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# THE HICKORY DEMOCRAT

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Established 1899

HICKORY, N. C., THURSDAY, JUNE 4, 1914

Democrat and Press, Consolidated 1905

## 900 PERSONS PERISH WHEN SHIP SINKS IN ST. LAWRENCE RIVER

CANADIAN PACIFIC LINER, EMPRESS OF IRELAND, RAMMED BY COLLIER.

### A LARGE HOLE IN SIDE

Steamer Goes Down in Fourteen Minutes After Impact—Little Time For "Women First."

Rimouski, Quebec.—Sinking in 90 feet of water within 15 minutes after being rammed amidship in the upper reaches of the St. Lawrence River, the Canadian Pacific liner Empress of Ireland carried down with her more than 900 of her passengers and crew. Of the 1,367 persons on board the liner, only 433 are known to have been saved, making the probable death list 934.

Looming up through the river mists, as the Empress of Ireland was lying to, waiting for the fog to lift or day to break, the Danish collier Storstad crashed bow into the side of the big Canadian liner, striking her about midway of her length and ripping her side open clear to the stern.

### Crash Near Shore.

The crash occurred not far from the shore off Father Point, 150 miles from Quebec, which the Empress of Ireland left the afternoon before bound for Liverpool and 10 miles from this point on the St. Lawrence. In reality therefore, although the liner was heading for the sea and the collier coming in from it, the disaster was not one of the ocean, but of the river. Unlike the Titanic's victims, the Empress of Ireland's victims their lives within sight of shore—in landlocked waters.

Immediately the ships crew recovered from the shock of the collision and when it was seen that the liner had received a vital blow a wireless "S. O. S." call was sounded.

A special train was made up on which many were taken to Quebec and Montreal.

The president of the Canadian Pacific Railway, issued a statement saying that the Empress had sunk within fourteen minutes. No one aboard had time to size his belongings much less to dress. Those found in the lifeboats were in their night clothes. The women suffered most. Only a few were saved, according to the early lists, and indications are that they lacked the strength to combat conditions which confronted them. There was not time, as was the case on the Titanic, for calm deliberation and rigid observance of the unwritten rule of the sea, "Women first!"

A party of Salvation Army members en route to London, was almost wiped out; Laurence Irving, son of the late Sir Henry Irving, is among the missing and other prominent persons in the first cabin were unaccounted for.

Of those saved crew members and third class passengers predominated. From partial lists available it was evident that but a mere sprinkling of the first cabin passengers were rescued. Only three names of those in the cabin appeared in the preliminary list of rescued. They were G. W. G. Henderson and C. R. Burt, address not stated and Walter Fenton of Manchester, Eng.

The stricken vessel sank as if she were lead. An explosion, apparently originating in her engine room, hastened her end, and those persons who were able to make their way from their cabins found themselves on a perilously slanting deck. Many leaped and were drowned. Others were fortunate enough to grasp driftwood or were picked up by lifeboats. It is apparent that the great hole torn in the ship's side admitted such a deluge of water that many must have been overcome in their beds.

The rescued, fighting their way to the lifeboats from the careening deck, clinging desperately to the rails or leaping blindly overboard, broke their arms or legs or otherwise injured themselves so badly that twenty-two died after being picked up. Groggling and in some cases practically insensible, others were landed here while the populace of the village gathered with medicines and stimulants to relieve their suffering.

### Vessel Cut Wide Open.

The vessel bound for Quebec from Liverpool with 77 first, 206 second and 504 third class passengers, was cut wide open by the collier Storstad and sank within 20 minutes in 19 fathoms of water.

### Many Were Injured.

Of those saved the majority appeared to be members of the crew or from

List of Salvation Army Officers. Winnipeg.—Salvation Army delegates to the London World's Convention who were booked on the Empress of Ireland follow: Commissioner and Mrs. Rees, Toronto; Field Secretary Col. Gaskin and wife; Field Secretary Col. Malmind and wife; Adjutant Beckstedt, of Grace Hospital, Winnipeg; Brigadier Scott Potter, financial secretary, Toronto; Brigadier Walker, editor of the Canadian War Cry, Toronto; Mayor and Mrs. David Creighton, of the Immigrant Department.

the steerage. Many were badly injured and 22 died after being picked up.

### Great Inrush of Water.

The crash occurred about 2 o'clock in the morning off Father Point, Quebec. The collier, bound for Quebec struck the Empress of Ireland on the port side about the middle of the ship. She literally tore her way back almost to the liner's screws, leaving a rent through which the water poured in in such a deluge that she sank before many of the passengers were aware of what had happened.

### Vessels to Rescue.

Brief wireless calls for help sent out by the Marconi operator were heard by the pilot boat Eureka here, 10 miles from the scene, and the Eureka, followed by the Lady Evelyn, a mail tender, made all speed for the spot.

It was these two boats that found afloat the few lifeboats that were launched from the stricken ship and picked up the survivors they contained. Three hundred and thirty-nine were saved by the Lady Evelyn and 60 by the Eureka. Among those saved was Captain H. G. Kendall, of the Empress.

### Noted Persons Aboard.

Most of the first-class passengers apparently perished. Among these in the first cabin were Sir Henry Seton Karr, a noted English lawyer and big game hunter, and Laurence Irving, son of the late Sir Henry Irving, and his wife, Mabel Hackney. Of a party of 140 Salvation Army members on board only 20 were rescued. They had left Quebec for the army's international conference in London.

### Pitiable Scene.

So quickly did the Empress sink that those passengers fortunate enough to get into the lifeboats found themselves garbed only in their night clothes. No baggage was saved. The condition of the survivors was pitiable. Some had broken arms and legs and all had suffered terribly. E. G. Gossett, a prominent lawyer from Montreal, saved himself by clinging to a raft. When the rescue ships decked here the station platform was converted into a hospital and the townspeople, bringing food and clothing, united in a common effort to aid the sufferers.

### Twelve Bodies with Faces Covered Lay Side by Side on the Wharf.

They were passengers who had made the lifeboats but who were fatally hurt.

### Wreckage Straws Coast.

Wreckage straws the St. Lawrence for a long distance near the spot where the Empress sank. The sun shone brightly during the forenoon and though the water is still icy, the temperature was not low enough to increase the suffering of the survivors.

### "Ship Gone."

Early estimates here indicated that of those saved not more than 60 were passengers. Besides Captain Kendall, the first and second engineers and the ship's surgeon were rescued. The captain was too overcome to give at the time of the crash to do anything. He had sent a wireless to his line after the vessel was struck, saying: "Ship gone."

### Townpeople Render Aid.

The residents of Rimouski, numbering 3,000, came silently to the dock where the dead and exhausted living were being landed, and under the direction of Mayor H. R. Piset, gave aid wherever possible. Every doctor in the town was on the scene and many of the injured were taken to private homes. From cedar chests and closets the townsfolk brought garments of all descriptions for those who had lost their belongings. Two head quarters were established at the wharf and at the station of the Intercolonial Railway. At the station those injured and not removed to homes were cared for.

### Like Titanic Disaster.

The rescue boats, Eureka and Lady Evelyn, found on reaching the point where the Empress sank, a scene not dissimilar to that which greeted the liners that rushed to the Titanic's aid. They found the ship sunk and the surface of the water, fortunately calm dotted with lifeboats and smeared with floating debris.

In the lifeboats were huddled the survivors, dazed and moaning, some then dying of injuries sustained in the crash or in the rush of leaving the sinking Empress. Few could give anything but incoherent, almost hysterical accounts of what had happened.

### J. L. Black and Mrs. Black of Ottawa, said they had jumped together into the river. They had been roused by the shock of the collision and unable to get into a lifeboat, had risked the leap. They were picked up by a boat from the Lady Evelyn.

Another survivor was Mrs. Patten of Sherbrooke, Que.

### Some Passengers on Ship.

Montreal.—The passenger list of the Empress of Ireland is: Saloon: Mrs. J. R. Abercrombie, Vancouver. J. P. Adie and Mrs. Adie, Birmingham. A. B. Anderson, London. P. C. Ayerduck, Manchester. A. E. Barlow and Mrs. Barlow, Montreal. Mrs. Hart Bennett, Nassau, N. P., Bahamas. Lieut. Col. W. R. Bloomfield and Mrs. Bloomfield, Auckland, N. Z.

## MORE ABOUT LENOIR COLLEGE COMMENCEMENT

The annual meeting of the board of trustees of Lenoir College last week was well attended and progressive. The enrollment (288) and the work and conduct of the students were record breakers. The best financial report in the history of the college was given. Prof. George Herman Hartwig, who has been away studying two sessions and two summers in Leland Stanford and Harvard Universities, returns to take charge of the department of English. Miss Lillie Bell Hallman after a year of rest and study returns to take charge of the music department. Misses Shultz and Hallman will have assistants. Mrs. Mary B. Scherer, A. B. B. S., will have charge of the new department of domestic science and domestic art.

The \$100,000.00 endowment campaign is to be pressed vigorously during the next year. A classic front is to be built to the east side of the administration building and two large rooms added to the kitchen department of Highland Hall this summer.

The address on Tuesday evening last week by Dr. W. S. Currell, head professor of English in Washington and Lee University, Lexington, Va., was inspiring and instructive. Dr. Currell is a Southern gentleman and scholar of the finest type. He is a teacher and lecturer of national reputation. The presence of this distinguished scholar and speaker was a distinct honor to the college and our city.

The class of 1914 at the college is as follows:

A. M. Courses.—Arthur Milton Huffman, Mildred Lela Miller. A. B. Courses.—Robert Abel Yoder, Calvin Clayton Carpenter, Eva Lillian Christianman, Charles Everett Fritz, Edna May Hamman, Lawrence Luther Lohr, Maud Clena Powlas, Thomas Paul Rhyne, John David Rudisill, Clara Rhodes Smyre, Ethel Rebecca Tussing, Stella Ray Wesinger, Daniel Polycarp Whitley. Graduates in Expression.—Charlotte Elaine Cline, Arthur Milton Huffman, Stella Ainoir Yoder, Nellie Olivia Rudisill. Graduate in Voice.—Clara White Bowles. Graduate in Music (Pianoforte).—Stella Ray Wesinger. Graduate in Art.—Berta Ella Huit.

Graduate in Shorthand.—Ramona Rich. Graduates in Bookkeeping.—Nillah Maie Edmiston, William Herbert Lyerly, Basil Hedgecock, Willie Eford Rhyne, Russell Worroe Yount.

Certificates in Literary Courses.—Janie Edna Stuck, Lillian Lenora Plonk, Stella Ainoir Yoder. For the first time each department had at least one graduate, the total number being 31, 28 receiving diplomas and 3, certificates. This is the largest class in the history of the college.

The honorary degree, D. D., was conferred by the board of trustees upon the Rev. Richard S. Patterson, secretary Home Missions Southern Lutheran Church; the Rev. C. H. Little, of Nova Scotia, and the Rev. J. P. Stirewalt, of Virginia.

The following were announced as the winners of medals and prizes:

M. Craig Yoder, the scholarship medal endowed by the Rev. A. R. Beck; Leslie Berge Beam, the Junior Orators' medal endowed by Atty. A. A. Whitener; Dora Cecilia Rhodes, the expression medal endowed by the Revs. W. H. F. K., and W. J. Roof; Bertie Ella Huit, the art medal endowed by Dr. Darius Neae; Victor Vard Aderholdt, the Christiania Debater's medal; John Leroy Deaton, the Euronian debaters' medal; Basil Hedgecock, the business prize, (\$10.00 in gold,) given by a former student, E. G. Mauney; Paul L. Miller, Miss Cloe Epting and Miss Gretta Miller, the Christiania, Euronean, Eumenean and Philaethan Society improvement prizes; the Lenorian prize for best prose article (\$10.00 in gold) to W. Robert Rend; \$5.00 in gold for best poem to E. T. Troutman; Coit R. Troutman, the Declaimers' medal given by Pres. Fritz; Robert Abel Yoder, the Mathematics medal given by the college. The graduates prepared Tenses on International Peace (women) and International Arbitration (men). The American School Peace League gave a prize, \$5.00 in gold, and the Peace Movement in America, a large volume by Julius Moritzen. Miss Maude Olena Powell won the first Theses prize and Miss Clara Rhodes Smyre the second.

Last year the alumni association presented the college with elec-

## HICKORY'S CHAUTAUQUA BEGINS THURSDAY, JULY 9

Three Entertainments a Day for a Week.

### SPLENDID ATTRACTIONS.

Season Tickets Only \$2.50, a Little Less Than 14 Cents for Each Entertainment.

Hickory is indeed fortunate in having secured the Alkahest Chautauqua. Our readers will happily recall the splendid programs the Alkahest Lyceum furnished us during the past winter, and a glimpse at the appended program will show that the Chautauqua entertainments by the same management will be equally as attractive, entertaining and instructive.

The Alkahest Lyceum, of Atlanta which has been furnishing the South with Lyceum talent for the past sixteen years, will furnish about one hundred southern communities with their Chautauqua programs this summer, and great care has been taken in the building of the program.

The Committee in charge will soon have a supply of programs, which will be distributed throughout the City. There will also soon be arranged a campaign for the sale of season tickets, and the guarantors feel reasonably certain that the necessary number of tickets will be sold to prevent any financial loss to the gentlemen who have so liberally guaranteed this treat for our people.

It is only through such organizations as the Alkahest Lyceum System that the smaller communities are given an opportunity to hear high class lecturers and musical numbers at a low cost. This is Hickory's first venture in the Chautauqua.

### The following is the program for the week:

FIRST DAY. Afternoon. Address of welcome by local citizens, responded to by Platform Manager.

Grand Opening Concert by the Neapolitan Orchestra, assisted by Miss Hallie Gasaway, Reader.

Evening. Musical Preludes by the Neapolitan Orchestra and Readings by Miss Gasaway. Humorous lecture by Dr. H. W. "Taffy" Sears, of Illinois. Subject: "More Taffy and Less Epitaphy."

SECOND DAY. Morning Hour. Literary or Biblical Lecture by the Platform Manager.

A program of Vocal and Instrumental music by the Hawkeye Glee Club.

Evening. Thirty Minutes of Musical Preludes by the Hawkeye Glee Club. Shakespearean Recital by Mr. Frederick Warde, the noted Actor and Tragedian.

THIRD DAY. Morning Hour. Popular Lecture by the Platform Manager.

Song Recital by the noted Soprano, Sibyl Sammis-McDermid, assisted by the New York City Marine Band.

Evening. Grand Concert by the New York City Marine Band, M. Lo Zito, Director, introducing a Sextette and Quartette and Madame Sibyl Sammis, as soloist.

FOURTH DAY. "Children's Day." Morning Hour. Literary or Biblical Lecture by the Platform Manager.

Afternoon. Preludes of Sketches and Music by the Avon Sketch Club and Glenn Wells. Entertainment by Prof. Booth Lowry. Program arranged especially for the entertainment of children.

Evening. Dramatic Entertainment and Concert by the Avon Sketch Club and Glenn Wells, introducing the famous Suffragette Playlette: "How the Vote was Won," and

trick lights for the auditorium. This year they placed in the college library the great new Encyclopaedia Britannica, which was most acceptable and costly gift. The commencement, as a whole, was one of the most successful ever held at the college. The conditions and outlook at the college were never brighter than now.

## NEWS OF THE WEEK FROM WEST HICKORY

West Hickory, June 1.—J. E. Setzer and L. C. Pierce will soon have the work of repainting the Ivey Mill finished. Capt. H. W. Warner, our worthy superintendent, is having some nice improvements made in and around the mill. He knows how to make everything look attractive and pleasant for the mill help.

Miss Maggie Franklin, of Mortimer, has been visiting relatives here for the past two weeks.

Willie Smith, son of Mr. and Mrs. Joseph Smith, is very sick.

The choir of the West Hickory Baptist Church sang at Shoup's Grove Friday night. The choir is improving finely since Prof. G. C. Cook has been the leader.

John Parker, of Glen Alpine, was here several days last week visiting his nephew and niece, Mr. and Mrs. J. B. Clay.

J. M. Abeo, of Drexel, was here last week on a visit to his brother, Jim Abeo.

E. Hain and Dr. and Mrs. J. J. Hicks went to Washington on the excursion last Friday.

Rev. Mr. McSwain, pastor of the West Hickory Circuit, was married last Wednesday and arrived here with his bride Thursday, and was greatly surprised to learn that the people of Bethel and West Hickory M. E. Churches had prepared them a nice dinner. They also received several nice presents. They have our best wishes.

A Secret Marriage. Married in Icard Township, Burke County, at the residence of H. A. Adams, Miss Martha, the beautiful daughter of Dr. Jones, to Mr. Walter Icard, both of Granite Falls. H. A. Adams was the officiating magistrate. This marriage was celebrated on Easter Sunday, and the publication withheld by request.

Christ's Evangelical Lutheran Church. Rev. M. J. Heinicke, pastor. Services every Sunday at 3 p. m.

Sunday School at 2 p. m. You are invited to these services.

A Card of Thanks. We want to thank our friends for their sympathy and kindness in the sad loss of our mother and sister, Mrs. Browder, also for the loving token of the beautiful flowers.

Brother, Sister, Children.

the popular Banjo Quartette.

FIFTH DAY. Morning Hour. Popular Lecture by the Platform Manager.

Afternoon. Musical Preludes by the Ernest Gamble Concert Party. Historical lecture by Mrs. LaSalle Corbell Pickett, (widow of General Pickett, the famous Confederate Leader.) Subject: "The Friends of Yesterday."

Evening. A Concert Recital by the celebrated Ernest Gamble Concert Party of Pittsburgh, introducing Mr. Ernest Gamble, Basso Cantante, Miss Verna Page, Violinist and Mr. Edwin M. Shonert, Concert Pianist. The high class musical treat of the week.

SIXTH DAY. Morning Hour. Literary or Biblical Lecture by the Platform Manager.

Afternoon. The Oxford Company, in Song and Drama. A Grand Opera Quartette, presenting scenes from the Operas in Costume, assisted by Miss Coburn, the Cartoonist.

Evening. Musical Preludes by the Oxford Company. Lecture by Dr. Robert Parker Miles, a noted dramatic lecturer of New York Subject: "Tallow Dips."

Closing announcements by Platform Manager and local citizens.

P. S.—The Platform Manager may be selected from a list of half a dozen or more who have become famous along these lines, including Prof. Booth Lowry, Edwin Aldine Pound, Charles M. Newcomb, Mr. Hunt Cook, Prof. Charles Lane, Rev. Marvin Williams, Dr. S. R. Relk, etc.

The Sunday Programs of the Alkahest Chautauqua Circuits will be furnished free of charge and either one or two programs will be arranged, according to the wishes of the local Committee, made up from the talent booked to appear on the Chautauquus on Saturday and Monday.

## BLAMES COLLIER FOR THE DISASTER

CAPTAIN OF LOST SHIP TELLS STORY OF THE RIVER WRECK.

### STRUCK WHILE LYING TO

Capt. Kendall Gives Account of Sinking Which Cost 957 Lives—Others Describe Last Moments.

### FIGURES OF DISASTER.

Lost 957. Saved 403. Passengers lost 746. Crew lost 211. Crew saved 201. First cabin passengers lost 31 men, 26 women, no children. Second cabin passengers lost 52 men, 63 women, 10 children. First cabin passengers saved 21 men, 8 women, 1 child. Second cabin passengers saved 15 men, 5 women, 1 child. Second class passengers lost 564 men, women and children. Third class passengers saved, 146 men, four women, no children. Total on board, 1,360.

Rimouski, Que.—Final tabulations of casualties in the sinking of the steamer Empress of Ireland made showed that 403 of her passengers and crew had been rescued and 954 had perished. Capt. Henry George Kendall of the liner was telling his story of the disaster at an inquiry conducted by Coroner Pinault here.

Capt. Kendall in substance declared he had taken all possible precautions against a collision. His ship had been stopped and he gave the requisite signal when the Danish collier Storstad, which sank the Empress, was two miles away, but the collier kept on through the fog that settled down soon after the two vessels sighted each other and had rammed the Empress while the latter vessel was motionless.

Then the End. Then, despite his plea to the master of the collier that he run his engines full speed ahead to keep the hole in the liners side plugged with the Storstad's bow, said Capt. Kendall, the Danish vessel backed away, the water rushed in and the Empress sank.

Capt. Kendall took up his story of the disaster from the point at which the Empress of Ireland, bound from Quebec for Liverpool, had dropped her pilot at Father Point.

"We then proceeded full speed," continued Capt. Kendall. "After passing Rock Point gas buoy I sighted the steamer Storstad, it then being clear.

"The Storstad was about one point 12 degrees, on my starboard bow. I saw a slight fog bank coming gradually from the land and knew it would pass between the Storstad and myself. The Storstad was about two miles away. Then the fog came and the Storstad's lights disappeared. I stopped my ship.

"At the same time I blew three short blasts on the steamer's whistle, meaning 'I am going full speed astern.' The Storstad answered.

"I then blew two long blasts, meaning 'My ship was under way but stopped and has now way up her.' He answered me again.

"It was still foggy. About two minutes afterward I saw red and green lights. He would then be about one ship's length away from me. I shouted to him through the megaphone to go full speed astern. At the same time I had my engine full speed ahead with my helm hard aport with the object of avoiding, if possible, the shock. Almost at the same time she came right in and cut me down in a line between the funnels.

"I shouted to the Storstad to keep full speed ahead to fill the hole he had made. He backed away. The ship began to fill and listed over rapidly. When he struck me I had stopped my engines. I then rang full speed ahead again, with the object of running her on shore. Almost immediately the engines stopped, the ship filled and going over all the time.

Ordered Out Boats. "I had, in the meantime, given orders to get the lifeboats launched. I told the chief officer to tell the wireless operator to send out distress signals. He told me this had been done. I said: 'Get the boats out as quick as possible.' That was the last I saw of the officer. In about three to five minutes after that the ship turned over and foundered.

I was swiftly taken down with the suction. The next thing I remember was seizing a piece of grating. Some men pulled me into a lifeboat, which already had about 30 people in it.

"We pulled around and picked up 20 or 25 more and put about 10 around the side in the water with ropes around their waists, hanging on. We then pulled to the Storstad. I got all the people on board the Storstad and then left her with six of the crew and went back. When we got there everybody had gone."

## N. C. HAS OBTAINED \$10,000 ROAD MONEY

OTHER REQUESTS MADE BUT OLD FORT ALONE MEETS THE REQUIREMENTS.

### DISPATCHES FROM RALEIGH

Things and Happenings That Mark the Progress of North Carolina People Gathered Around the State Capitol.

### Raleigh.

Washington.—North Carolina has been allotted but \$10,000 of the money provided for Federal aid to public roads two years ago. Other sums have been requested but the requirements have not been met.

This is interesting in connection with the fact that North Carolina has boasted of her good road spirit for years. Uncle Sam offers to put up \$1 for every \$2 that the state or county does under certain reasonable conditions. The Old Fort project in McDowell county, is the only one that has actually taken the money.

Davidson County was on the way to a \$20,000 lot, but struck a snag. It looks now as if the Davidson county project would fall through. That is the way the Department of Agriculture and the Postoffice look at it.

The Winston-Salem-Statesville road it is estimated, will cost \$100,000. It does not fit in with the present plan of the Postoffice Department, which helps to build roads for its mail carriers. Yet, the Forsyth, Davie and Iredell people have the money to match every dollar the Government will put up. If Uncle Sam will provide one-third of the \$100,000 the counties interested will get up the rest.

The proposed road from Winston-Salem to Statesville is to be 52 miles long. It would pass through beautiful farming sections and the villages of Clemmonsville, Farmington, Mocksville, Callahan and county line, crossing the Big Yadkin near Clemmonsville on a fine new steel bridge, constructed at a cost of \$31,000.

P. H. Hanes, D. W. Hartman and C. A. Hartman came here recently to ask the Government to agree to furnish one-third the money to construct the Winston-Salem-Statesville road.

The Winston-Salem-Statesville line is part of a great trans-North Carolina route from Beaufort to the state line west of Asheville. It is proposed to connect Beaufort with Goldsboro, Goldsboro with Raleigh, Raleigh with Durham, Durham with Greensboro, Greensboro with Winston-Salem, Winston-Salem with Statesville, Statesville with Asheville and so on.

### Governor Orders Investigation.

Sometime ago Governor Craig commissioned members of a highway commission for McDowell county, the commissioners being recommended by the authorities of the county and now there comes to the Executive demands from numerous citizens for the official conduct of these commissioners to be investigated, charges being made against them. The fight has developed from a \$10,000 bond issue for roads that has been voted by Nebo township and those after the commissioners are charging incompetency. The Governor has ordered a rigid investigation. The commissioners under fire are: W. G. Hunter, J. L. Pagell and Charles Hemphill.

### 75 Women Study Canning.

There are 75 women, canning experts from all over the state, here to take a special course in this work, especially the demonstration features, under Mrs. Charles McKimmon, head of the canning clubs in this state. These ladies come from 30 odd counties, and are the local directors of this work among the girls and housewives of their respective communities. It is asserted that there were never such fine prospects for really great achievements in the canning industry among the farm girls as this season.

### Governor Issues Requisition.

A requisition was issued recently by Governor Craig on the Governor of Texas for Archie M. Bunting, who is wanted in Guilford county for wronging Miss Maggie L. Faucett. He left the county some months ago and has enlisted in the United States Army, being now in the service on the Mexican border. The War Department has agreed to deliver the fugitive to the Guilford authorities and Sheriff Stafford is to make the trip to Texas to bring him back.

### Pearsall Quits Federal Court.

Col. P. M. Pearsall was here from Newburn to deliver to Clerk of the Federal Court A. L. Blow his resignation as deputy clerk for the Federal Court at Newburn. He says the clerkship is such that to retain it he would have to abandon his law practice and what is still more serious, his political activities also, and he would not think of doing such a thing, especially for a place that is so little to his liking in the matter of the duties it imposes and the emoluments therefrom as well.