

NEIGHBORHOOD NEWS.

Live Items Culled From Exchanges.

Caldwell.

The Dula Beauty, a variety of apples grown by Messrs. J. A. and S. E. Dula, near town, took first prize at the Wilkes Fair last week. This is a high compliment to Caldwell county, as Wilkes is now being widely advertised as the best fruit growing section of the State.

Willie Gibson, of Marion, is a young man of remarkably small stature. He is 24 years of age, weighs 50 pounds, and is three feet nine inches in height. He is visiting relatives in the vicinity of Lenoir, and was in town Saturday. He talked freely to the curious crowd who gathered around him. In politics, Willie is strictly Democratic—he says he has voted the straight ticket twice, and resented any suggestion that he should vote otherwise. He has been offered a large salary to go with a show, but he prefers the quietude of home life.

Lincoln

The little two months old child of Mr. and Mrs. F. P. Womack was seriously poisoned Wednesday by taking castor oil. The little life was only saved by the four hours faithful work of Dr. George Costner.

Lincolnton people of all denominations will be sorry to hear that Rev. S. W. Bennett has resigned as pastor of the Baptist church here and has accepted a call from the Baptist church of Matthews, Mecklenburg Co. Rev. Mr. Bennett will preach his last sermon here on the third Sunday of this month. Mr. Wayne McLurd gave his friends a pleasant surprise Sunday afternoon when he drove over to Mr. Irvin Sullivan's and got Miss Emma, the lovely daughter of Mr. and Mrs. I. J. Sullivan of Lincolnton, Route 5 and of the county's most charming daughters, and drove over to Mr. Augustus Rutledge's where they were quietly married. Rev. Mr. Boring performing the ceremony.

At the recent quarterly conference for the Maiden circuit held at Lebanon. Rev. C. H. Curtis in making report of his work announced that he had baptized the following children: Thomas Bain, Yates Webb and William J. Bryan. Whereupon presiding Elder Bain announced that Rev. Meyers on another circuit in the Statesville District had baptized "William H. Taft, Virginia Dare and Halesy Comett."

Iredell.

Major J. S. Morrison, one of the oldest citizens of the county, suffered a stroke of paralysis Thursday night at his home near Lenoir. His condition is very critical and his death may be expected at any time. Major Morrison is 86 years old.

The following is from a special of the 4th from Richmond, Va., to the Charlotte Observer: "Oh, we just did it for fun," said Benjamin L. Cornelius, of Statesville, N. C., when asked why he and Miss Perry Saville, also of Statesville, happened to elope to Gaffney, S. C., April 2, last, and then kept the marriage secret until he announced it today.

Mr. William Millsaps, whose home is near New Hope post-office, in north Iredell, became violently insane Wednesday and ran amuck in the neighborhood. He was caught and overpowered by neighbors during the afternoon and was brought to Statesville late in the evening by Deputy Sheriff J. A. Brown and Chas. Sprinkle, who placed him in jail for safe keeping until he can be received at the State Hospital.

Deputy Revenue Collector

How The First Roads Were Built.

While the good road and highway question is so hot, I thought that I would give a synopsis of the history how our early settlers in these United States, built and constructed the roads in those days, and the different acts and laws that were passed for the maintenance and management of these roads. I thought that it might be a benefit to these advocates of good roads as well as highways. This road question now is the prevailing agitation; how they should be built and managed in all their departments. Please consider these questions minutely and perhaps it will prove a benefit to all who are engaged in the discussion of these road questions.

When the early settler first came to this American continent they found a race of people who had made no improvement whatever. When they first began the civilization settlements were largely and mostly along the coast and inland waterways, because the water afforded them an avenue of transportation, which obviated for the time necessity for roads. As the settlements, increased and became more expansive over a larger area of territory, however the necessity for any communication between various settlements arose the need of highways became essential. At first the Indian trails and the paths of wild animals through the forest were used for this purpose. But soon wider roadways were required. The French settlers along the Mississippi river and the Indian border, together with the Indians, were beginning to contest the west and encroach on the English settlements from the Atlantic seaboard, and numerous armed conflicts were taking place. Troops, arms and ammunition had to be moved to the frontier in order to persecute the wars. Then wider highways had to be provided for them passage, the frontier settlements demanded a closer communication with the more thickly settled colonies on the coast in order that immediate relief might be procured in case an attack from the enemies of the west.

Following this necessity for opening up roadways, for military purposes, the necessities of the colonies grew to an extent that better transportation and facilities had to be produced. Consequently the colonies had to turn their attention to the building of public roads and highways. Since the colonies were of English descent it was but natural that the first road laws should be based upon the English precedent. The first of these laws enacted in America was by the Virginia House of Burgesses in 1632 and provided that respect however be had to the course of England. This was followed by other road laws and in 1662 a stricter law was passed, having for its object the maintenance of highways in good condition. First, to a good and convenient road to the church, was made to be followed by the construction of good roads to the court house, to Jamestown and finally from county to county. The road was required to be 40 feet wide. The surveyors in doing this work had the assistance of laborers sent them by the owners of adjacent states who upon the call of their vestries were compelled to furnish as many persons for this program as they had in their families. Each surveyor was assigned certain work to be performed, and if he showed indifference to the performance of his duties the county court upon complaint being offered interceded the clerk to communicate the fact to the church wardens of the parish through their minister and command them to enforce the laws.

There were instances in which private citizens were granted a certain amount of tobacco as a compensation for keeping a public road in repair. In 1670 an annual allowance was made to an overseer of one thousand pounds of tobacco under arrangement binding him to maintain a good road bed for highway, foot and cart. X. Y. Z. (To be continued.)

Senator Simmons in Cabarras.

Hon. F. M. Simmons, senior United States Senator from North Carolina, arrived in the city last night and spent the day here conferring with his many friends and supporters on matters pertaining to the campaign that he is now engaged in for re-election. Immediately on his arrival last night the Senator was greeted by a great number of his friends and throughout the day he has been kept busy shaking hands with his supporters. Senator Simmons is on his way to Kings Mountain, where he will deliver an address Saturday, the occasion being the 31st anniversary of the Battle of Kings Mountain. He left this afternoon for Charlotte, where he will meet a number of Mecklenburg friends, going from there to Kings Mountain.

Senator Simmons is very optimistic over his chances of re-election, although he declined to give out an interview with the newspapers he did not hesitate to say that he was confident of re-election and had assurance of his candidacy meeting with popular favor in every section of the state. There is little doubt that a strong sentiment in this county has crystallized in his favor as evidenced by the continuous swarm of visitors, including many of the most alert political leaders of the county, who assured him of their support during his visit here.

His visit has done much to arouse enthusiasm among his supporters and they will leave no stone unturned in his behalf. Not only are the ties of friendships formed back in the days of the Russell and Butler regime, when the Democratic hosts were led to victory under the guidance of Senator Simmons and the Constitutional amendment was adopted, thereby putting an end to negro domination of politics in North Carolina, bringing him supporters, but many of his staunchest supporters say that they are for him solely on account of his worth and achievements during the ten years he has been in the Senate. His friends point with pride to the fact that should Mr. Simmons be re-elected he will be the ranking Democratic member of the finance committee, the most powerful legislative committee in the world, on account of the retirement of Senator Bailey. If a Democratic President is elected the chairmanship of this committee carries with it the ex-officio leadership of the majority of the Senate, a position that has never been held by a North Carolinian and not by a Southerner in the past 60 years. They look upon the defeat of a man who has gained such powerful influence and prestige in the legislation of this country as nothing short of a calamity.—Concord Times.

The Gunter Girls.

The press of both the Carolinas is using up the visible supply of adjectives in telling about the wonderful "Gunter girls of Aiken." It seems that the girls are the champion tomato growers of South Carolina and after they have smashed production records for the entire Atlantic coast they have turned in and canned their whole output. We are informed that Miss Eunice Gunter of Seivern, Aiken county, South Carolina, has already put up 568 three pound cans of tomatoes from one-tenth of an acre. We shudder to think of the appalling pile of cans that will be filled when she has covered an entire acre. South Carolina is preparing to cease the importation of canned tomatoes, looking to the "Gunter girls of Aiken" for its future red pulp and catchup and all the Tar Heels are said to be just Aiken to meet the two young women who have made tomato clubs more popular than pink teas.—Houston Post.

"Don't you think a young man should learn to say 'No'?" "I think he should learn to say 'No, thank you.'"—Houston Post.

White Man Implicated in C. & N. W. Wreck.

Detective Thomas Loving, of Madison, N. C., who was employed by the officials of the Carolina & North-Western Railway Co. immediately after the dastardly attempt was made on Tuesday, September 17th, to wreck north-bound passenger train No. 10 at the Crowders Creek trestle to ferret out the attempted crime and if possible run down the criminals, was in Gastonia yesterday, in fact he is making his headquarters here and expects to remain in Gastonia permanently.

When seen by The Gazette man Detective Loving was not very much inclined to talk but gave the newspaper man a few facts regarding the progress of the case, with holding the names for obvious reasons. According to the detective, Milas Partlow, the negro on whom suspicion has rested from the start and who is still at large, had an accomplice, a white man who spent some days, perhaps weeks, in this section selling a patent awl. It is highly probable, from the evidence in hand, that this white man, whose name is known to the detective and the officers, was the one who planned the crime and used Partlow as a tool. It was probably his plan to rob the passengers after the wreck or perhaps he was to get some of the insurance Partlow was counting on receiving when his two children, aged 15 and 16, were killed in the wreck. It is a fact, states Mr. Loving, that Partlow had a policy for \$1,000 on each of his children in the Metropolitan Life Insurance Company, having taken the policies out from the Charlotte branch of that company.

Evidence has accumulated against both of these men and the officers are confident they can convict them. One reputable York county citizen testifies that, on the morning of the wreck, he saw Partlow, about 4 a. m. going in the direction of the trestle. Partlow was in a buggy and his two children were walking. These were the ones that were on the train. It is further learned that Messrs. Stewart & Jones, contractors grading the roadbed here for the Piedmont & Northern Railway Company, had a spike bar stolen from their camp on the 17th, two days prior to the wreck. The one found in Partlow's crib has been positively identified by them as theirs. In Partlow's crib were also found a track bolt wrench and a locomotive engineer's wrench.

Two York county citizens, who were enroute to Clover just at sun rise on the day of the wreck with some cotton to be ginned, state that they saw Partlow and the white man stung on the end of this trestle. They recognized both men.

Both detective Loving and Sheriff McLean, of this county, and the local police have been working hard on this case and seem to have good hopes of catching and convicting these two men. It is known that on Monday following the wreck Partlow and this white man were seen in private conversation at Rock Hill, S. C. They are both spotted in South Carolina and their arrest is expected at any time. The officers also have locked up at Newton a negro, Sam Watson, on suspicion. He was seen in the neighborhood of Crowders Creek trestle the morning of the wreck but declares he knew nothing about attempt to wreck the train.—Gastonia Gazette.

Is the World Growing Better?

Many things go to prove that it is. The way thousands are trying to help others is proof. Among them is Mrs. W. W. Gould, of Pittsfield, N. H. Finding good health by taking Electric Bitters, she now advises other sufferers, everywhere, to take them. "For years I suffered with stomach and kidney trouble," she writes. "Every medicine I used failed till I took Electric Bitters. But this great remedy helped me wonderfully." They'll help any one. Try them, 50 cents at Clarence Clapps and R. P. Freeze.

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EXECUTOR'S NOTICE.

Having qualified as Executor of the last will and testament of A. L. Hunsucker, deceased, late of Catawba County, N. C., this is to notify all persons having claims against said estate to present them to the undersigned, on or before the 15th day of September, 1911, or this notice will be placed in bar of recovery thereof. All persons indebted to said estate will please make prompt payment of the same. This the 11th day of September, 1911. W. C. Feinster, W. N. Hunsucker, Atty. Executor

ADMINISTRATOR'S NOTICE.

Having qualified as administrator of the estate of John L. Carter, deceased, all persons having claims against said estate are hereby notified to present the same, properly verified, to the undersigned, on or before the 27th day of September, 1911, or this notice will be placed in bar of recovery. All persons indebted to said estate will please make prompt payment of same. Sept. 27th 1911. W. B. Gaither, Administrator.

ADMINISTRATOR'S NOTICE.

Having been appointed and qualified as administrator of the estate of Mrs. L. A. Burns, deceased, late of Catawba County, N. C., this is to notify all persons having claims against said estate to present them to the undersigned, properly verified, on or before the 30th day of September, 1911, or this notice will be placed in bar of the recovery thereof. All persons indebted to said estate will please make prompt payment of same. This September 27th, 1911. W. A. Burns, Administrator. Walter C. Feinster, Attorney.

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	Daily Pass. No. 10	Wk-end Pass. No. x	Mixed No. 60	Sat only Pass. No. 12	Mixed No. 62
Chester.....Lv	7 55 a m		1 00 p m		
Yorkville.....	8 42		2 25		
Gastonia.....	9 30 o		4 15 o		
Gastonia.....			5 40 x		
Lincolnton.....	10 26		6 46		
Newton.....	11 05		7 40		
Hickory.....	11 55		11 35		
Lenoir.....	12 30 p m		1 00 a m		5 00 p m
Mortimer.....	2 38				7 12
Edgemont.....Ar	2 50				7 35

	No. 9	No. 61	Mon. only No. 11	No. 63
Edgemont.....Lv	11 35 a m			6 30 a m
Mortimer.....	11 43			6 40
Lenoir.....	12 58 p m		7 00 a m	8 55
Hickory.....	2 25		8 25	
Newton.....	3 05		9 15	
Lincolnton.....	3 43		10 05	
Gastonia.....	4 40 o		11 45	
Gastonia.....	4 55 x		12 30 p m	
Yorkville.....	5 39		1 50	
Chester.....Ar	6 25		3 50	

x Leave o Arrive

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