groves was made secretary.

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**Iredell County Issues Road Bonds.**  
The Iredell county commissioners ordered the issuance of series "B" of the Iredell road bond issue of \$400,000. The issuance of the bonds is ordered because the money derived from the sale of the first series of \$125,000 is running low on account of the extensive road building. The new series will bear date of August 1, 1912, will be issued in denominations of \$1,000 and will be payable as follows: \$50,000 in twenty years and \$100,000 in thirty years from date of issuance.