

EVILLY CULTURE TWELVE YEARS

George Rich Fugitive From Justice For More Than a Decade Lands in the Toils at Last

Ending a stern case of at least twelve years, George Rich, the elusive, who has found time during the period in which he has been at large to marry, found a family, engage in a few small affairs, break jail once, visit town occasionally, farm a bit and make divers and sundry runs of "sugar-head licker," broke for cover Saturday night, came to a clinch with Deputy Sheriff Will Glasgow, and landed in jail.

Sheriff Burkhead with four deputies acted hurriedly Saturday night on information which stated that Rich was at the home of Ike Jerrold and surrounded the house. It is said last Jerrold was so much in awe of Rich that he did not dare to open the door at the sheriff's summons, and when a Rich was being forced at one side, Rich left by the other. In leaving he ran through Deputy Luck and into Deputy Glasgow, who is pretty well fitted for clinches. In spite of the squirming of which he is quite capable, Rich was held and handed over to Jailor Lowe.

The original case against Rich was an affray, later he broke jail, was charged with the illegal manufacture of the joy-fluid, this in Montgomery county, Randolph county, and even, it is said, extending his operations into the wilds of Yadkin. But during all these years it is doubtful if he has spent more than three consecutive months away from the home of his nativity. George has that fondness for the place of his birth that a rabbit has for the warm bed from which the dogs have jammed him, and the comparison is especially apt in that George, too, is of a wild nature and more than ordinarily hard to lay by the heels.

When Rich broke jail he cut his way out with a pocket knife, delivering himself and a youngster named Tucker, while a one-legged man got stuck in the hole. It may have been two months that he stayed out of this section then, but at the end of this time he was seen by some bird hunters to the west of the town. Then for several years it was rumored that his different people had seen him. For the most part those who glimpsed him were parties whose sympathies were appealed to by reason of Rich's capacity for looking out for himself and little was said of the meetings.

Rich courted his wife in Montgomery county, and married her between runs of "sugar-head," later returning to Randolph, but not before an alleged scrap had taken place between him and his father-in-law. After his arrival here he turned farmer, and has been hogging to the southwest of town. Hogs, it is said, are his specialty, when it comes to raising meat, and three or four well-fattened porkers have helped to stock the familyarder every winter. According to reports rumored rather than well founded, his proclivity for making illicit booze has always remained with him, but this, if indulged in, will be rather hard to prove.

The folks to the west of the city have seen him often, or rather some of them have. A goodly number are related to him and it is not to be expected that they would inform of him. Others, it is claimed, have so been terrorized that they have furnished him shelter, although there has never been a charge made that he took anything that was denied him.

On numerous occasions he has been in Asheboro, and rumor has it that he has talked with the officers, the fact that he has been so long at large making it difficult for most of the towns people to recognize him. Since his capture many stories are rife that may be accounted for on the basis of the effect which the successful defiance of the law has upon a law-abiding folk. Some accounts have it that he has been in town often in woman's clothing and after dark. According to others he has done almost all of the family shopping, especially that for his own wardrobe, and that on one occasion losing a pair of trousers which he had bought at J. L. Norman's, he

TRUSTS MAGNATE A MENACE.

Representative Stanley Goes for the Trusts in Speech.

Washington, D. C., Feb. 10.—In his speech before the Kentucky Society of New York Congressman Stanley, who was the chief speaker of the occasion recently made some remarks concerning trusts and trust magnates which in some quarters will be viewed with alarm.

"As menaces to society," said Mr. Stanley, "the street bully and the armed ruffian cannot be compared with trust magnates. It has been charged against the Kentuckian that he is lawless, because his regard for his personal honor drives him to a frenzy whenever it is questioned or attacked. But there are others and infinitely meaner forms of lawlessness than homicide. He who covets, he who steals, he who prospers through falsehood and chicanery is essentially lawless."

"Courts can be corrupted, and legislators debauched and millions of men rendered helpless and miserable by lawlessness in its most loathsome and despicable form, without a touch or semblance of violence."

"The fact that the spoiler of the liberty and property of his fellows unfurls no banner, fires no shot, sounds no boisterous alarm, renders him only the more dangerous, broader thing than mere immunity from the wrath of the bandit or the activities of the foot-pat or the common cracksmen."

"The supremacy of the law is constantly menaced by the presence of two classes of criminals. One is the comparatively harmless and vulgar criminal who seeks to relieve his immediate needs by violence. The other class is made up of more ambitious, insatiate and usually intellectual persons who seek the same end—the property of others—by a cunning evasion of the law, or by debauching those who are entrusted with the making or the enforcement of the law."

"The latter is infinitely more dangerous, both on account of the princely proportions of his pilfered booty and the methods he has employed to obtain it."

Raleigh, Charlotte and Southern's Officers

Following the election in Raleigh some days ago of the directors of the Raleigh, Charlotte and Southern Railway, that body has announced from Norfolk the election of the following officers of the company:

E. T. Lamb, of Norfolk, president.
E. C. Duncan, of Raleigh, first vice-president.
Frederick Hoff, of New York, second vice-president.
Mathias Manly, of Norfolk, treasurer.

Morris S. Hawkins, of Norfolk, secretary.

Nelson W. Kannon, of New York assistant secretary.
Chadbourne & Shores, of New York, general counsel.

Compositions on Good Roads

If the enterprising principal of the public schools at Worthville is doing as well in every department of her school work as in writing compositions, she deserves unlimited praise. The compositions sent by the 7th grade of the Worthville on "Good Roads" are a most models in neatness and penmanship and the subject matter is excellent. The editor of the Courier is so pleased with these articles on Good Roads, that he will give a premium to each one of the children whose compositions were sent in by the principal.

went to the house of a man who had been behind him, claimed the trousers which the other had found and went his way in peaceful possession of his property.

In fact, one can hear almost anything concerning what Rich did during his period at large, but most of it is mere rumor and probably has a little foundation. However, he left jail at no notice at all, has married and started a good sized family, and—if he stays in jail—will have to account for an affray or two, the jail-breaking and the making of the illegitimate producer of the dist.

R. R. PETITIONS PLACED ON FILE

R. & G. Bond Elections to be Set at Next Meeting of Commissioners—Probably Early in April.

On Monday the petitions of the townships which are to vote on the question of bond issues for the Randolph and Cumberland Railway were filed before the county commissioners to be acted upon at their next meeting. It is thought that elections will be ordered for about the first of April in all the townships concerned, Asheboro, Randleman, New Market, Brower and Grant.

An election has been called in Broadway for March 11th, and it is stated that there are more petitioners than a majority of the voters, so it is naturally thought that bonds will carry. Abbot's Creek township in Davidson, three Moore townships and the Randolph, three Moore townships and all that are left to vote on the question.

Asked as to the general plans of the R. & C., Engineer E. W. Shedd said that the ultimate aim of his road was a trunk line railway, connecting the Chesapeake and Ohio with the coast at Southport, a line that would be a coal and iron road, grain, lumber and southern farm products and would figure largely in the Panama trade after the completion of the canal. To connect up this system Mr. Shedd says that three stretches of about 30 miles each are all that is necessary to build outside of the present contemplated extension.

The present R. & C., although comprising but 23 miles of road, has Seaboard connection, a charter for extension through to Elkin, where there is connection with the Elkin and Alleghany, from which surveys have been and are being made to fill in the intervening links between it and the C. & O. at Elkhardt City, Ky. The outlet at Southport, says Mr. Shedd, is readily obtainable, and means the best harbor of the Atlantic coast south of Norfolk. The name of the contemplated system will probably be the Southport and Western.

As it stands at present bonds have been voted in High Point and Winston-Salem, leaving Broadway, which will in all probability carry, the Davidson, Randolph and Moore territory to vote on bonds for the first extension from the Seaboard to Winston-Salem. The next move contemplated in the event of the issuing of bonds for this extension is the connecting of the road with the Elkin and Alleghany and the building of the Concord and New Hope extension. This will probably be laid through Cedar Grove or Back Creek township.

The character of the proposed road is that it is to have a 73-pound rail with no grade on the main line to exceed 1.1-2 per cent. Up-to-date equipment and rolling stock is promised.

In case of the bonds issued the money obtained from their sale is not to be turned over to the road until a schedule of trains is in effect on the proposed main line, the further extensions to operate on the same basis. In return for the bonds stock will then be issued to the townships voting them. Mr. Shedd wants it definitely stated that the bond issue is not a matter of paying the road so much to build the extensions, but that it is a guarantee that the section wants the road and believes in it enough to take a part of the stock.

Those behind the R. & C. are decidedly more optimistic at present than before, believing that they see in the proposed Southport and Western a revolution of transportation in North Carolina and a fair share of the Panama and western trade.

Consider The Poor Horse

Pity the sorrows of a poor old hog,
Who seldom gets a nose old hog,
His only pull the ash-cart of the boss,
Who gets no favors, for he has no votes,
His shoes are rags, tied on his weary feet,
They help him grapple with the slippery street,
With feeble steps, and slow he treads the pave,
His life a torture and his goal a grave.—N. Y. World.

GOOD ROADS NEEDED IN SOUTH

The subject of good roads seems to be of great interest in North Carolina at the present time. There has been great improvement made on the roads of Guilford, Mecklenburg, Graham, Alamance, Rowan and parts of Moore and many other counties.

Mr. Leonard Tufts, a Massachusetts man, is doing a great work in building up the roads of southern Moore county. Lee county has recently issued bonds for \$100,000 to build good roads. It is estimated that there has been spent \$3,405,000 in North Carolina for building good roads.

The first roads in North Carolina were merely trails made by Indians who were non-progressive and lazy and were satisfied with any kind of roads. Shall we imitate the spirit of the Indians?

The Romans used to dig a deep trench as long and as wide as the roads they intended to make. Then their trenches were filled with stones of different sizes, packed tightly together. On top they laid great blocks of stone forming a strong and hard pavement. A road like this with a solid bed could not be washed out by spring rains, but was smooth and hard at all seasons. The most famous of all the Roman roads was the Appian way, leading from Rome southeast to Brundisium, a distance of three hundred miles. This road built about two thousand years ago is still in good condition today, thus showing how careful the Romans were in their work.

The roads of a community indicate the character of the people of a community to a certain extent.

Generally poor communities have poor roads. As the old man said as he chewed and spit, "Po folks has no ways."

The improvement of roads will be beneficial not only to the farmer but also to a large proportion of the dwellers in cities and towns. They will enlarge the trade of retail merchants, facilitate the work of rural carriers, and extend the limits within which local newspapers can be circulated on the day of publication.

If you are a farmer your farm will increase in value, you can raise more profitable crops, your cost of hauling will be lower. If you are a merchant good roads will enlarge your trading radius and make it possible for purchasers to reach you every day in the year and thereby increase your sale. If you are a railroad man good roads mean greater protection, bring more industries. If you are an automobile user, you can get the benefit of your machine every day in the year, and therefore good roads are of great benefit to all.

Good roads can only be had by a great deal of money being spent and the people should not expect to have good roads unless they are willing to bear part of the expense of building them. The people of the South should begin to realize the fact that the building of a permanent road is an investment for the benefit of themselves and their children. If the South would bear this in mind in a few brief years it would come to the front in building good roads.

Bad roads are a great disadvantage to the people of Randolph in many ways. Bad roads are not only disadvantageous to automobile owners but they are a great disadvantage to the farmer and many others. If the money that was spent in Randolph county for one year on repairing vehicles was spent for building good roads it would go a great way in building up the roads of the county. Now all the people should realize the disadvantage of bad roads and should come to the front in building them up.

The people of Randolph county should become interested in the matter and issue bonds to build good roads. The localities in the state where good roads have been built are becoming richer, more prosperous and more thickly settled, while those that have bad roads are at a standstill and are becoming poorer and more thinly settled.

Charlie Sheffield.

Two negroes confined for house-breaking broke jail last Thursday night, West Bass, one of them, got away but the other negro was caught.

Split Log Drag Again

"Line upon line, precept upon precept." It is not too often to preach the gospel of road repairs every day, especially at this season of the year. You who are skeptical about the efficacy of split log drag, take this testimony from the Troy Montgomerian:

"All of us thought the roads were ruined when the freeze, snow, sleet and rain put in their work recently. Not so, D. W. Saunders, who lives three miles southwest of Troy, put his mules to a split log drag and in half a day converted what was an almost impassable road between his place and town into the same admirable turnpike that it was before the bad weather set in. We had begun to despair of good roads, thinking them a failure, but since Mr. Saunders has demonstrated that the most trying weather cannot deprive us of good roads long at a time, we are stronger than ever in favor of good roads."

No dirt can stand up well under sleet, snow, ice and constant rain, but since these last but a short time during the year, there can be no reason to oppose good roads because of the few days they are not good. Better have 11 months of good roads than 12 months of bad ones."

That is the note. Pass it along among the unbelievers. Stick it under the noses of road superintendents who are wasting the people's money hauling dirt and shaping up roads in the summer and then not touching it again, leaving it to be worn down by the fall travel and washed away by the winter rains, with the result that what might easily have been a firm roadbed, is turned into soft mud almost impassible. If the supervisors can't see it, then let some live, sensible man in the neighborhood raise such a rumpus that others will join him and make the old officials take notice. Or what might be better in some instances, let him make a drag and donate a half a day now and then as an object lesson. Every community must have a leader, anyway, or the progress is apt to be backward.—Greensboro News.

May-Day Fete at The State Normal College at Greensboro.

As a part of the Commencement exercises, the students in the College and the children in the Training School are to celebrate May-day. To the ancestors of every North Carolinian—Teuton, Celt, or Anglo-Saxon—the very word May-day was eloquent with meaning. Because this was right, these youthful citizens are going to do their best toward reviving the May-day customs by reproducing the Day itself.

From the dim and shadowy period of paganism, through many centuries, all European peoples performed certain semi-religious, semi-poetic rites in May. Romans instinctively wore garlands and carried newly budded branches in honor of Flora and Zephyr, who were supposed to strew the earth with flowers. Giths and Swedes fought a mock battle between Winter and Summer, Summer always winning. Irish, Scotch Highlanders, and Scandinavians kindled "bonfire" on their hill-tops, and danced, and feasted in honor of the sun. In the Christian era the old customs were continued as wholesome recreation for the people. Not only the masses, but lords and ladies, kings and queens reveled in the words and "brought the summer home." In "The Death of King Arthur," we read: "Then it befell in lusty May that Queen Gueneyer called unto her her knights of the round table and gave them warning that early in the morning she should ride on Maying into the fields beside Westminster." In the earliest English lyric poetry May-day is spoken of as the time "when everything living recovers virtue, beauty and force, and the hearts of all rise up and gladden themselves."

Hear and heed wise Chaucer:
"Forth goth al the courtie, both moete and leste,
To fetch the floures fresh and branche and blowe;
And then rejoyse in ther grete delight,
Eek ech at other throw the floures bryghte."

Hard is his hart that loveth naught in May when al this mirth is wrought."
Next we k we shall tell you of four famous May-Poles.

BRIEFS FROM FAR AND NEAR

Negotiations are on foot for a new treaty with Russia.

Secretary Macveigh is of the opinion that Teddy will not be a candidate.

The February term of Rowan superior court is in session this week, Judge Ferguson presiding.

The Republicans of the 5th Georgia congressional district have declared for Taft.

James J. Hill, builder of railways, told the investigating committee Tuesday, that he'd rather be an angel than in the steel business.

A dividend of 60 per cent has been ordered by the bankruptcy court to be paid the creditors of the Ware-Kramer Tobacco Company.

John Harris, negro, of Albemarle on Monday night called another negro, Charlie Christian, to the door and without warning shot him dead. Harris is in jail charged with murder.

Dr. Harvey Wiley, champion of pure food, says that unless something is done to alleviate present conditions of unrest mob rule will come.

A resolution has been introduced in the Senate for the investigation of the money trust by a joint committee of the two branches of Congress.

Mr. Josephus Daniels is quoted by the Washington correspondents as saying that Governor Wilson's nomination at Baltimore was almost practically assured.

Mr. James B. Duke is resigning from office of the American Tobacco Company and become chairman of the British-American Tobacco Co. with offices in London, Eng.

Mr. Coffyn who has earned the name "The Polar Aviator" performed a daring feat in crossing the Hudson reaching an altitude of 800 feet in a 25 mile gale the last of the week.

Monday night of last week the store of V. W. Idol & Co. at High Point was entered by would-be burglars, but were frightened away before succeeded in getting in their work.

Numa and Bunson Hill while scuffling at their home over the possession of a revolver shot and killed their father, who had stepped in to separate them.

Stories sent into to some of the North Carolina papers concerning opposition that would arise to the giving of the chairmanship of the finance committee to Senator Simmons in the event of his reelection have been discredited by reliable correspondents.

The post office department is investigating syndicates dealing in Florida everglade properties. This the result of charges made by Representative Clark of Florida, who has been asked by the post office department to appear in the course of the investigation.

Mr. J. Leake Carroway, who has been managing editor of the Arkansas Democrat of Little Rock for several years, has acquired an interest in The Charlotte News and will be associated with the management of it.

Surveying corps are busy on the proposed route of the Norfolk and Southern from Troy to Concord. It is thought most likely that the new road will leave the A. & A. at Troy and make its way directly through the Uwharrie mountains to Concord.

The engine of train No. 32 of the Southern turned over in the yards at Columbia, S. C. last Friday. No one was injured and the passengers were unaware that the accident had happened until told of the cause of delay.

Meeting of Rural Carriers.

The rural free delivery carriers of Randolph county are requested to meet in the Courthouse in Asheboro on Thursday, February 22nd, for the purpose of consultation and discussion of plans for their work and organization.

D. M. Sharpe, President.