

Burlington Deeply Mourns The Loss of Her Benefactor.

THE TWICE-A-WEEK DISPATCH

A PROGRESSIVE REPUBLICAN NEWSPAPER DEVOTED TO THE UPBUILDING OF AMERICAN HOMES AND AMERICAN INDUSTRIES.

BURLINGTON, ALAMANCE COUNTY, NORTH CAROLINA, TUESDAY, JANUARY 19, 1915.

TO THE TAX PAYERS OF ALAMANCE COUNTY: J. W. MURRAY DIES IN EXPLOSION OF YACHT OUR ADVICE TO REPRESENTATIVE VERNON.

Your county finances are in bad shape. Your county debt is increasing about twenty thousand dollars per year, that is, every year you spend twenty thousand dollars more than you take in, every five years your debt is increasing a hundred thousand dollars, and upon this vast sum you have to pay interest. Only last year, your county debt increased thirty thousand dollars, this year it may be more. Every five years you are paying more than a hundred thousand dollars in interest upon your county debt—where will it all end? What are you going to do? The Legislature is in session now. If you want to do anything, now is the time. There are only about forty-five days of the session left. Are you going to allow your county to become bankrupt before you wake up and take steps to prevent it? Your county debt is now more than three hundred and forty thousand dollars. It was said during the last campaign that you had two hundred and sixty thousand dollars worth of good roads and bridges to show for the debt, but the man who made this statement got elected and has not been heard from since. You may have the bridges, but your roads are so bad you cannot get to them. These statements are not campaign thunder—they are cold facts, they are the truth. Every one of you know them to be the truth. They are not said to injure any man, men, or party, they are said because we feel the effects of these conditions. You owe us money, and we need it, you cannot come to town and bring it to us. You could send it if you had it, but we know that some of you have not got it. You have something to sell, but you cannot bring it to market, therefore, you cannot sell it, and therefore, you cannot pay us. You owe others and the same conditions exist. Some of you do not owe any one, but you have something to sell, and unless conditions improve you cannot sell it, and you too will soon have to owe some one, and all on account of bad roads. The road system for this county is rotten, the blame rests upon those in authority, because they will not change the road system. It may be that they have not thought it needed changing very bad, or it may be that they did not know what changes to make to better conditions, but is up to you to speak out, if you want a better road system. Let your wishes be known to your representative, no matter whether you voted for him or not, if he is the man he represents himself to be, and ought to be, he will not stop to ask, "Did this man vote for me," but he will ask, "Is it right, is this the thing to do?" and having informed himself upon this point, he will set about the task of doing it.

Now, what do you want? Read this issue of The Dispatch and if you are in sympathy with our suggestions, let it be known, or if you know a better system, write to your representative. We have no pet hobby, we are not seeking to embarrass anybody. We want something done for you and for us. Conditions are intolerable, the faithful rural carriers who make life more pleasant for you by making you a visit each day, can hardly reach you, and some even have to walk a part of the way at least. You know the true conditions. You know the system under which we are laboring. Do you want a change, if so, what change do you want? Put your thinking cap on, get busy with your neighbor talk it over with Mary, and then write to Raleigh, setting forth your views. Talk plain, talk English, talk common sense, tell your representative that you want relief and that you want it now. If he cannot make up his mind after hearing from all of you, and putting all your ideas together, let him call a mass meeting at the Court House in Graham, N. C., and you can start the day before, in order to be sure to get there, and you can take your own time going back home, and you can give your representative your views and your neighbor can do likewise. Then he will know what you want and how to get it. Do you think someone else will attend to these matters, you must act for your self, but see your neighbor and talk it over with him, and then both act. There are hundreds of others just waiting like you for some one else to start the ball to rolling. The business men in all parts of the county are with you, and are willing to help you, because when helping you they are helping themselves. If you do not know how to go about getting what you want or letting those in authority know what you want, write a letter to The Dispatch, stating your views, and if you do write, sign your name, but if you do not want to sign your name, or do not want your name used, we will respect your wishes.

So, now get busy, and let the lawmakers know what you want. Our columns are open to you, whether you are subscribers or not. The Dispatch stands for Progress, Better Roads and Better County Administration.

WHAT DO YOU STAND FOR?

If you receive a copy of The Dispatch, and are not a subscriber, it will be an invitation to subscribe, and you need not hesitate to accept the paper as it is paid for, so far as you are concerned. Read this issue carefully, and if it meets your approval, call No. 265 and request us to place your name upon the record of The Dispatch family. Remember it comes to you twice each week. Seven days is a long time to wait for the news in this progressive age. When you are a subscriber to The Dispatch, you get double value in fresh, readable and up-to-date news. In this connection allow us to call your attention to the coupon in this issue regarding the abolition of the Office of County Treasurer. If you favor this change, please sign your name to the coupon, then cut it out and mail, bring or send it to The Dispatch office. Do not neglect this. It is an important matter to the tax payers of this county.

ON PAMLIKO SOUND.

Mr. James W. Murray, President of the Piedmont Trust Company, Loses His Life in Pamlico Sound when his Yacht, Julia, is Completely Destroyed by Explosion of her Gasoline Tanks Last Friday Morning—Mrs. Murray the Only Survivor of the Explosion—The Searching Party Unable to Find any of the Three Bodies Which Were Lost.

Mr. James W. Murray, president of the Piedmont Trust Company, of this city; Mrs. W. E. Porch, of Beaufort; and Mr. G. P. Dodson, of Norfolk, Va., lost their lives early last Friday morning when the gasoline tanks of the yacht exploded, on Pamlico sound, near Long Shore river at a point about twenty miles from Englehard, Hyde county, and the vessel sank before any assistance could reach them.

Mrs. J. W. Murray was a member of the party, but was blown clear of the boat by the explosion, and was picked up by fisherman about two hours later. She is the only survivor of the party.

Mr. and Mrs. Murray, and Mrs. Porch went to Norfolk, early in the week to buy the yacht. The purchase was made, and Mr. Dodson, from whom the yacht was bought started south on board the vessel, on Wednesday afternoon. The trip was uneventful until Friday morning when the explosion occurred.

On account of rough weather the party was forced to put in to Elizabeth City on Thursday, and left there late in the afternoon or night.

About 1 o'clock Friday morning Mrs. Murray heard someone strike a match, which ignited the gas in the cabin of the vessel causing the explosion. She was blown through a window on the opposite side of the yacht, and in going through the window managed to catch hold of a life preserver, which she managed to get around her which held her up in the water until the fisherman arrived, about two hours later. Mrs. Porch's clothes were set afire by the explosion and Mr. Murray threw her overboard and jumped himself. Mr. Dodson also jumped. Mrs. Porch and Mr. Murray were never seen again. Mr. Dodson swam up near to Mrs. Murray and told her "goodbye," saying the life preserver would not support two and if he caught hold of it, both might drown, so he left her and sank beneath the water, never to arise again.

Mrs. Murray was taken to Englehard where medical attention was given her. She remaining there until Sunday afternoon, when she went on board the U. S. Revenue Cutter, Pamlico, which searched for the bodies.

Up to this time none of the bodies have been recovered.

The first news of the accident received here came in a telegram to Mr. C. Brown Cox, from Mrs. Murray Friday afternoon saying the boat had been burned and that she was the sole survivor.

Mr. Cox left Friday afternoon No. 22 to go to the scene of the disaster and assist in searching for the bodies. He returned to the city this morning on No. 21, with Mrs. Murray, after searching two days and two nights for the bodies, which they were unable to recover.

MR. MURRAY'S PART IN BURLINGTON'S HISTORY.

Mr. Murray began his business career here as a lawyer about fifteen years ago. He made a success of his business and later organized the Piedmont Trust Company, a then small company doing a real estate business. This proved so successful that he enlarged the field of his company by adding stocks and bonds to it. The

company kept on growing until now it is one of the State's strongest Trust Companies and does an extensive business all through this section.

Mr. Murray was president up until his death, but had not been actively engaged for the last few months in the affairs of the company, he being out of town a good bit of the time.

Mr. Murray not only looked into the future and anticipated the needs of the people of the Piedmont Section, but as a thorough organizer it is doubtful if he has a peer.

It was Mr. Murray's intention, owing to the condition of his health, to retire from the active management of the Piedmont Trust Company as president and had trained each of his assistants to conduct his particular department.

It was through the efforts of Mr. Murray that the Piedmont Railway & Electric Company was formed and the trolley line given to Burlington and Alamance county. Another of his great undertakings was a hospital for Burlington, which is now assured and will be built in Piedmont, and will be in all probability named the Murray Memorial Hospital.

THE YACHT VERY HANDSOME.

The yacht "Julia," was 42 feet long and was handsomely fitted in quarters and cabin. She had sleeping accommodations for eight and a carrying capacity of thirty five persons. She was equipped with gasoline engines and carried supply tanks which held 30 to 40 gallons of fuel.

"Oh, Death, it is a solemn call,
A sudden judgment to us all;
It takes the young as well as old,
And folds them in its arms so cold."

Jehovah is my strength and my shield;
My heart hath trusted in him,
and I am helped; therefore my heart greatly rejoiceth;
and with my song will I praise him.—Psalm 28:7.

ELON DEFEATS TRINITY.

Trinity, Jan. 16.—Last night witnessed a hotly contested basketball game on Trinity's floor, in which the strong Elon quint outplayed the Trinity five.

Elon started the scoring in the beginning, and in the end the score was 16 to 18 in Elon's favor.

The outstanding star for Trinity was Captain Siler, who pocketed four field goals and also four fouls out of seven free passes.

For Elon Morefield, the Elon freshman along with Captain Bradford, did the greater part of the offensive work, while Mossey and Morgan were defending their goal with their old-time fighting spirit. McCauley, playing his first year at center, proved a success, scoring two field goals to Neal's one.

AID TO COUNTY FAIRS.

The senate last week passed a bill appropriating \$3,500 for the purpose of aiding in agricultural exhibits at county fairs. The appropriation carries \$50 for each county fair in the State.

While the democrats may not have done all they promised to do, the country is perhaps willing to be let alone.

The Dispatch has no desire to dictate to Hon. John H. Vernon, Democratic Representative to the Legislature from this county, but we believe Mr. Vernon is broad enough or at least should be, to want the advice and co-operation of every elector in the county, be he Democrat, Republican, Progressive, Prohibitionist, or any other creed, and The Dispatch believes that if he will listen to some of the advice given, that his record as a Legislator, will be a credit to himself and the party who elected him. Mr. Vernon knows as well as The Dispatch that our system of county government is wrong, and badly wrong. Mr. Vernon knows that our road system is a disgrace to an intelligent people, and while The Dispatch differed with Mr. Vernon upon political matters, and stills differs with him, yet we want to see him rise above partisan lines and do what is best for this county, regardless of who advocates it. We want to see him do what is best for our people, ever if what he does makes the county so rock-ribbed Democratic that the Republican party will not black the board in years to come, and he has the opportunity. Will he grasp it? or will he harken to the bosses and allow conditions to drag along as they have been, rather than advocate and pass measures for the relief of the tax payers just because the measures are advocated by what he terms his political opponents? The road system is bad. The method of collecting the road tax is bad. These things should be changed. We feel quite sure that Mr. Vernon feels they should be changed, and we know from conversation that a great many people who helped to elect him feel that this system is bad, and that they want it changed. It is this knowledge that has prompted us to suggest to Mr. Vernon that he undertake to change it. Now, as to the remedy: Our position is the same now as during the campaign. Mr. Vernon knows what this position is. He heard it stated day by day, and no doubt knows it by heart. This is the only remedy we have. It is the only one that we think will accomplish the desired results. We ask Mr. Vernon to give it careful consideration, and unless he can devise a better system, to write our proposition into law. If he can devise something better, something that will remedy the existing evil, and will do it, then he will be entitled to the gratitude of a mud-burdened people, and not only will he be entitled to the gratitude of a mud-burdened people, but if he really enacts a good road law, he will not only be entitled to the gratitude of the people, but we are willing to go a step farther and say that he will be entitled to the support of the people. The Dispatch is Republican to the core, but we are not so partisan as to want to see Mr. Vernon blunder in making a new road law, or to allow the present rotten system to remain, but rather would we see him enact such a law as would be a blessing to the tax payers of this county and rob us of a political issue so far as the road system is concerned. Now, will Mr. Vernon rise to the occasion and enact such a law, or will he allow the present system to remain in vogue, rather than give affront to the grafters who profit by the present road law at the expense of the taxpayers of the county?

Our advice, Mr. Vernon, is to pass an act that the county convic shall construct at least two miles of permanent roads in each township in the county during the year for a period of twenty years. That they shall work 60 hours per week, and shall receive a small compensation over their up-keep and the same to go to the dependent upon them for support, or to any person they may designate, and if they do not have any one dependent upon them, or do not care to designate some one to receive their wages, that it shall be held in trust and paid to them upon their release. That you repeal the present law in regard to working the roads three days or pay so much money; that no one be allowed to work the roads in lieu of his tax, but that every person from the age of 21 to 45 be required to pay a money sum for the benefit of the road fund, and that it be listed at the time his other taxes are listed, and collected the same as his other taxes are collected; that all public roads be laid out in sections of so many miles each, and let out by contract to the lowest bidder every two years, provided, that if any contractor complies to the very letter and spirit of his contract, that he shall be awarded his section of road for another two years at the same price, without having to re-bid. This provision will be an incentive to keep his road in good repair, all contractors to give bond in reasonable amount for faithful performance of duty, all bonds to be for double amount of contract.

We advise further that you have the Office of County Treasurer abolished, and that the amount now paid to the county treasurer, be put into the road fund with which to help employ a competent civil engineer to have charge of the road work in the county. This amount, together with the amount you now pay your road superintendent, will employ a first class man.

Our information is that only fifteen hundred people out of more than four thousand paid their road tax. This leaves twenty-five hundred people liable to road duty, who either are supposed to work the road, or who shirk this work altogether. Is it any reason that your roads are in the condition that are are? and it this not proof positive that the system ought to be changed?

There are many other needed reforms which ought to be put into operation, but our representative is only human, and of course cannot work out all the needed reforms in one session of the Legislature, but if he has the interests of his people at heart, he will at least see that this miserable makeshift of a road law is changed, and changed along the lines set forth above, or a better system than this worked out if that be possible.

As a parting shot: Won't you rob The Dispatch of this much campaign thunder during the next campaign in so far as the Roads of Alamance County are concerned?