



MAN 75 YEARS OLD MURDERED ANOTHER

Pasquotank County Home Tragedy

THE WEAPON WAS A BROOM STICK

Griffin Jennings, the Man Charged

With the Crime is Out on \$500 Bond

The Victim is R. M. J. Ellis

G. M. Jennings, 75 years old and an inmate of the Pasquotank County almshouse, is charged with the murder of R. M. J. Ellis, another inmate of the county home.

It is reported that Jennings and Ellis fell out over some discussion at the breakfast table last Sunday morning. A fight followed and Ellis was beaten up terribly and had an arm and his skull broken. The combatants were separated and medical attention summoned and Ellis lived until that afternoon about dark.

Both parties have been inmates of the county home for several years, and had never gotten along well. Ellis came here from Chowan County and so far as it is known he has no relatives living. Jennings has a son and daughter living here.

Forty years ago Griffin M. Jennings was among the most prosperous merchants in this city. Rev. O. C. Horton was his chief clerk in the Grocery store. We were a school boy and assisted Mr. Horton Saturdays.

TARKINGTON—MOORE

Cresswell, N. C. Jan. 17, 1910—Wednesday afternoon at 4 o'clock, the Rectory was a scene of a quiet but impressive marriage, when Miss Anah Moore became the bride of Mr. Ralph Tarkington amidst the glow of lights and music, and in the presence of a few friends. Rev. Luther Eborn performed the solemn and impressive ceremony which made them one until death do them part.

The bride was becomingly attired in a navy blue going-away gown. The groom wearing conventional black. Immediately after the ceremony, among a shower of rice and good wishes, the happy couple repaired to the home of the groom's parents in Tyrrell County, where a bountiful reception was tendered them. The bride is the eldest daughter of Mrs. Sarah Moore, and is a sweet Christian woman. Her devotion to her widowed mother has ever been a cardinal virtue, and when the evening shall dawn upon her, she can revert back to this virtue with the assurance that it placed her high in the esteem of her friends and loved ones.

The groom is a native of Tyrrell County, but now resides in Norfolk. Mr. Tarkington is a promising young man of sterling ability, and he is to be congratulated upon his success in winning one of earth's fairest daughters.

Mr. and Mrs. Tarkington left this morning for their future home.

Norfolk and Southern Railway's Great Bridge

Announcement by the Norfolk and Southern Railway of the opening of the 28,000 foot bridge across the Albemarle Sound Monday last is probably the most important announcement affecting Elizabeth City and Eastern North Carolina that has been made since the railroad was built. Monday afternoon the first North and Southbound passenger trains passed over the bridge and it required 28 minutes in each direction. The first freight train of thirty-five cars crossed from bank to bank in 53 minutes. To transfer the three trains across on the steamer Garrett, would have required about twelve hours. During the period required by the steamer Garrett in the transfer of the three trains, one thousand and eighty cars could have crossed the bridge, one half in each direction.

The handling capacity of the road is increased one thousand per cent. each day, at no time have over one train on the bridge.

The time required between the two states for passenger service will be cut by an hour and a half, and the freight service will be improved more than seven hours, in many instances this amounting to a full day's earlier delivery. Regular service over the great bridge, which has attracted the attention of engineers of the world for the past year, and which called forth investigations by the United States Government Engineers for a long period before the construction of the bridge across the Sound was permitted, began on Monday and for this week the regular schedules will be in effect. On Monday however the new schedules, taking advantage of the time saving bridge, will be effective.

The Albemarle Sound bridge is one of the most important engineering feats that has been undertaken in the history of the South, and means much for the commercial and industrial development of that section of Eastern North Carolina that has heretofore been cut off from the centers of trade by the great expanse of water which has required the transfer of all passenger and freight trains on the historic steamer Garrett. The old steamer, which is now discarded by the Norfolk and Southern, had at one time performed similar service for the Baltimore and Ohio R. R. between Baltimore and Canton, and was discarded by that system when the city of Baltimore was tunneled. It is said that during its useful life the Garrett has transported about a quarter of a million passenger and freight cars, and far more than a million passengers. Just what will be come of the famous transport has not been definitely announced.

The construction of the bridge was begun July 20th 1907 but was discontinued in November of that year on account of a lack of funds on the part of the owners of the property. Shortly after the property passed into the hands of receivers, the matter of completing the bridge was taken up by Messrs. Wolcott and Kerr and the late Thomas Fitzgerald, with United States Judge Waddell, who ordered the issuance of receivers' certificates for \$1,000,000 the larger part of which was used in the completion of this gigantic undertaking.

Work was started again in earnest on February 20th 1909 and the actual number of working days including

ceivership was 365.

The completion of the Albemarle Sound bridge has required more than three hundred cars of lumber, nearly one thousand cars of piles two hundred and fifty cars of steel, a train feet in length, the longest being 95 365 days of active labor. The piles used in the construction of the bridge were all in excess of seventy feet in length, the longest being 95 feet. These were driven into the bed of the sound forty to sixty feet, and no other fact is needed to give assurance as to the stability of the structure. At high tide the deck of the bridge is thirteen feet, two inches above water.

The Albemarle Sound, contrary to the general impression, is shallow in the main and there are but few spans necessary on account of the depth of the channels. There are five spans fifty-one feet and five inches each. At the Scherzer Roller Lift draw the water is 22 feet deep and there is one hundred and forty feet open space at this draw, and at the smaller draws there is a clearance of 35 feet on each side of the swing.

WEEKSVILLE NEWS

There is many changes being made in our vicinity this year. Mr. N. D. Pendleton has sold out his stock of merchandise and Mr. E. D. Walston has succeeded him.

Mr. R. D. Raper has sold out his stock of merchandise and Mr. S. S. Knowles has succeeded him. Mr. Raper has purchased Mr. Knowles farm at Weeksville.

Mr. William Chory has moved to Weeksville.

Mr. D. G. Wilson and family are going to move to Edenton, and go in business there. We wish him much success in life. He is an enterprising citizen, and takes much interest in his home town. We are sorry to learn that all of our shop men are gone. It seems as Mr. Wilson and Knowles have made money enough in their shops and Mr. Wilson has become a railroad promoter and Knowles a merchant. It now leaves us without any one to repair our carts, buggies or farming implements or to shoe our horses. So we will have to try to get some one to come to Weeksville and run a repair shop. We believe that this is one of the finest stands for a shop in the state. We are glad to know that it is one of the most progressive places in North Carolina, so we open our doors, our hands and hearts to bid people to come in our vicinity, we always have room for more. We have all the conveniences of almost any city. We have lawyers, doctors and phone system we can call up a man in E. City or Norfolk in one minute time. We have the same freight rates from Weeksville that they have in E. City and good markets. But the best of all we expect to have an electric railroad from E. City to the Albemarle Sound, then we will have a fine summer resort for our people to keep spending their money and time at home. We believe success awaits us.

Simple Remedy for LeGrippe

LaGrippe coughs are dangerous, as they frequently develop into pneumonia. Foley's Honey and Tar contains no harmful drugs and is in a yellow package.—Brown's Pharmacy.

Estell Randall Burned

The Farmers and Merchants North Carolina Line sustained a severe loss by the burning of the steamer Estell Randall at its wharf in Columbia, N. C., last Tuesday night.

The crew were asleep and barely had time to make their escape from the burning boat.

No knowledge of how the fire occurred. The loss is estimated \$25,000 with but little insurance.

The company is handling their business as best they can with one of their other steamers.

A TRADE CENTRE

With the completion of the Albemarle bridge, by the Norfolk and Southern Railway, the transportation facilities of Eastern North Carolina have been improved very much. A sort cut from Fairfield to Columbia, via Gun Neck, would come near putting on the finishing touch.

The building of the bridge has helped the Cresswell and Columbia sections so much, and the Fairfield and Gum Neck sections would be so greatly benefited by the road to Columbia, thus having quick transportation to the markets, that we doubt the success of the once proposed Elizabeth and Albemarle road. Yet this link of road, from here to Lister's Pier, would doubtless pay if the boat trade of the lower sounds should continue. Either view of the matter makes one thing plain: New and more extensive trade, with the sections south and south east of us, is now possible to the business interest of Elizabeth City.

The people of Norfolk are setting our people an example by increased efforts looking to the entire control of the growing trade of Eastern North Carolina.

If any one says that Norfolk is too near us for successfully to compete with her, we reply that the Virginia city is 53 miles distant, that Dallas, Texas and Fort Worth, Texas are only 30 miles apart, each has more than 75000 people and each is growing rapidly.

Elizabeth City has just as good and in many respects better surrounding country than have these Texas cities; the main difference being that their lands are being improved and their resources are being developed, while much of our best land is an utter waste as yet, and many of our resources are, so far wholly undeveloped.

If our people permit Norfolk to capture what rightly should belong to Elizabeth City they will have no one to blame but themselves. And no one can deny that position and association make Elizabeth City the trade centre and natural distributing point for all the north-eastern section of North Carolina. But progressive action and united effort on the part of our people are necessary to capture and hold this trade.

Mrs. Sara Sawyer Nixon gave a delightful Tea Wednesday evening at the Broadway Central, complimentary to Mrs. William Oscar Temple of Denver, Col. The guests were:

Mrs. Temple; Miss Sac Bussell, Mrs. W. W. Griffin, Mrs. W. W. Griggs.

JOHN LEWIS HINTON DEAD

Mr. John Lewis Hinton departed this life on Wednesday of this week, after a long and active career covering a period of ninety years. The death of this man removes one of the most prominent citizens within the history of this section. Mr. Hinton was, beyond question, the wealthiest man in Pasquotank County and it is impossible to estimate his wealth. Many citizens place the value on his estate of three-fourths of a million dollars, while others consider the estate worth one million dollars. The bulk of his real estate is in Camden and Pasquotank Counties, where for miles, along both sides of the country road, stretch his wide and neglected acres. He owns real estate in other states. Mr. Hinton was in many respects a very peculiar man. He was very secretive in that he let few men know his business affairs. He was an eminently successful business man and possessed intellectual capacity far superior to the average man.

Notwithstanding his many peculiarities and mode of living, he was a very good man. Hundreds are the poor people that he has helped any many are those among the poorer classes who will feel the loss of his death most keenly. Many years ago, when the writer of these lines was sheriff of this county, he was in a position to learn much about the manner in which Mr. Hinton transacted his business. It was characteristic of him that he never oppressed any one for a debt, and the impression is current that several thousand dollars worth of notes are long since out of date and barred by the statute of limitation.

He leaves five sons, and two daughters, his wife having preceeded him a few years since.

The remains of this towering character, in the business life of this community for more than half a century, were interred in the private burying grounds at the old homestead about twelve miles from this city.

Mr. Greenleaf Improving

Yesterday, the writer called on his long time friend, H. T. Greenleaf, who suffered a stroke of paralysis about three months ago. It will be interesting to the many friends of Mr. Greenleaf to know that he is much improved and gives promise of getting out within a few weeks.

Before this affliction, Mr. Greenleaf was among the most active business men of this section, and his absence from the business circle is keenly felt. It is safe to say that the absence of no man from the business circles of this city has been more widely noticed and caused more comment than that of Mr. Greenleaf. He has been a very useful citizen and his popularity is attested by the universal sympathy which has been extended to him in his trouble.

The writer vividly recalls a time, about 25 years ago, when the writer's life hung by a thread, and it was Harry Greenleaf who stood watch by his bedside through the lonely hours of the night and ministered in every possible way to the comfort of his friend. As long as memory lasts the writer will hold his now afflicted friend in the highest esteem and will never cease to remember and appreciate the many acts of kindness extended by him through a friendship more than a quarter of a century.

TRYING TO HAVE GATES MOVED

The Tar Heel has heard many expressions of disapproval because of the condition of the gates across the public roads on routes one and two. To those who are making such complaint it will be glad news to know that a petition is now being circulated, asking for the removal of these gates, as well as the fence surrounding the stock law territory in Nixon Township. This petition will be presented to the February meeting of the County Commissioners, asking that an election be called for the purpose of abandoning the present stock law territory.

It seems as if the promoters of this movement are determined in the matter, and if their petition before the Board of County Commissioners should fail, then they propose to take the matter up before the next session of the General Assembly. The Tar Heel has been charged with neglect in doing its duty in not exposing some things of a public this, we plead guilty to some extent, and our excuse is that it is against every impulse of our nature to be in a wrangle. Then again, the Tar Heel has long since been in possession of facts, the publication of which would be very embarrassing and humiliating to a certain individual.

The Tar Heel had hoped that this individual would have enough common decency to desist in a flagrant mismanagement of things. The public may be assured however, that unless matters are given a decided change, that the Tar Heel will turn the full glare of the lime-light upon this matter of the stock law territory and the public will have the opportunity to pass judgement.

LAKE LANDING NEWS

Lake Landing, North Carolina Jan 14.

The Farmers Institute of Hyde County was begun yesterday January 13th 1910 at the Graded School house near Middleton, Hyde County.

This was the first of a series to be held in this county. Two more to come off, one at Fairfield on the 14th and on account of the Lake Drainage Meeting at Swan Quarter, the meeting at Swan Quarter will be on Saturday 15th, inst.

The same program, carried out at Elizabeth City on last Monday, January 10, 1910 which appeared in last weeks issue of the Tar Heel, was fully carried out.

Mrs. Tom Leary, on Tuesday evening entertained the 'Bridge Club' at her home on Church street. The guest of honor was Mrs. W. O. Temple of Denver, Col. There were three tables. Members of the club present were:

Mesdams W. H. Zoeller; Dan Morgan; George Little; R. T. Whitehurst; F. F. Cohoon; Tom Jones; J. B. Griggs. Misses Marcie, Minnie and Cathrine Albertson.

Dainty refreshments were served. After voting the evening as most pleasantly spent and Mrs. Leary a charming hostess the guests departed for their respective homes.