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FLOOD DESTROYS ANOTHER TOWN

BLACK RIVER FALLS, WIS., IS WIPED OFF THE MAP BY RAGING TORRENT.

CASUALTY LIST WAS HEAVY

Disaster Caused by Sudden Rise of Black River Behind Dams of LaCrosse Power Co.

LaCrosse, Wis.—The situation at Black River Falls, the precipitous little city of 2,000 population, swept by a flood when waters of Black river, swollen by recent rains, washed through the embankment of the LaCrosse Water Power company's dams at Hatfield, is worse by far than was even feared when the deluge burst upon the unfortunate town. It is impossible to ascertain the loss of life. It is believed the casualty list will be heavy.

Half of the business section was destroyed, together with a part of the residence district, and it is alleged by the residents who have taken refuge on high lands that the city will be wiped off the map. The people have been scattered, and canvasses are being made to determine how many are missing.

The buildings have been not merely flooded, but destroyed. The Tremont hotel, a substantial three-story structure, was the first to go, and one building after another followed. No precaution could be taken to stop the wrecking of the town.

The disaster was caused by the sudden rise of the Black river behind the two dams of the LaCrosse Water Power company, following rains which lasted almost a week. The dams withstood the pressure, but in each case the river washed around the sides, taking out a big section of the river bank and coming down upon the country below in almost as great volume as though the dams had been swept away.

The \$5,000,000 property of the water company is believed to be not greatly damaged and it is said that the main dam, which is a concrete structure 100 feet thick at the base and 50 feet at the top, would probably stand all the force which might be directed against it.

Besides the damage at Black River Falls, a great tract of surrounding country was overrun. Effort was made to send warnings to farmers, but telephone wires soon went down, and the fate of many settlers who knew nothing of the flood until it struck their immediate localities is the cause of some apprehension.

Below Black River Falls are a number of villages, and the high waters are due to strike them during the night. Forces of men have been sent out to strengthen the bridges in the three counties along the river.

Cut off by telegraph, the news from Black River Falls is being sent to LaCrosse by the Wisconsin Telephone company, which has stationed a man on top of a telephone pole. He is sending his report as well as the flooded lines permit.

Merger of Alabama Interests.
Baltimore, Md.—The Manufacturers' Record says that a \$30,000,000 consolidation of iron and steel and coal interests in Alabama, "of great magnitude and far-reaching importance," bringing into the development of that district great financial forces, is now rapidly materializing through plans which have been worked out for the final completion of the merger of the Alabama Consolidated Coal and Iron company and the Southern Iron and Steel company.

Will Ask Pardon for Morse

New York.—Mrs. Charles W. Morse visited the United States circuit court to ask Judge Lacombe's advice in the matter of preparing another pardon petition for her husband, a prisoner in the Federal penitentiary at Atlanta, Ga. She stated that she would at once set to work on such a petition, asking for Morse's freedom and would present it to President Taft. A few days ago Morse withdrew his petition for a pardon and received permission from President Taft to renew it at some future time.

TURKISH TROOPS MARCHING THROUGH SALONICA.



Photograph by Underwood & Underwood, N. Y.

TROOPS TO STOP RIOTERS STRIKERS ARE ENJOINED

Striking Employees of Illinois Central Railway Engage in Battle With Strike-Breakers.

Jackson, Miss.—In a pitched battle in the freight yards at McComb City between strikers and strike-breakers, several persons were wounded, some of them fatally.

The town of McComb City is in a state of siege and martial law has been declared.

Governor Noel ordered out troops, and two military companies are now on the scene.

The special train bearing the strike-breakers continued on its journey to New Orleans after hostilities ceased, and it was impossible to learn the number who had been wounded in the coaches.

Citizens of Magnolia say that when the train passed there at full speed every coach window was broken and no one was visible at the openings, the strike-breakers lying prone on the floor to keep from being fired on.

Several hundred shots were exchanged during the hostilities and among the strikers there were numerous bruised and broken heads. Many of the wounded were carried to the headquarters of the strikers and physicians summoned, but it has been impossible to learn the extent of their injuries. It is reported that several will die.

Scores of telegrams and telephone messages have been pouring into the governor's offices appealing for help. The governor was informed by the authorities at McComb that order could be restored only by declaration of martial law.

Durant, Miss.—Several persons were injured in a clash between citizens of Durant and a party of strike-breakers destined for points south of Jackson, on the Illinois Central railroad.

Preceding the train came a telephone message from Winona asserting that when the train made a brief stop at that point many of the men disembarked and helped themselves to merchandise from the shelves of stores in the vicinity of the station, and that payment was refused. When the train reached Durant a number of the men left the coaches and started.

ADMIRAL SCHLEY IS DEAD

Naval Hero Drops Dead on Street in New York.

New York.—Unrecognized by a single person in the curious throng that rushed to his aid, Rear Admiral Winfield Scott Schley, U. S. N., retired, fell dead in front of the Berkeley Lyceum, on West Forty-fourth street. The death of this notable figure in the naval history of the nation was for the moment that of an unknown man in a strange crowd.

The admiral's sudden death is attributed to cerebral hemorrhage, which attacked him shortly after he, with Mrs. Schley, reached New York from a visit to Mount Kiso, and had called at the New York Yacht club for his mail.

As the admiral was walking through West Forty-fourth street, a passer-by who saw him stagger grasped his arm and tried to support him. Despite the stranger's service, however, the admiral fell helpless to the street, and a physician who pressed his way through the crowd that quickly gathered pronounced him dead.

MOBS STOP TRAIN AND BEAT CREW

FIRST RIOTING IN STRIKE OF FIREMEN ON GEORGIA AND FLORIDA RAILWAY.

MAIL TRAIN IS HELD UP

Efforts to Move Trains Out of Augusta Result in Injuries to Four Men.

Augusta, Ga.—The operation of trains on the Georgia and Florida railway met with the first material resistance from the striking firemen and sympathizers in this vicinity when two freight trains were stopped by mobs and the train crews overpowered. Four employees of the company were seriously injured, one of them sustaining a fractured skull.

Sylvester Moriarty, guard, from New York, was struck on the head with a coupling pin and his skull fractured. William King of New York was badly cut about the head and face and shot through the arm. William Bay, fireman from New York, was badly cut about the head and face.

All the injured men are strike-breakers, and are now in the city hospital.

A train leaving with supplies for way stations between Augusta and Douglas was stopped just outside the city limits, on the belt line, and was abandoned by the crew. The other was a train of freight cars being transferred from the Augusta yards to the Hamburg yard of the Southern road, and was held up near Schultz' Hill on the Carolina side of the river.

Sympathizers of the striking firemen literally swarmed over and took possession of both trains.

On the way to Hamburg the guards armed themselves as best they could with engine tools, but were overpowered and forced to run.

Application was filed by the Georgia and Florida Railroad company before Judge Don A. Pardee in Atlanta in the United States circuit court, asking for a restraining order to prevent the striking firemen or their sympathizers from interfering with the road's property.

Vidalia, Ga.—Though protected by armed guards, a white fireman was taken from the engine of the first passenger train that has reached Vidalia over the Georgia and Florida in five days, his guards were disarmed and the train, though it carries mail, is still here.

A hundred strike sympathizers met the train at the depot and locked the fireman in the baggage coach with his guards.

PROBING COTTON CORNERS

Government Alleges Corners Are in Violation of Anti-Trust Law.

Washington.—The legal contest before the Supreme court of the United States over the question of whether a corner of the cotton market is a violation of the Sherman anti-trust law began when Solicitor General Lehman filed a brief contending that the law so applies.

The point arose from the appeal of the government from the action of the New York Federal court in quashing certain counts of an indictment against James A. Patton, Eugene G. Scales, Frank B. Hayne and William P. Brown.

"A general corner can no more be accomplished in a commodity like cotton without affecting the entire commerce in that staple," says the solicitor general, "than Shylock's bond could be enforced without shedding a drop of blood."

TO ADOPT ENGLISH-NAVY YARD SYSTEM

SECRETARY MEYER ADOPTS PLAN IN USE BY VICKERS AS THE ONE BEST SUITED.

WILL BE GRADUALLY FELT

The New System Will Provide For the Centralization of Work—Says There Will Not be Any Change in Organization of Yards.

Washington—Casting aside all scientific systems of navy yard management advocated in this country, because he believes they involved too much detail and required serious changes in the civil rules of employment, Secretary of the Navy Meyer will import from England the system of management in use by Vickers, Limited at the Barrow-in-Furness ship engine and ordnance works. This in substance, was officially announced at the Navy Department. The secretary studied this system during his recent inspection of European naval works.

The Norfolk navy yard will be the first to feel the change, which will be felt in the other yards gradually. Naval Constructor Evans, who has been sent to Norfolk to carry out instructions for improvements in the issue and care of tools, the handling of material estimating on work, repair methods, and bringing about uniform methods in all the shops, will inaugurate parts of the system, it is expected.

In effect, the new system will provide for the centralization of work, and allows the commandant of a yard to know just what is being done on a particular job without having to seek the information from others having the work under their charge.

Secretary Meyer states that with the inauguration of the new system he has not in contemplation any changes in organization in the yards.

That the system may be thoroughly instituted Captains A. B. Willetts and E. Theiss, United States navy, have been sent to England to study the details of the Vickers system. These officers will be gone about a month after following their return, it is believed the work of establishing the new system will be begun in earnest.

Government Urges Vaccination.

Washington.—The prevalence of typhoid fever in practically ever section of the United States has inspired the public health and marine hospital service to press publicly its belief in the artificial immunity, with certain limitations, afforded by anti-typhoid vaccination, already compulsory in the American army for soldiers under 45 years of age. In a report just issued the public health service reproduces the summary of the findings of a commission of the Academy of Medicine of Paris which investigated the subject. "Anti-typhoid vaccination," the French commission declares, "does not accomplish the complete disappearance of this infectious disease in the communities where it is practiced, but it diminishes very notably its frequency."

A Georgia Train Wrecked.

Buchanan, Ga.—One man was killed, two fatally injured and about a score more badly shaken up when the Central of Georgia passenger train was wrecked 3 miles south of here. The wreck was caused by a spike being driven between the rails presumably by wreckers. The dead: Engineer Samuel Ayers, Cedartown, Ga. Fatally injured: — Littleton, conductor. Will Solomon, fireman. Engineer Ayers stuck to his post and was buried under the locomotive with his fireman. The latter was extricated barely alive, but Ayers was crushed and scalded to death.

Target Rifle Claims a Victim.

Gloversville, N. Y.—Hit by a bullet from a target rifle in the hands of his playmate, Ralph Spencer, 15 years old, died at his home in North Broad-albin, near here, and James Knight, his playmate, also 15, is under arrest.